



From: sushioconnor@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, June 14, 2008 1:25:08 PM
Attachments:

Home Zip Code: 98663
 Work Zip Code:

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

Person commutes in the travel area via:
 Bicycle
 Car or Truck
 Walk

- P-1083-001**
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: Unsure
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Sushi
 Last Name: O'Connor
 Title:
 E-Mail: sushioconnor@yahoo.com
 Address: West Reserve St.
 Vancouver, WA 98663

P-1083-001

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:

P-1083-002 I commute by bike into Portland every day, often using the Expo light rail station. I believe the MOST important thing is improvement of bicycle access to/from Vancouver/Portland. At bare minimum, an additional bridge for light rail with pedestrian and bicycle through ways is required.

P-1083-002

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing a new multi-use pathway over the Columbia River. While a separate bridge for bicyclists and pedestrians is not being proposed, the LPA includes a separate passage for bicyclists and pedestrians under the automobile travel lanes and separate from the LRT tracks. This design will include:

- Protections from traffic noise 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