

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, June 11, 2008 9:27:25 PM  
**Attachments:**

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Home Zip Code: 97217

Work Zip Code: 97217

Person:

Lives in the project area

Works in the project area



Person commutes in the travel area via:

Bicycle

Bus

Walk

Other - Max (as far as it goes)

1. In Support of the following bridge options:

Supplemental Bridge

Do Nothing

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:

First Name:

Last Name:

Title:

E-Mail:

Address:

Comments:

- 1.) Do not destroy the old bridge; work with it, enhance it, add another bridge if necessary. Wanton destruction is wasteful, unethical and unnecessary.
- 2.) Focus on trains, not buses. Buses are for small towns and we are a decent sized city, for God sakes, and growing all the time. People do not like to ride buses, but they do like to take trains. Trains are a more fuel-efficient way to move humans, and they are a "classier" way to travel. "Bus rapid transit" is foolish; it is a bad compromise stemming from those who are too cheap to pay for rail. The C-tran buses at commuter hours are completely packed, and one can watch a continuous stream of them exiting downtown Portland after work. Isn't it completely obvious that a train should be replacing them? I know that feeder routes in Clark County will be required, but this should be a solution, not a problem. What are we waiting for---gas to be \$10 a gallon?
- 3.) Bicycle and pedestrian access is extremely important. A continuous dedicated off-road path needs to be created so that a cyclist (or person walking) need not navigate a difficult piecemeal serpentine route from North Portland through Jansen Beach, etc., as is currently the case.
- 4.) Personal car traffic is of lowest importance. Your projected figures must be re-assessed in light of exorbitant fuel costs. People are actually driving less (finally!). Rampant car travel is unsustainable, and you should not be planning our future as if we live in the 1950's. Please have the guts and vision to do the right thing! A bridge toll is an excellent tool to further deter unnecessary driving and also close the gap of market inefficiency ("user pays" principle). In fact, the problem of congestion can be addressed by a toll system NOW without any new bridge being built. The new bridge should be built strictly for trains, bicycles, and humans on foot (and perhaps horses, etc---who knows? We may need to return to our roots in the future.) Have you noticed what the city of London has done with tolls and the amazing results they have achieved? Please, I'm asking you to think big, outside of your own lives as bureaucrats who drive everywhere. The world cannot sustain your lifestyle! Car-centric planning is outmoded, elitist and just darn silly at this point.
- 5.) Has anyone considered building for FREIGHT trains as well as passenger rail? In the future, it is likely that we will rely more heavily on rail to transport goods, as it is more efficient than truck travel. Wouldn't it be fantastic when, decades from now, while we are in the throes of a real train renaissance, we are able to say that Oregon and Washington were smart enough to anticipate this and build for it? Perhaps that other bridge---the train trestle to the west of I-5---is enough, I don't know, but has anyone actually looked at rail freight as part of the whole picture?

Portland is renowned for its planning and livability. Please try to live up to the reputation, rather than just coasting on the successes of the past and allowing us to receive false praise!