



**From:** [stblackman@hotmail.com](mailto:stblackman@hotmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 12, 2008 8:42:47 AM  
**Attachments:**

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Home Zip Code: 97203  
 Work Zip Code: 97207

Person:

Lives in the project area  
 Owns a business in the project area  
 Other - shop/do errands

Person commutes in the travel area via:  
 Car or Truck

**P-1024-001**

1. In Support of the following bridge options:  
 Supplemental 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:

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 Last Name: Blackman  
 Title:  
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 Address: 7467 N. Jordan Ave.  
 Portland, OR 97203

Comments:

**P-1024-001**

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-1024-002**

It is critical to make high capacity rapid transit (light rail) a priority. It is the most sustainable and forward-thinking option. It is also imperative that a river-crossing LRT option is completed FIRST because people who may not buy into the idea of LRT but need to make that choice due to cost and convenience are more likely to stick with it than if they always have a convenient and not too costly option of driving. In other words, build it, and people's minds will follow. It makes little sense to grow car lanes without helping people see the benefits of LRT first. It SHOULD be expensive and inconvenient to drive, given that for some people that will always be the choice they make.

**P-1024-002**

Congestion pricing and extension of light rail are intended to encourage more people to take, and sometimes just try, transit. The project sequencing is complex, and light rail can not be provided first, as it will need to share the river crossing facility that will also be used for other vehicles.