



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 8:49:39 PM
Attachments:

Home Zip Code: 97219
 Work Zip Code: 97203

Person:

Person commutes in the travel area via:
 Car or Truck

- P-0463-001**
1. In Support of the following bridge options:
 Do Nothing
 2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 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:
 Last Name:
 Title:
 E-Mail:
 Address:

,

Comments:

- P-0463-002** | Commuter traffic from Vancouver effects just about everyone who needs to travel anywhere in Portland during rush hour traffic. I do not support any measure that expands

P-0463-001

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-0463-002

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during

- P-0463-002** | the inflow of more Washington commuter traffic until Vancouver participates in the mass transit efforts that Portland has begun.
- P-0463-003** | I also support a commuter tax and a toll for the bridges.

two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, PSC made a final recommendation of 10 lanes with the condition that a bi-state Columbia Crossing Mobility Council be formed to monitor the performance of the river crossings and advise the state DOTs and transit districts on adapting demand management measures to optimize performance.

Additionally, the project will bring high capacity transit to Vancouver. Also, RTC completed, in 2008, a more broad high capacity transit plan for Clark County.

P-0463-003

Thank you for your input. Tolling will be used to pay for the project.