


**From:** [michelewol@aol.com](mailto:michelewol@aol.com)   
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 05, 2008 6:44:37 PM  
**Attachments:**

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Home Zip Code: 98663  
 Work Zip Code: 98661

Person:

Lives in the project area  
 Works in the project area  
 Owns a business in the project area  
 Commutes through the project area

Person commutes in the travel area via:

Car or Truck  
 Walk  
 Other - drive to Vanport and take MAX

**P-0890-001**

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: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name:  
 Last Name:  
 Title:  
 E-Mail: [michelewol@aol.com](mailto:michelewol@aol.com)  
 Address:

**P-0890-001**

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-0890-002**

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.

## Comments:

**P-0890-002**

Please do not cave to the folks in Clark County who do not want light rail and the Multnomah County folks who do not want to replace the bridge. Where have they been with their comments and concerns when CRC was early in the process. Light rail is essential to reduce traffic and emissions. Bring it up Main to Lincoln. I live in Shumway and I am all for it. Bring it anywhere, as long as it is across the river on a new bridge.