



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, June 14, 2008 3:20:19 PM
Attachments:

Home Zip Code: 97068
 Work Zip Code: 97068

Person:
 Other - Live in Portland Metro

Person commutes in the travel area via:
 Car or Truck

P-1079-001

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: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

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Comments:

Let me first say that this is a National issue, not a Vancouver/Portland area issue! This is about commerce running from Mexico to Canada and everywhere in between. This is a

P-1079-001

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.

much bigger picture than most realize.

P-1079-002 On a petty note, I was in awe of the comments of the people of Vancouver at the Red Lion the other night. They try to blame all this commuter traffic on Portland and say it's Oregon's problem. Those of us that live in Oregon DO NOT COMMUTE TO VANCOUVER. We are not sitting in traffic every night to get home. We live here. The people using the I-5 and sitting in traffic are people that live in Vancouver and WORK IN PORTLAND. They shouldn't bite the hand that feeds them.

P-1079-003 On a more serious note, let's get the commerce traffic and truck traffic out of the Portland Metro area. It makes no sense. Leave the current I-5 for local use and create a high speed, trucks only freeway and bridge out of the metro area (cross through Washington County maybe?) If you look at California, I-5 runs through the central valley and the speed limit is 75 miles an hour. It basically is in the middle of nowhere. Let's get commerce out of the Metro area. Nothing else makes sense.
Thank you.

P-1079-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-1079-003

The ability to efficiently move freight in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. As you know the two regional Port facilities are much nearer to I-5 than to I-205. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.