


From: preston_alderaan@msn.com 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 6:52:24 PM
Attachments:

Home Zip Code: 97211
 Work Zip Code: 97223

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck

- P-0465-001**
1. In Support of the following bridge options:
 Do Nothing
 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: Preston
 Last Name: Beck
 Title:
 E-Mail: preston_alderaan@msn.com
 Address: 4712 NE 24th Ave
 Portland, OR 97211

- P-0465-002**
- Comments:
 Having followed the I-5 Bridge project for many years, I was quite pleased to see a few Metro Councilors speak out and support a no-build option with an implementation of

P-0465-001

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-0465-002

The LPA includes variable priced tolling, as well as the transit you have indicated you favor. It also includes proposed highway improvements that are integral to meeting the project's purpose and need, including improved traffic and seismic safety.

P-0465-002 peak hour congestion pricing. I am very familiar with the workings of congestion pricing and I want you to know as a citizen, I fully support this direction. I have educated my friends over the years about congestion pricing, mostly to demystify it, but also as an efficient and rational form of paying for the use of our road infrastructure. I know the public sentiment is not behind traditional 'tolling' and most don't understand peak hour pricing, but it's time to be progressive and take it on.

I fully support the direction to implement the no-build option and implement congestion pricing. I do not support build options, unless they only involve earthquake proofing, safety improvements, light rail, or high capacity transit.

Preston Beck
Portland, OR