

From: urbman3k@earthlink.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 4:46:53 PM
Attachments:

Home Zip Code: 97062

Work Zip Code: 97062

Person:

Other - pass through about every two months

Person commutes in the travel area via:

Car or Truck



1. In Support of the following bridge options:

Replacement Bridge

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: No Opinion

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: Yes

Contact Information:

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Last Name: Cortes

Title:

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Tualatin, OR 97062

Comments:

I support Alternative 3. (I have no opinion regarding the alignment options, but I think

the logical terminus is Clark College).

Global warming and induced traffic are valid, but putting them aside, I think the dominant factors to consider are that: (1) I-5 is not only numbered as one of the major trunks of the interstate highway system, it's the only one to span the entire West Coast and that connects Portland and Seattle in particular. Nothing can truly substitute or complement it, including I-82. (Having truckers and motorists divert to I-205 as the bypass isn't feasible because many know I-5 is a shorter route and at rush hour the difference between the expressways is nil.) It's not like the Midwest or the East Coast where there's often a selection of bypass or alternative expressways or tollways connecting cities. Looking a larger scale, I-205 does connect OR and WA well and I-5 serves a national purpose well beyond that of the metro area. Given the peculiar circumstances of this I-5 river crossing, Alternative 3 is most in keeping with the original purpose of the interstate system. I'd like to see more analysis in the EIS regarding options to deal with local traffic congestion, namely tolling and congestion pricing. (Oregon in general is sorely lacking in publicly owned toll roads.) Shifting some financial burden unto drivers who drive at peak periods is more logical, dissuades some drivers from driving at that time, and provides more roadway capacity for truckers and occasional pass-through drivers.