

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 03, 2008 1:40:10 PM
Attachments:

Home Zip Code:
 Work Zip Code:



Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:

Bicycle
 Other -

P-0853-001

1. In Support of the following bridge options:
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: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

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

,

Comments:

P-0853-002 The solution is to promote alternative transportation to and from Multnomah County and

P-0853-001

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-0853-002

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). 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

P-0853-002 Clark County. This project won't do that. I-5 is already too full of traffic. Expanding one section of it with more lanes won't fix the entire span of I-5 and may encourage people to use the residential areas for commuting (as they already in my neighborhood) forcing area residents to live in less pleasant, less safe, and more polluted places. Save our money and put it to use building more light rail and light rail and bike bridges over the Columbia. (I've turned down job opps in Clark County before because, though it's close in miles to my house there is no good bike/public transit way to get there.)

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.

In general, by reducing congestion on I-5, and improving travel time reliability on the highway, traffic will be less likely to divert onto local streets. Therefore the project is expected to reduce cut-through traffic on neighborhood streets and potentially increase livability in neighborhoods adjacent to the I-5 improvements of CRC. This, and other effects on local streets, are described in Section 3.1 of the D EIS.