

**From:** [tknappy@comcast.net](mailto:tknappy@comcast.net)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Sunday, June 22, 2008 2:23:37 PM  
**Attachments:**

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Home Zip Code: 98665

Work Zip Code: 97204

Person:

Commutes through the project area

Person commutes in the travel area via:

Bus

Car or Truck



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: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Tom

Last Name: Knappenberger

Title: already on your list

E-Mail: [tknappy@comcast.net](mailto:tknappy@comcast.net)

Address: 1713 NW 75th St.

Vancouver, WA 98665

Comments:

I am a Vancouver resident who commutes to work in downtown Portland via express bus

5 days per week.

First, congratulations on a first-rate EIS. As a federal employee who has seen many, this EIS is customer-friendly and comprehensive.

I support Alt. 3, a replacement bridge with light rail.

I strongly support light rail as a fuel-efficient, low-pollutin means to transport people, especially commuters.

I have attended several open houses and forums and understand the issues. Please note that one of our every three Clark County workers commutes to Oregon - a largely unheard-from constituency, but obviously an important one. Tapping in to Metro's existing light rail network only makes sense in our four-county area.

I can live with whatever terminus makes sense, though prefer the farthest north as I live on 75th Street.

I support the STHB "bridge in a box" design to reduce the bridge width needed.

I support safe, attractive and user-friendly bicycle and pedestrian corridors.

I support re-working the adjacent interchanges, especially the ridiculous SR-14/Washington St./5th Ave. on-ramp to I-5 at the northern foot of the bridge.

Finally, I also support an aesthetically attractive bridge design as the new bridge will be a defining icon of our two states. The "bleached aircraft carrier" design like the Glenn Jackson bridge would be a mistake we would regret for years to come.

I support closing Pearson Air Field to air traffic if that what it takes to build an attractive bridge. That also would open double-decker design options -- both Portland freeway bridges over the Willamette have two decks. Pearson's history can still be preserved and celebrated with the museum. A handful of private flights SHOULD NOT dictate the design options for the most expensive public works project in northwest history.

Thanks for the opportunity to comment.