

From: sam.mackenzie@comcast.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, June 29, 2008 6:55:05 PM
Attachments:

Home Zip Code: 98661
 Work Zip Code: 98660

Person:

Works in the project area
 Owns a business in the project area
 Commutes through the project area

Person commutes in the travel area via:

Bicycle
 Bus
 Walk
 Other - MAX

P-0503-001

1. In Support of the following bridge options:
 Supplemental Bridge
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: Samantha
 Last Name: MacKenzie
 Title:
 E-Mail: sam.mackenzie@comcast.net

P-0503-001

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.

Address: 4004 NE 39th St
Vancouver, WA 98660

Comments:

P-0503-002 Building a new bridge will be costly and only encourage more driving which will not solve any problems in the long run. A new structure for light rail and improved walking/biking paths is the only new construction that should be done. This would not only be a simpler solution but also a more sustainable one. I also support a bridge toll, at least during peak usage hours.

P-0503-002

The LPA includes light rail transit, bicycle and pedestrian improvements and a new highway toll, as well as highway capacity and safety improvements. The induced growth analysis (summarized in the FEIS, Chapter 3 [Section 3.4] and detailed in the Indirect Effects Technical Report) indicates that the likelihood of substantial induced sprawl from the CRC project is very low. In fact, because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the inclusion of new light rail, and the active regulation of growth management in the region, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns.