



From: kjsreece@comcast.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 9:33:40 AM
Attachments:

Home Zip Code: 97201

Work Zip Code:

Person:

Person commutes in the travel area via:

Car or Truck

- P-0490-001**
1. In Support of the following bridge options:
 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: Unsure
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: Unsure
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Marilyn

Last Name: Reece

Title: Citizen

E-Mail: kjsreece@comcast.net

Address:

,

Comments:

- P-0490-002**
- I support using a toll for commuter hour car trips. I think the proceeds can be used to retrofit the bridge for seismic reasons. A toll during commuter hours could dramatically change the bridge usage, negating further new spending.

P-0490-001

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-0490-002

The LPA includes a variable rate toll (higher during peak traffic periods). The toll revenue would be used to help pay for the project. The toll would also reduce the number of autos crossing the river and increase transit ridership.

