

From: GIMPI4216@MSN.COM
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 8:37:02 AM
Attachments:

Home Zip Code: 97239
 Work Zip Code: RETIRED



Person:
 Other - VISIT FRIENDS IN WASHINGTON

Person commutes in the travel area via:
 Car or Truck

- P-0029-001**
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: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion
- Contact Information:
 First Name: ROXANE
 Last Name: FREEMAN
 Title:
 E-Mail: GIMPI4216@MSN.COM
 Address: 4216 SW HAMILTON TERR
 PORTLAND, OR 97239

P-0029-002 Comments:
 POPULATION WILL CONTINUE TO GROW, NEED NEW BRIDGE NOW, LIGHT
 RAIL IS WAVE OF THE FUTURE

P-0029-001

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-0029-002

Thank you for your comment.

- P-0029-003** | PAY WITH TOLL
OREGON COULD GIVE TAX DEDUCTION OR CREDIT TO COMMUTERS WHO
WORK IN OREGON OR WASHINGTON AND USE BRIDGE TO GET TO WORK
- P-0029-004** | PUT PARKING LOTS NEAR STORES IN WASHINGTON, COMMUTERS WILL
SHOP BEFORE GOING ON HOME, ONE STOP SHOPPING

P-0029-003

Details of the tolling system are still being refined as project development enters the final design stage. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered.

P-0029-004

Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus station will serve a community and senior center, a community college, and the Veterans Administration campus.