



**From:** [jmatanich@comcast.net](mailto:jmatanich@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 26, 2008 8:11:44 PM  
**Attachments:**

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Home Zip Code: 97227  
 Work Zip Code: 97301/98660

Person:  
 Works in the project area  
 Other - care for parents in 98663

Person commutes in the travel area via:  
 Bicycle  
 Car or Truck

- P-0211-001**
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: Unsure  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
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 Title:  
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Comments:

### P-0211-001

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-0211-002** I cross the bridge at least once a week to visit my senior parents in NW Vancouver. My partner commutes to work near the Vancouver Convention Center five days a week. We sometimes ride bikes to cross. I have panic attacks on that narrow sidewalk and usually have to walk my bike all or part of the way across. We will both drive less and ride more with a better bike route and light rail.

**P-0211-003**

### **P-0211-002**

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

### **P-0211-003**

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.