

**From:** [ineskemper@gmail.com](mailto:ineskemper@gmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 12, 2008 7:45:21 AM  
**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

**P-0727-001**

1. In Support of the following bridge options:  
Supplemental 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: No Opinion  
 Kiggins Bowl Terminus: No Opinion  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Ines  
 Last Name: Kemper  
 Title:  
 E-Mail: [ineskemper@gmail.com](mailto:ineskemper@gmail.com)  
 Address:

**P-0727-001**

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.

Comments: