



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, June 17, 2008 10:57:03 AM  
**Attachments:**

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Home Zip Code: 98660  
 Work Zip Code: 98660

**Person:**

- Lives in the project area
- Works in the project area
- Owns a business in the project area

**Person commutes in the travel area via:**

- Car or Truck
- Walk

**P-1089-001**

1. In Support of the following bridge options:
  - Replacement Bridge
  - Supplemental Bridge
2. In Support of the following High Capacity Transit options:
  - Bus Rapid Transit between Vancouver and Portland
  - Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
  - Lincoln Terminus: Yes
  - Kiggins Bowl Terminus: Unsure
  - Mill Plain (MOS) Terminus: No
  - Clark College (MOS) Terminus: Yes

**Contact Information:**

First Name:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

**P-1089-001**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

**P-1089-002**

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

## Comments:

**P-1089-002** I am very supportive of the light rail option. I understand the costs and conflicts associated with such a project and am willing to sacrifice what's needed to obtain it. My only two complaints upon moving to downtown Vancouver have been 1)the congestion across the I-5 bridge and 2) Vancouver's lack of a light rail connection to the Portland system. Something has to be done....band aids or heads in the sand are no longer a solution. Its time to throw down the big bucks and get the job done right... for now and the future.