



**From:** [fredk2020](#)  
**To:** [Draft EIS Feedback;](#)  
**CC:**  
**Subject:** Comment on River Crossing  
**Date:** Tuesday, May 27, 2008 5:49:56 PM  
**Attachments:**

---

Hello,

**P-0481-001** Someone is thinking outside the box. Great!

Since a new bridge and its various configurations is a big project, buying some time with a RUSH-HOUR TOLL is a good idea. Data gathered during this period will be useful. Also there will be a different president and possibly a change in focus on oil and transportation priorities.

**P-0481-002** When the bridge is ultimately planned I favor a well implemented light rail system that will allow an alternative to driving between Vancouver and Portland.

Fred Kawabata  
 Beaverton, OR

### **P-0481-001**

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

### **P-0481-002**

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.