


**From:** [t.rood@mac.com](mailto:t.rood@mac.com)   
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 07, 2008 9:08:22 AM  
**Attachments:**

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Home Zip Code: 98660  
 Work Zip Code:

Person:  
 Lives in the project area  
 Commutes through the project area

Person commutes in the travel area via:  
 Bicycle  
 Car or Truck  
 Walk  
 Other - scooter

- P-0108-001**
1. In Support of the following bridge options:  
 Replacement Bridge
  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: Yes  
 Kiggins Bowl Terminus: No Opinion  
 Mill Plain (MOS) Terminus: No  
 Clark College (MOS) Terminus: No

Contact Information:  
 First Name: T  
 Last Name: Rood  
 Title:  
 E-Mail: t.rood@mac.com  
 Address: 1901 Columbia Street  
 Vancouver, WA 98660

## P-0108-001

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.

Comments: