



From: sharon_selvaggio@fws.gov
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 18, 2008 7:55:25 AM
Attachments:

Home Zip Code: 97068
 Work Zip Code: 97232

Person:

Works in the project area
 Other - affected by I-5 traffic on commute to and from work

Person commutes in the travel area via:
 Car or Truck

- P-1099-001**
1. In Support of the following bridge options:
 2. In Support of the following High Capacity Transit options:
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

Contact Information:

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 Last Name: Selvaggio
 Title:
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 West Linn, OR 97068

Comments:

- P-1099-002** I believe that Metro, ODOT, and other agencies should be looking at the rivers themselves more closely as a transit option. From Oregon City all the way to Bonneville, we have an open, accessible water corridor that could ferry passengers by high speed jet

P-1099-001

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-1099-002

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of

P-1099-002

boat to and from public transit centers and stations. There could be Vancouver stops, stops in NE Portland, multiple stops downtown, stops in S. Portland, Milwaukie, Lake Oswego, Gladstone, West Linn, Oregon city, etc. Look at Bangkok, Thailand as an example - they are far beyond us in such a system. It is cheap, accessible, fast for commuters (I recently traveled by jetboat from downtown Portland to Cedaroak Park boat ramp in West Linn in about 15 minutes) and makes tremendous sense for a metro area that is built around a river system, such as ours is. This should be seriously considered as an alternative form of transportation. I believe that it would be far less costly than the other options (light rail, bridge etc), and could be implemented rapidly with infrastructure development focused mainly on transit center areas (parking etc). Nature made the linkages - why don't we use them? We need to be careful with how we spend limited dollars and we need to be creative about transportation planning. Please consider ALL possibilities for our future. Keep Portland on the cutting edge!

the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.