

From: frenchlily24@netscape.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 03, 2008 4:40:43 PM
Attachments:

Home Zip Code: 97217
 Work Zip Code:

Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck



P-0032-001

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

Contact Information:

First Name: Harley
 Last Name: Koch
 Title:
 E-Mail: frenchlily24@netscape.net
 Address: 11644 N Island Cove Lane
 Portland, OR 97217

Comments:

- P-0032-002** | I live on Hayden Island and I try not to drive north on I-5 in the afternoon. I feel we

P-0032-001

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-0032-002

High occupancy vehicle (HOV) lane policies are not intended to punish drivers, rather, they are intended to encourage carpooling and transit use by those using I-5.

P-0032-002 "islanders" are penalized by living the farthest north on I-5, and are not allowed to drive in the HOV lane with only one person in the car. I propose giving us Island residents an identifying card to place on our rear view mirror, or somewhere visible on the dashboard, so that we may get home faster and not have to be stuck in all that Washington northbound traffic.