


From: ronenchiro-web@yahoo.com 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 16, 2008 11:49:36 AM
Attachments:

Home Zip Code: 98685
 Work Zip Code: 98663

Person:

Works in the project area
 Owns a business in the project area
 Commutes through the project area

Person commutes in the travel area via:

Bicycle
 Bus
 Car or Truck
 Walk

- P-0158-001**
1. In Support of the following bridge options:
 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: Yes
 - Kiggins Bowl Terminus: Yes
 - Mill Plain (MOS) Terminus: Yes
 - Clark College (MOS) Terminus: Yes

Contact Information:

First Name: David
 Last Name: Ronen
 Title:
 E-Mail: ronenchiro-web@yahoo.com
 Address:

P-0158-001

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.

Vancouver, WA

Comments:

P-0158-002 Please clarify intended use for a new structure:

I DO support adding a bridge if it was for LIGHT RAIL, BICYCLE, and PEDESTRIAN ONLY.

I do NOT support an additional bridge for motor vehicles.

P-0158-002

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.