

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, May 12, 2008 9:11:44 PM  
**Attachments:**



Home Zip Code: 97202  
 Work Zip Code: 97202

Person:  
 Other - utilize

Person commutes in the travel area via:  
 Car or Truck

**P-0135-001**

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

Contact Information:  
 First Name:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

Comments:

**P-0135-002**

I believe that there are other ways to make the Interstate 5 Bridge more manageable without spending as much as proposed. I believe that instead of creating a whole new

### **P-0135-001**

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-0135-002**

Eliminating bridge lifts would provide a safety improvement. Relocating the BNSF railroad bridge swing span could reduce the number of times the I-5 bridge would need to lift, but it would not eliminate the need for bridge lifts. The I-5 bridge would still need to lift for regular monitoring and maintenance and for occasional taller vessels such as construction barges and high-mast recreational vessels. More importantly, simply moving the BNSF swing span, which is private property, would address almost none of the stated Purpose and Need for the proposed action as

**P-0135-002**

bridge and spending a large sum of money we can change the railroad bridge so that it lines up with the interstate bridge and then add some small bridges to and from Janzen Beach from other locations then interstate 5. I believe that these would be a better alternative and cost less to taxpayers.

described in Chapter 1 (Section 1.3) of the DEIS.

The highway design associated with the LPA essentially provides an arterial-like crossing over the North Portland Harbor by providing a separate bridge structure, adjacent to the mainline, for an auxiliary lane that connects the Hayden Island and Marine Drive Interchanges. As described in Chapter 2 (page 2-24) of the DEIS, this auxiliary lane allows vehicles to travel between Hayden Island and the Oregon mainland without merging into mainline interstate traffic. This auxiliary lane provides that local connection. Arterial-only bridge options were studied in the early screening analysis and were found to fall far short of meeting the project's purpose and need, as outlined in the CRC Step A Screening Report and summarized in Chapter 2, Section 2.5 of the DEIS.