


From: glenisnotdead@hotmail.com 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 2:02:21 PM
Attachments:

Home Zip Code: 97217
 Work Zip Code: 97214

Person:

Lives in the project area
 Works in the project area
 Owns a business in the project area
 Commutes through the project area

Person commutes in the travel area via:

Bus
 Car or Truck
 Walk

P-0104-001

1. In Support of the following bridge options:
 None
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: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Glen
 Last Name: LaFollette
 Title:
 E-Mail: glenisnotdead@hotmail.com

P-0104-001

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.

Address: 7915 N. Emerald Ave.
Portland, OR 97217

Comments:

P-0104-002 The last thing we need is more CO2 in the air, more cars on the freeways and streets of Portland, and less money for real and lasting improvements to the area. I would only support your current plans after measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades were attempted BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge.

P-0104-002

Project analysis indicates that the LPA would reduce greenhouse gas (GHG) emissions and reduce auto vehicle miles traveled (VMT) compared to No-build. The CRC project evaluated a wide variety of options for achieving its Purpose and Need, including extensive travel demand and system management strategies that would not involve rebuilding the I-5 bridges. These strategies would provide some benefits and are part of the CRC project, but without accompanying physical improvements and upgrades, they would do very little to address the stated needs of improving safety and mobility for traffic and freight, or the seismic vulnerability of the existing bridges. The project will include tolling as a funding components and traffic management tool.