

From: HUDSONP@reed.edu
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC Submit Comments Page
Date: Thursday, May 29, 2008 9:26:11 AM
Attachments:

From: Patrick Hudson
 E-Mail: HUDSONP@reed.edu
 Comment or Question:



P-0698-001 I recently started a job in Vancouver while I live in SE Portland. I am now a commuter. I want rational options. Please support immediate tolls across the I-5 and the I-205 bridges and future light rail and bicycle access.

P-0698-002

Sincerely,
 Patrick Hudson
 6115 SE 53rd Ave. Portland

P-0698-001

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 must be made by both the Washington and Oregon Transportation Commissions. Regarding I-205, tolling that facility is not part of this project, but could be implemented separately if Oregon and Washington, in partnership with the Federal Highway Administration, determine it is needed to advance regional transportation objectives.

P-0698-002

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.