

**From:** [gibbons.chris@comcast.net](mailto:gibbons.chris@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, May 13, 2008 7:01:53 AM  
**Attachments:**



Home Zip Code: 98661  
 Work Zip Code: 97204

**Person:**

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

Person commutes in the travel area via:  
 Car or Truck

**P-0140-001**

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

**Contact Information:**

First Name: Chris  
 Last Name: Gibbons  
 Title:  
 E-Mail: [gibbons.chris@comcast.net](mailto:gibbons.chris@comcast.net)  
 Address: 1700 E. Evergreen Blvd.  
 Vancouver, WA 98661

Comments:

**P-0140-001**

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-0140-002**

As a daily commuter I would love to be able to access rail-based public transportation to and from my downtown PDX location. It has proven to be a remarkably efficient system all over the world. We no longer have the option to avoid high capacity transportation options that serve the public good for generations to come.

**P-0140-002**

Thank you for your comment. 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.