

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, May 29, 2008 4:23:35 PM  
**Attachments:**



Home Zip Code: 98683  
 Work Zip Code: 97214

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Bicycle  
 Bus  
 Car or Truck

**P-0691-001**

1. In Support of the following bridge options:  
 Replacement Bridge  
 Supplemental Bridge  
 Do Nothing
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: Diane  
 Last Name: Wills  
 Title:  
 E-Mail:  
 Address: 12212 SE 13th Street

**P-0691-001**

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.

Vancouver, WA 98683

Comments:

- P-0691-002** I want to see any project that's done include light rail. It would make the commute to work easier. If there is no light rail, I don't want to see a new bridge being built.
- P-0691-003** Turning the I5 bridge into a toll bridge for a period of time beforehand would be fine with me, to help finance the project. This would slow down driving, and maybe reduce the need for such a wide bridge.

**P-0691-002**

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-0691-003**

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.