



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 12:06:36 PM  
**Attachments:**

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Home Zip Code: 97330  
 Work Zip Code: 97209

Person:  
 Works in the project area

Person commutes in the travel area via:  
 Bicycle  
 Walk

- P-0539-001**
1. In Support of the following bridge options:  
 Do Nothing
  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:  
 ,

- P-0539-002** | Comments:  
 I heard that mass transit (BRT or light rail) may be placed inside the support structure of

### **P-0539-001**

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-0539-002**

The design of the Stacked Transit/Highway bridge would have open sides that would afford views for users of transit, bicyclists, and pedestrians. Please see Chapter 2 of the FEIS for a description of this design and a visual simulation.

**P-0539-002** | the new bridge to minimize bridge width and cost. As I understand that would cut off all views from those riding mass transit across the bridge. The Draft EIS should consider the aesthetic and safety issues of such a design. If such a design is planned, I suggest that vehicles be placed below deck, so to speak, and mass transit be afforded the views of the upper deck. Drivers would be less distracted in their box (safer) and mass transit riders would receive the benefits of great views (aesthetic). Drivers should be the second class citizens for once. Please afford those on foot, bike, and mass transit a pleasant route across the river, not a tunnel in the bowels of a bridge.