

**From:** [randy@rlbauderco.com](mailto:randy@rlbauderco.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 30, 2008 3:23:37 PM  
**Attachments:**

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Home Zip Code: 98682  
 Work Zip Code: 98661

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

- P-0511-001**
1. In Support of the following bridge options:  
 Replacement 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: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
 First Name: Randy  
 Last Name: Bauder  
 Title:  
 E-Mail: [randy@rlbauderco.com](mailto:randy@rlbauderco.com)  
 Address: 21416 NE 63rd Street  
 Vancouver, WA 98682

- P-0511-002**
- Comments:  
 It will never be cheaper to build more lanes or provide for light rail transit to accommodate interstate traffic than now. How sad it is that the I 205 bridge does not



### P-0511-001

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-0511-002

Thank you for your comment. 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.

**P-0511-003**

Thank you for your comments.

- P-0511-002** accommodate light rail. How vastly more costly it will be to install in the not-too-distant future than it would have been when constructed. I firmly believe we need light rail to connect the entire metropolitan area. It will ultimately happen...so lets accommodate it now...it will never be cheaper. As to the bridge itself, put in all the lanes we can concieve of needing. It will never be cheaper. The new downtown waterfront community-in-planning must also be accommodated. The Portland-Vancouver Metropolitan area will continue to grow unless we stangle it to death with restrictive capacity to move people and goods throughout the area. The moment we stop growing will be the moment we start to wither and die.
- P-0511-003**