



From: trenton071471-activist@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 24, 2008 9:22:36 AM
Attachments:

Home Zip Code: 97223
 Work Zip Code:

Person:
 Commutes through the project area

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

- P-0181-001**
1. In Support of the following bridge options:
 Replacement 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: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

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P-0181-001

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-0181-002

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.

Comments:

P-0181-002

I support the replacement bridge with light rail, pedestrian and bicycle crossings. Simply augmenting or “fixing” the existing bridge is insufficient if one looks at the projected growth in the Portland Metropolitan area for the next 20 years. Here is an example of what can happen when people are given options: the sidewalks have finally been completed along the 3 mile stretch of Olsen Road that I live on. Previously, this was a very dangerous, pedestrian unfriendly road. However, with the new widened road and sidewalks I see people riding bikes and walking all of the time now. In fact, it is now safe to walk to the bus stop on Vermont or Beaverton Hillsdale Highway and easily use mass transit to get to work. I can’t say what numbers of people will ride and bike across a new I5 bridge, but I can guarantee that it will happen, just as people will also use the light rail. I can imagine multi-million dollar medical savings if you look at the long term health benefits to these people. This savings doesn’t necessarily affect the transportation budget, but it does offer significant savings to tax payers in general.

With increased population density more people are going to drive regardless of what the “environmentalists” want and having all of these extra cars parked on I5 traffic for hour (s) a day on a smaller bridge is far more detrimental to the environment (as well as a waste of gas) than have those same cars moving faster on a new bridge. I imagine the financial impact on businesses that make deliveries, stores that are waiting on deliveries as well long haul truckers using I5 is significant when there are hour(s) long traffic delays.

It makes sense environmentally and financially for a new, full sized bridge with pedestrian, bicycle and light rail to be built to accommodate the burgeoning population of the Portland Metro area.