

From: mannca@gmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 9:03:31 AM
Attachments:

Home Zip Code: 97213
 Work Zip Code: 97239

Person:
 Other - Live in Portland

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



P-0078-001

1. In Support of the following bridge options:
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 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

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P-0078-001

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-0078-002** | Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge. The supplement should include mass transit and bike lanes.
- P-0078-003** |

P-0078-002

The CRC project evaluated a wide variety of options for achieving its Purpose and Need, including extensive travel demand and system management strategies that would not involve rebuilding the I-5 bridges. These strategies would provide some benefits and are part of the CRC project, but without accompanying physical improvements and upgrades, they would do very little to address the stated needs of improving safety and mobility for traffic and freight, or the seismic vulnerability of the existing bridges. The project will include tolling as a funding component and traffic management tool.

P-0078-003

A supplemental bridge that only includes improvements for transit and/or bicycles and pedestrians does not meet the CRC project's Purpose and Need. As described in Chapter 1 of the DEIS, the project's Purpose and Need "was developed by relying on previous planning studies, solicitation of public input, and coordination with stakeholder groups."

In addition to calling for improved bicycle, pedestrian and transit connectivity, the Purpose and Need also specifically states the need for improving highway freight mobility, travel safety and traffic operations, and the structural integrity of the existing bridges. These later needs would not be met by a supplemental bridge alternative that only provides for transit and/or bicycles and pedestrians.