

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Sunday, June 01, 2008 12:10:24 PM  
**Attachments:**

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Home Zip Code: 97062

Work Zip Code:



Person:

Lives in the project area

Person commutes in the travel area via:

Car or Truck

**P-0835-001**

1. In Support of the following bridge options:  
Supplemental Bridge
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 Opinion  
Kiggins Bowl Terminus: No Opinion  
Mill Plain (MOS) Terminus: No Opinion  
Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

**P-0835-002**

All you hippies over at tri-met obviously fried your brains on dope during your education (college) years as you are still out of touch with reality. Portland and Vancouver need

**P-0835-001**

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-0835-002**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**P-0835-002** | the bridge. Every group that tries to re-engineer society in the long wrong creates more problems than they solve. If you had been reading history instead of smoking you would know that.