



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 21, 2008 8:55:49 AM
Attachments:

Home Zip Code: 98665
 Work Zip Code:

Person:
 Other - Recreate through area

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

- P-0421-001**
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: No Opinion
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: Yes
- Contact Information:
 First Name:
 Last Name:
 Title:
 E-Mail:
 Address:
 ,
- Comments:
 I am in favor of replacement of the existing bridges. I see no cost benefit to keeping

P-0421-001

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-0421-001 them, even though they may have historical significance. The cost of maintaining these old structures is too great.

The idea of a third bridge at another location is outrageous. ODOT and PDOT won't support it and have said they won't build a road to it, so why is this idea still around? Don't waste any more time with this idea.

Lastly, we need to incorporate light-rail and bike ped facilities in the plan as well. Don't really care much for bus transit across. If we want to get ODOT and PDOT fully on board, and we want to be a part of the regional transportation system, it must be light-rail. Bus mass-transit will just be a cumbersome interface to an existing system.