


**From:** [Hella Betts](#)  
**To:** [Draft EIS Feedback](#);  
**CC:**  
**Subject:** Crossing  
**Date:** Friday, May 02, 2008 1:16:37 PM  
**Attachments:**

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**B-001-002** Last night on OPB news there was an article on China's new bridge that was built for \$ 2.5 billion. I suggest cutting out some of the consultants fee (something to be said of dictatorship).

**B-001-001** My business is on the South East side off of Grand Ave., we require semi-truck service, and we strongly recommend a replacement bridge with both transit and light rail. BUILD FOR THE FUTURE.

Thank you 

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### **B-001-001**

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.

### **B-001-002**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.