


From: houseofcarhart@aol.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 30, 2008 6:38:41 PM
Attachments: 

Home Zip Code: 97217
 Work Zip Code:

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck

- P-0826-001**
1. In Support of the following bridge options:
 Replacement Bridge
 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: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Richard
 Last Name: Carhart
 Title:
 E-Mail: houseofcarhart@aol.com
 Address:

Comments:

- P-0826-002** | I support the alternative of Replacement Bridge with Light Rail (MAX) rapid transit. I
P-0826-003 | am strongly against a potential proposal advanced by some members of Metro this week

P-0826-001

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-0826-002

Thank you for your comment. 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.

P-0826-003

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

P-0826-003 | (Tuesday May 27, 2008) of a no build option and installation, at the earliest possible date, of bridge tolls on the existing bridge span.

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.