

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 30, 2008 8:46:11 PM  
**Attachments:**

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Home Zip Code: 98661  
 Work Zip Code: Portland, OR

Person:  
 Commutes through the project area

Person commutes in the travel area via:

- P-0736-001**
1. In Support of the following bridge options:  
 Do Nothing
  2. In Support of the following High Capacity Transit options:  
 Do Not Add HCT
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: No  
 Kiggins Bowl Terminus: No  
 Mill Plain (MOS) Terminus: No  
 Clark College (MOS) Terminus: No

Contact Information:

First Name:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

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Comments:

- P-0736-002** Do not repair or replace the present I-5 Bridge. Only consider the East and West Side bypass. The highway corridor through Portland is too expensive to consider. Let the  
**P-0736-003** present bridge deteriorate until abandonment is required. This would make bicycling in North

**P-0736-001**

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-0736-002**

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of

**P-0736-003** | Portland much safer and match Tri-Mets plan to get people in Portland out of their cars.

the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

**P-0736-003**

See discussion above regarding a new corridor crossing over the Columbia River not meeting the project's Purpose and Need. Though diverting traffic from I-5 to a new corridor could hypothetically result in increased transit and bicycle usage in North Portland, a new corridor could also hypothetically decrease transit and bicycle usage wherever it is sited.