

**From:** [steven.baird@gmail.com](mailto:steven.baird@gmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 05, 2008 12:11:42 PM  
**Attachments:**



Home Zip Code: 98663  
 Work Zip Code: 97239

Person:

Lives in the project area  
 Commutes through the project area

Person commutes in the travel area via:

Bus  
 Car or Truck  
 Walk

**P-0907-001**

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: Steve  
 Last Name: Baird  
 Title:  
 E-Mail: [steven.baird@gmail.com](mailto:steven.baird@gmail.com)  
 Address:

**P-0907-001**

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-0907-002** Comments:  
We cannot delay putting in both a new bridge and light rail mass transit. As fossil fuels become scarcer and more expensive, working people are not going to be able to afford driving everywhere, not to mention the pollution caused by cars and buses. People in the region need to realize that things are going to change sooner or later, and if it's later, then the costs are going to rise exponentially as the costs of transportation of materials and goods, as well as construction costs, keep rising.

**P-0907-002**

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.