

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, May 29, 2008 5:11:56 PM  
**Attachments:**

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Home Zip Code: 97214  
 Work Zip Code: 97214

Person:  
 Commutes through the project area

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

**P-0653-001**

1. In Support of the following bridge options:  
 Do Nothing
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:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

Comments:

**P-0653-001**

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-0653-002**

-We should increase public transit and pedestrian traffic and repair existing vehicle infrastructure ie roads and bridges.  
 -Increasing lanes and through fare traffic only supports more vehicular traffic creating a larger problem of traffic and pollution in the future, while destroying the surrounding neighborhoods with over-flow traffic.  
 -viable solutions would be implementing tolls on existing bridges to both raise revenue for bridge repair and road maintenance and effectively lower vehicular traffic and projected future traffic. By encouraging mass public transit and pedestrian traffic one could effectively diminish traffic and reduce the future repair overhead of existing infrastructure.

In summary encouraging more traffic in now way solves the traffic problem but rather encourages more traffic and pollution. Focusing on Toll bridges is a preferred method of raising bridge repair funds rather than building a monolithic freeway bridge that taps public resources that could be better spent making meaningful reductions in traffic and pollution.

Respectively,

Destin Young

**P-0653-002**

The LPA includes light rail transit, bicycle and pedestrian improvements, a new highway toll, other TSM/TDM measures, as well as highway capacity and safety improvements. The induced growth analysis (summarized in FEIS Chapter 3 [Section 3.4] and detailed in the Indirect Effects Technical Report) indicates that the likelihood of substantial induced traffic and sprawl from the CRC project is very low. In fact, because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the inclusion of new light rail, and the active regulation of growth management in the region, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. The analysis of greenhouse gas (GHG) emissions indicates that GHG emissions from roadways would increase as population increases but that the LPA would be expected to reduce greenhouse gas emissions compared to the No-Build Alternative (see FEIS Chapter 3 [Section 3.19] and the Energy Technical Report).