

From: vaper3921@aol.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 6:09:03 PM
Attachments:

Home Zip Code: 98661
 Work Zip Code: 97224

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

P-0909-001

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



Contact Information:
 First Name: Ted
 Last Name: Couch
 Title:
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 Address: 3921 E. 4th Plain unit 13
 Vancouver, WA 98661

Comments:

P-0909-002

The grind of commuting the I5 corridor to Portland is very difficult, depressing, time consuming, and energy wasting. Today I stopped for a bridge lift which took 10 minutes

P-0909-001

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-0909-002

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

P-0909-002 | and did turn the engine off to try and save fuel. The commute will only become more difficult as growth in our area continues. The interstate commerce is also impacted as the time and energy it takes to go through this area is so frustrating.