



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, May 06, 2008 9:01:48 AM  
**Attachments:**

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Home Zip Code: 97212  
 Work Zip Code: SW Portland

Person:

Person commutes in the travel area via:  
 Bicycle

**P-0068-001** 1. In Support of the following bridge options:  
 None

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: Unsure  
 Kiggins Bowl Terminus: Unsure  
 Mill Plain (MOS) Terminus: Unsure  
 Clark College (MOS) Terminus: Unsure

Contact Information:

First Name:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

,

Comments:

**P-0068-002** I love that I can bike to work and don't have to commute by car. I like that I can take my bike on bus or max and not have to use gas (expensive and dangerous) as an individual to get around. Please do not build a bridge for cars only! That will only increase car use

### **P-0068-001**

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.

### **P-0068-002**

Please see the response above. The LPA includes improvements for transit users, bicyclists and pedestrians in addition to autos. Modeling indicates that the LPA would decrease the number of car trips over the Columbia River Crossing compared to No-Build.

**P-0068-002** | and set Portland back as just another non-innovative, less environmentally friendly city  
(like the rest of major U.S. cities)

Think, think, think about it.