



From: carroll.bernard@gmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, June 06, 2008 10:27:02 AM
Attachments:

Home Zip Code: 98665
Work Zip Code: 98668

Person:
Works in the project area
Commutes through the project area

Person commutes in the travel area via:
Car or Truck

P-0988-001

1. In Support of the following bridge options:
Replacement 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: Yes
Kiggins Bowl Terminus: Yes
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

Contact Information:
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Last Name: Bernard
Title:
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Vancouver, WA 98665

Comments:

P-0988-002 | There seems to be a notion that a new bridge will cause more people to want to drive and

P-0988-001

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.

P-0988-002

The DEIS and the FEIS summarize analyses of the project's anticipated impacts to air emissions. Please see Chapter 3 (Section 3.10) of both documents.

P-0988-002 create more emissions problems in the area. I beleive that in fact a new bridge will reduce emissions due to a significantly reduced time commuters have to spend on the road transiting the bridge. There will naturally be an increase in traffic on the bridge with increases in population and I believe that the longer cars sit idle on the bridge because of conjestion, the more emissions will be produced. It currently takes my wife about 40 minutes to get to work from the Hazel Dell area in traffic, when there is no traffic, travel time is about 20 minuts. I was just curious to know if anyone was doing a study on how the new project will reduce emissions rather than increase them. I think someone should be.