

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 10, 2008 12:17:13 PM
Attachments:

Home Zip Code: 97203

Work Zip Code: 97210

Person:

Other - North Portland resident, not in project area, but affected by bridge traffic

Person commutes in the travel area via:

Bicycle

Car or Truck

1. In Support of the following bridge options:

Supplemental 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 Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

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Comments:

Pierson air park seems to be a holy cow in the discussion of bridge height, design elements, etc. While historic designation exists, that does not mean that the bridge design should end up being something less than inspiring as a gateway between the two states/cities. Pierson can remain, but if flights (what IS the actual count .. 60/day? less?) compromise bridge design, perhaps flight operations should be suspended. I realize that is Pierson's mission, but regional transportation certainly trumps aviation on such a small scale.) To have a signature bridge, such as the Tip O'Neill in Boston, should be high on the priority list. We don't get to make these decisions often, let's get it right.

That said, your options do not capture my opinion. Build no extra capacity for passenger transport. Build extra capacity to support light rail, commercial trucking and bike/ped. Toll on I-5 at peak times.