

From: ALOHAELECTRIC@GMAIL.COM
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 6:09:49 PM
Attachments:

Home Zip Code: 97217
 Work Zip Code: 97217

Person:

Lives in the project area
 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
 Car or Truck
 Walk

B-041-001

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:

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 Last Name:
 Title:
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 Address: 1741 N. JANTZEN AVE

B-041-001

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.

PORTLAND, OR 97217

Comments:

- B-041-002** | I LIVE AND WORK ON HAYDEN ISLAND. MY MAIN CONCERNS ON THE NEW BRIDGE IS POLLUTION AND NOISE FROM INCREASED TRAFFIC. I SUPPORT LIGHT RAIL ONLY IF RUN TIGHT TO I-5, MINIMIZING IMPACT AT JANTZEN BEACH MOORAGE [NORTH PORTLAND HARBOR]
- B-041-003** |

B-041-002

As Chapter 3 (Sections 3.10 and 3.11) of the DEIS described, and as Chapter 3 (Sections 3.10 and 3.11) of the FEIS further elaborated, noise and air emission levels will improve for communities and most households along I-5. Air quality will be improved in large part by measures unassociated with the CRC project, such as regulated improvements in vehicle fuel emissions and in cleaner gasoline and diesel. Highway noise mitigation proposed for the CRC project would result in fewer noise impacts in the future with the project than there are today. There will be some locations where noise impacts cannot be mitigated. It is also true that with the introduction of light rail, better bicycle facilities, and a toll, the Average Daily Trips over the bridge will be reduced from the levels expected under the No-Build Alternative. The livability of residents along I-5 will also be improved as a result of greater personal mobility, an improved transit network, an improved network for walking and biking, less traffic cutting through neighborhoods, and the subsequent job creation that is expected to occur as a result of this major investment.

B-041-003

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.