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 Section: 2.4 Construction Methods and Duration
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Comment or Question:

P-0692-001

After briefly reading the Draft EIS, I believe that option 3 (replacement with light rail) is an essential transportation plan when considering the growth this region is expected to have in 20+ years. It integrates car, bus and larger mass transit light rail. I think that it will allow many options for residents to travel back and forth across the Columbia, rather than forcing them to make a decision to either go by car or bus (which could lead to traffic congestion issues in the future).

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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.