


From: sfox@ci.camas.wa.us
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 4:40:48 PM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98607

Person: 
 Lives in the project area

Person commutes in the travel area via:
 Bicycle
 Car or Truck

- P-0914-001**
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: No
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Sarah
 Last Name: Fox
 Title: (I am already in your database)
 E-Mail: sfox@ci.camas.wa.us
 Address:
 Camas, WA 98607

Comments:

- P-0914-002** | I would prefer to see some designs of the bridges that include elements that have nothing

P-0914-001

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-0914-002

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. The designs have incorporated special visual features which will provide gateways into both Washington and Oregon states. These gateways, and other features of the bridge design can be seen in the FEIS.

P-0914-003 | to do with function. I would prefer the stacked bridge plan, since it appears to take up less space over the river, and casts a smaller profile on the view of the river. Design wise, **P-0914-002** | will there be arches or pillars that make our bridge one of a kind?

P-0914-003

The Stacked/Transit Highway Bridge (STHB) option, which would allow transit, bicyclists, and pedestrians to travel beneath the highway bridge deck, was included as part of the LPA. The DEIS indicated that the two bridges required for this bridge option would put less bridge sub-structure in the Columbia River, likely resulting in less environmental impact. After publication of the DEIS, additional engineering studies were conducted that confirmed the feasibility of the STHB design.

The STHB is described in greater detail in Chapter 2 (Section 2.2) of the FEIS. Impacts associated with a STHB are discussed throughout Chapter 3 of the FEIS.