

**From:** [trenton071471-activist@yahoo.com](mailto:trenton071471-activist@yahoo.com)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, June 24, 2008 9:22:36 AM  
**Attachments:**

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Home Zip Code: 97223

Work Zip Code:

Person:

Commutes through the project area

Person commutes in the travel area via:

Bicycle

Bus

Car or Truck

Walk



1. In Support of the following bridge options:  
Replacement 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: Yes  
Mill Plain (MOS) Terminus: Yes  
Clark College (MOS) Terminus: Yes

Contact Information:

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Last Name: McKinney

Title:

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Portland, OR 97223

Comments:

I support the replacement bridge with light rail, pedestrian and bicycle crossings. Simply augmenting or “fixing” the existing bridge is insufficient if one looks at the projected growth in the Portland Metropolitan area for the next 20 years. Here is an example of what can happen when people are given options: the sidewalks have finally been completed along the 3 mile stretch of Olsen Road that I live on. Previously, this was a very dangerous, pedestrian unfriendly road. However, with the new widened road and sidewalks I see people riding bikes and walking all of the time now. In fact, it is now safe to walk to the bus stop on Vermont or Beaverton Hillsdale Highway and easily use mass transit to get to work. I can’t say what numbers of people will ride and bike across a new I5 bridge, but I can guarantee that it will happen, just as people will also use the light rail. I can imagine multi-million dollar medical savings if you look at the long term health benefits to these people. This savings doesn’t necessarily affect the transportation budget, but it does offer significant savings to tax payers in general.

With increased population density more people are going to drive regardless of what the “environmentalists” want and having all of these extra cars parked on I5 traffic for hour (s) a day on a smaller bridge is far more detrimental to the environment (as well as a waste of gas) than have those same cars moving faster on a new bridge. I imagine the financial impact on businesses that make deliveries, stores that are waiting on deliveries as well long haul truckers using I5 is significant when there are hour(s) long traffic delays.

It makes sense environmentally and financially for a new, full sized bridge with pedestrian, bicycle and light rail to be built to accommodate the burgeoning population of the Portland Metro area.