



From: info@mulberryave.com
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 03, 2008 6:00:38 PM
Attachments:

Home Zip Code: 97214

Work Zip Code: 97214

Person:

Other - live near I-5

Person commutes in the travel area via:

Bicycle

Car or Truck

1. In Support of the following bridge options:

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: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

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Comments:

The time is past for business as usual. Simply expanding freeway capacity in anticipation

of projected growth in traffic demand is not the way forward for our region or any other.

I would suggest going back to the drawing board and working on more creative solutions. At a minimum we need more demand management than just variable tolls. Here are some options to start with:

- 1) 24/7 HOV lanes in both directions with off rush hours dedicated to truck use. Perhaps more than one lane in each direction.
- 2) Auto tolls varying both by time and by number of passengers in car.
- 3) Light Electric Vehicle lanes. For future slow speed electrically powered traffic. Could be shared with bicycles.

Also, consideration must be given to the effects of I-5 toxic pollution on nearby neighborhoods. It's already at unacceptable levels. Nothing in this proposal will significantly mitigate this. That is environmental injustice and must no longer be tolerated.

The proposal as currently written is just more of the same old tired thinking, no matter how much political compromise went into it. Kill it now and let's take the time to do it right.