

Subj: **Feedback on Bridge**
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From: HONZELDE
To: DraftEISfeedback@columbiarivercrossing.org

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MAY 29 2008

Columbia River Crossing

P-1188-001 Although I usually don't provide feedback on public issues such as this, based on the three commissioners perspectives, I think it would be terribly irresponsible to add a toll fee, modify the current Interstate Bridge and wait and see what happens. From my perspective, this does not deal with the huge congestion problem. There has been significant studies on the congestion, loss of productivity and impact on economic development that should be considered and used in this decision making process. Making these minimal changes and deferring the problem demonstrates a lack of leadership on this issue. I'm hopeful that the Commissioners and others will take the leadership to act know to prepare for the future. Delaying this decision will not serve the citizens of Washington, Oregon or the commerce of the west coast.

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The email address was not working

Wednesday, May 28, 2008 AOL: HONZELDE

P-1188-001

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.