

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, June 14, 2008 3:20:19 PM
Attachments:

Home Zip Code: 97068
Work Zip Code: 97068



Person:
Other - Live in Portland Metro

Person commutes in the travel area via:
Car or Truck

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:

First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

Let me first say that this is a National issue, not a Vancouver/Portland area issue! This is about commerce running from Mexico to Canada and everywhere in between. This is a

much bigger picture than most realize.

On a petty note, I was in awe of the comments of the people of Vancouver at the Red Lion the other night. They try to blame all this commuter traffic on Portland and say it's Oregon's problem. Those of us that live in Oregon **DO NOT COMMUTE TO VANCOUVER**. We are not sitting in traffic every night to get home. We live here. The people using the I-5 and sitting in traffic are people that live in Vancouver and **WORK IN PORTLAND**. They shouldn't bite the hand that feeds them.

On a more serious note, let's get the commerce traffic and truck traffic out of the Portland Metro area. It makes no sense. Leave the current I-5 for local use and create a high speed, trucks only freeway and bridge out of the metro area (cross through Washington County maybe?) If you look at California, I-5 runs through the central valley and the speed limit is 75 miles an hour. It basically is in the middle of nowhere. Let's get commerce out of the Metro area. Nothing else makes sense.

Thank you.