



From: dregan02@msn.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 11:35:42 PM
Attachments:

Home Zip Code: 97210
 Work Zip Code: 97209

Person:
 Other -

Person commutes in the travel area via:

- P-0469-001**
1. In Support of the following bridge options:
 Supplemental 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: No Opinion
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
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 Portland, Or 97210

- P-0469-002**
- Comments:
 I strongly urge all governmental bodies that play a part in evaluating a new bridge crossing to consider the cost involved in building a new bridge vs. updating the current bridge seismically, adding light rail, pedestrian and bike capacity. The later would be

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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.

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The DEIS compared the costs and impacts of alternatives that included new bridges as well as alternatives that included upgrading the existing bridges. Tolling is proposed as part of the locally preferred alternative, and modelling indicates that the toll would discourage some discretionary trips and encourage other trips to use transit instead of driving.

P-0469-002 | considerably less expensive and would allow the metro area(Portland) to address other pressing transportation issues. I think adding tolls would be a good 1rst step to having those who benefit the most from using the bridge to provide initial funding and it would also inhibit gratuitous travel.