



From: sovereignwaters@hotmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Supporter for Replacement Bridge w/Light Rail
Date: Wednesday, May 28, 2008 4:29:40 PM
Attachments:

P-0720-001

Would simply like to add my support for a replacement bridge w/light rail. If any project is sorely needed in our area, this is it. A nearly one hundred year old structure is clearly insufficient to carry the region into the twenty first century. Not only is it unsafe, impractical, and the cause of much grief to motorists, the bottle neck it creates adds more pollution and wastes more of the increasingly precious commodity that is gasoline. Mass transit in the form of light rail, along with a new structure built to support our growing area is the only sane option. Any option that keeps the current bridge simply staves off the inevitable fact that it will need to be replaced eventually, and now more than ever is it increasingly necessary to move forward with a sustainable and practical build option.

Adam Quartarolo

P-0720-001

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.