


From: Tiffini1@comcast.net 
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 7:12:33 PM
Attachments:

Home Zip Code: 98661

Work Zip Code: 98661

Person:

Commutes through the project area

Other - Bike regularly across bridge

Person commutes in the travel area via:

Bicycle

Car or Truck

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:

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Last Name: Feliciano

Title:

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Vancouver, WA 98661

Comments:

My daily commute does not require my travel across the bridge but I do commute for clients located in Portland. More commonly I am traveling for personal business or bicycling across the bridge for recreation or commuting. The current bike lanes are narrow, not easily found and while there are lanes on both sides of the bridge there is no direction on how to use the lanes-- e.g. there should be signs directing traffic to travel on the side of the bridge with traffic flow in the same direction.

When I am traveling by car across the bridge the congestion and merging are basically inefficient as there are many merging on/off ramps in a short distance. I really think if we are going to spend the money we need to do this right and replace the structure with a new one that will meet all (or most) of the needs and accommodate mass transit-- my preference is the light rail as it is more cost effective in the long run and does not have to navigate with standard traffic and is (in my perception) faster/more direct. With growing populations and issues with global warming and pollution we need to make commuting between Vancouver and Portland convenient so people will actually use it. Currently express routes do not run often enough or extend into typical working hours thus requiring 1-3 transfers to get to OHSU or other downtown Portland locations.

If bike lanes were available between Vancouver and Portland I would be much more inclined to commute into Portland via bike rather than driving a car. I highly support extending the bike lanes/trails beyond just Hayden Island but from SR 500 to North Portland (or better yet downtown!)