

From: hhsafety@comcast.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, June 20, 2008 2:07:15 PM
Attachments:



Home Zip Code: 98685
Work Zip Code: various

Person:

Lives in the project area
Works in the project area
Owns a business in the project area

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:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: No Opinion

Contact Information:

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Title:
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Vancouver, WA 98685

Comments:

The cost of the preferred option amounts about \$2000 for each person who lives in the Portland and Vancouver Area. A much cheaper alternative would be to use the existing piers with a new steel structure that would be high enough in the the middle to allow the barges and tall boats to go through. A new rail bridge could be built to replace the existing rail bridge and be wide enough to support light rail tracks. By building the new railroad bridge the boats would be aligned with the center of the current existing bridge which would significant reduce the amount of lifts that would be required while the new car bridges are built. This would eliminate the need all of the supplemental on and off ramps. Most of the car bridge steel work could be done on the ground and then barged over for installation. This could significantly decrease the construction period. The bridges should be limited to 4 lanes in each direction which would elminate the need for widening the approaches and allow for smoother on and off ramps on the two sides of the brige which is where most of the congestion is occuring from.

Light rail should be put to a vote of the people that are going to us it and should be supported by fares and a general tax increase. The new rail bridge should be built wide enough regardless of the vote so if the vote fails now, future expansion would be easier.

The car bridge should be support through electronic tolling and license plate billing. All cars registered in the Vancouver/Portland area should be sent transponders for the bridge. A modest \$1.00 per way toll could raise a significant amount of money if it was collected now and also collected on the Glenn Jackson bridge as the people crossing that bridge will also benefit from a less congested I-5 bridge that people would be inclined to use rather than avoid.

In the future extending light rail down Mill Plain could result in a significant redevelopment of this blighted area and allow light rail to circle around to PDX in the future