



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 9:39:23 AM  
**Attachments:**

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Home Zip Code: 97219  
 Work Zip Code: 97201

Person:  
 Other - family in vancouver

Person commutes in the travel area via:  
 Car or Truck

- P-1093-001**
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: No Opinion  
 Clark College (MOS) Terminus: No Opinion

Contact Information:  
 First Name:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

Comments:

- P-1093-002** I think the idea of applying a toll to the current bridge as a first step is a good one.  
 Reducing use is a valid goal. I've heard the argument that this is an unfair penalty to

### P-1093-001

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-1093-002

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-1093-002** | someone commuting to a minimum wage job. A minimum wage job is not worth commuting to! And, importantly, it is not worth it to society to have minimum wage workers commute, at the expense of additional cars on the road. Minimum wage jobs/workers are highly interchangeable--that is why the pay so poorly. Working close to home is good for individuals and society and should be encouraged by our policies.
- P-1093-003** | Longer term, I would support development that included improved mass transit.

**P-1093-003**

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