

**From:** [julrich@lhs.org](mailto:julrich@lhs.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Saturday, June 28, 2008 3:10:16 PM  
**Attachments:**

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Home Zip Code: 98660  
 Work Zip Code: 97227

Person:

Lives in the project area  
 Commutes through the project area

Person commutes in the travel area via:

Bicycle  
 Bus  
 Car or Truck  
 Other - light rail

**P-0443-001**

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: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Joseph  
 Last Name: Ulrich  
 Title: Reg. Respiratory Therapist  
 E-Mail: [julrich@lhs.org](mailto:julrich@lhs.org)  
 Address: 711 W 33rd St  
 Vancouver, Wa 98660

**P-0443-001**

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:

**P-0443-002**

I travel 3 days per week for work and and 1-2 days for other reasons. I support the idea that we need to use our cars as little as we can and use other alternatives such as bicycling, bus, light rail and carpool. I use all these alternatives. This has many benefits for all that includes less pollution, more efficient use of limited fuels, and healthier lifestyles. I support the complete replacement with large/safe pedestrian bicycle path that is well seperated from vehicular traffic by the light rail path. We need to learn from the europeans and increase the options for mass transit. I think that those in public service need to step up to the plate, inspite of local Vancouver "Naysayers" and support the light rail option. We cannot continue to live in the fossil fuels age and depend totally on gasoline. I have Asthma and I take care of kids that have Asthma this and other lung problems. If Vancouver City officials care about this and other health benefits, they will support light rail. Also, those that make less than middle income, depend on public transport and we cannot let them down. My wife and I are lucky to have middle income and we think it's foolish that we don't have light rail. Get with it Vancouver!!!  
Thanks, Joseph U.

**P-0443-002**

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.

Light rail transit was selected as the transit mode for the locally preferred alternative. Impacts on air quality are discussed in both the DEIS and FEIS (Chapter 3).