



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 12, 2008 7:59:52 AM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 97204

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Bus

- P-1107-001**
1. In Support of the following bridge options:
 Replacement Bridge
 2. In Support of the following High Capacity Transit options:
 Light Rail between Vancouver and Portland
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name:
 Last Name:
 Title:
 E-Mail:
 Address:
 ,

Comments:

- P-1107-002** I'm very pleased to see the inclusion of the light rail alternative. I hope you will conduct
P-1107-003 feasibility studies to see if there can be an express route that transports commuters

P-1107-001

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-1107-002

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.

P-1107-003

Providing express light rail service between Portland and Vancouver would require a third, and possibly fourth track, to be built to allow light

P-1107-003 between Vancouver and Portland during peak hours. The expected commute time in 2030 using light rail is not a huge incentive to take light rail. Making it faster and easier to use might improve ridership. If it is within the scope and purpose of the DEIS it would be great to see some additional discussion of the possibility of express light rail routes.

rail trains traveling along the Yellow Line to bypass certain transit stops and non-express trains. This would require a significant capital investment and greater community impacts that are not a part of the CRC project.

Headways for light rail vehicles are proposed to be 7.5 minutes during peak hours and 15 minutes during off-peak hours.