


From: thekneelands@gmail.com 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 10:42:24 AM
Attachments:

Home Zip Code: 97229
 Work Zip Code: 97229

Person:
 Other - visit family and friends occasionally

Person commutes in the travel area via:
 Car or Truck

- P-0482-001**
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: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

Contact Information:
 First Name: Kathie
 Last Name: Kneeland
 Title:
 E-Mail: thekneelands@gmail.com
 Address: 1592 N W Jolie Place
 Portland, OR 97229

- P-0482-002**
- Comments:
 We go boating often on the weekends and encounter the commuter traffic that piles up on the Fremont Bridge out through the Jantzen Beach area. My husband and I very much

P-0482-001

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-0482-002

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

P-0482-002 support the idea of putting off the building of a new bridge and having a toll to pay for the routing and ramping improvements. We're sorry for commuters having to pay more, but perhaps they could have a year or two of less cost if their employer certified their home and job locations. It would be good to collect tolls from tourists, since Oregon has been so generous as to not have a sales tax! Those who wish to wisk through the length of Oregon in one day would at least contribute something. We are cut no slack in the Eastern US, where toll roads and bridges abound..... Since commuter patterns seem to be changing slightly, due to higher gas costs and environmental concerns, a 12 lane bridge may not be necessary. We would support a smaller one if the study proved it necessary in the long run. Laying waste to large areas of river habitat and real estate during several years of construction backup is not favored by anybody we can think of.

P-0482-003

P-0482-003

The DEIS discussed the potential impacts of the project alternatives on the natural environment, including fish and other aquatic species (Section 3.14 of the DEIS and the Ecosystems Technical Reports). Impacts to fish and aquatic habitat as a result of constructing the CRC project were similar among all alternatives analyzed in the DEIS. Since the publication of the DEIS, a Biological Assessment was prepared and submitted that provided more detailed impact analysis for compliance with Section 7 of the Endangered Species Act. It addressed hydroacoustic impacts and other potential construction impacts to species listed under the Endangered Species Act. See Chapter 3 (Section 3.16) of the FEIS for more discussion on environmental analysis and impacts.

Project staff has also worked to identify and minimize the amount of property necessary to construction the CRC project. The property that would need to be temporarily acquired during for project construction is disclosed in Chapter 3, Section 3.3, Property Acquisitions and Displacements.