



From: [Bruce Johnson](#)
To: [Columbia River Crossing](#)
CC:
Subject: Public Comment
Date: Wednesday, May 28, 2008 3:05:56 PM
Attachments:

5.28.2008

To Whom It May Concern:

P-0569-001 In response to your invitation for public comment on the I-5 Columbia River Crossing Project, my comments are:

1. As I public citizen or professional, why should I have to pay \$50.00 for a printed copy of the report when your team has spent considerable more public dollars over an extended period of time to get to the point in the process?

P-0569-002 2. And why is there not an intelligent discussion and summary of the key factors that allows one to make informed comments on this project? The Mount Hood Freeway Study, conducted in 1993, offered a set of concise reports that allowed one to assess the alternatives, their environmental and community impacts quite easily.

P-0569-003 So, in lieu of a report easily digestible, my recommendation is to shelf the whole thing.

P-0569-001

Copies of the Draft EIS were placed in all libraries in the project area, provided to all neighborhood associations in the project area and were available to read at the project office. Electronic versions of the Draft EIS were made available for free and the document was available online.

P-0569-002

To assist the reader, the DEIS included a summary describing the different project alternatives and the key effects of each alternative.

P-0569-003

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.