


From: etteriv@aol.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 09, 2008 12:39:05 PM
Attachments: 

Home Zip Code: 98665
 Work Zip Code: Retired

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck
 Other - Passenger with another driver.

- P-0116-001**
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: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: George
 Last Name: Etter IV
 Title:
 E-Mail: etteriv@aol.com
 Address: 4407 NE 94th Street
 Vancouver, WA 98665

Comments:
P-0116-002 I retired on 12/31/05 and moved to Vancouver, WA to spend my retirement years. I

P-0116-001

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-0116-002

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes.

P-0116-002 travel regularly to Portland and numerous other Oregon locations for shopping, restaurants, cultural events, recreation and the general enjoyment of my new home area. The I-5 bottlenecks of Delta Park and the I-5 Twin Bridges have certainly gotten my attention. I strongly favor replacement of the bridges with a light rail rapid transit capability added to the new structures. Not knowing how long that I will be able to drive an automobile on my own, the light rail rapid transit inclusion is of vital interest to me as it will continue to make Portland and much of its immediate area easily accessible to me.

P-0116-003

P-0116-003

Thank you for your comment. 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.