

From: pdxbike@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC Submit Comments Page
Date: Sunday, May 04, 2008 9:19:59 PM
Attachments:

From: Randy Richmond
 E-Mail: pdxbike@yahoo.com
 Comment or Question:

- P-0044-001** | 1. I'd like to see less cars on the bridge. Most vehicles pollute. Portland already has high air pollution.
- P-0044-002** | 2. Create a huge tax on single person car trips on the bridge. A bike only portion of the bridge. I'm for refurbishing the current bridge. Make it a toll bridge!



P-0044-001

The LPA will reduce the number of autos crossing the river compared to No-Build. However, because of population growth, there will be more autos crossing by 2030 for all alternatives compared to existing conditions.

P-0044-002

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.