

From: halverbk@comcast.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, June 28, 2008 8:54:00 AM
Attachments:

Home Zip Code: 97217

Work Zip Code: 97227

Person:

Other - Live and work just south of the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement 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: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

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Title:

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Comments:

As a member of the CRC Task Force, I have been involved with this project for the past 3 years. During that time, I came to the following conclusions:

This project is all about connections

- Between Oregon and Washington
- Between Portland and Vancouver
- Between North and Northeast Portland, Hayden Island, and Downtown Vancouver
- Between the freeway and the areas surrounding it
- Between TriMet and C-Tran

Improving those connections is should happen, and building a replacement bridge with light rail is the best answer. I do not have a strong opinion on the best terminus. After touring the Clark College, VA, and Clark County social service headquarters campuses, I think there are possibilities that need to be explored further for a terminus in that vicinity. A land swap and realignment of the traffic pattern may be beneficial to all parties.

It is critical that the interface between TriMet and C-Tran be improved for the transit option to work as well as possible. Currently it is not easy to travel from most areas of Clark County to North Portland on transit, and there is a big opportunity for drastically improving that with this project.

I support tolling the I-5 bridge now to start generating the local match for construction. I do not support a price break for those that use it most (e.g. Hayden Island residents or truckers) as they will reap the greatest benefit when it is built and should pay accordingly. I am concerned about the tolling of both the I-5 and I-205 bridges to pay for the operations and maintenance, and I think this decision can be made later when construction of the project is paid off in many years. However, if the I-5 bridge is tolled to pay for operations and maintenance, the I-205 bridge should also be tolled in a similar manner to discourage the additional vehicle miles generated by out of direction travel to avoid paying the toll. (I support a weight-mile tax on all vehicles instead of O&M tolls which would also replace the outdated gas tax.)

"Balanced congestion" is what I want this project to achieve. I realize that the I-5/I-405 loop will be the new bottleneck in Portland. However, the new bridge must not be built too wide so as to put pressure to widen I-5 through the neighborhoods of North Portland. Perhaps six lanes on the bridge will be needed northbound but only five southbound.

The local bicycle and pedestrian connections - just like the auto/truck connections - on each side of the bridge are critical to those that choose to walk or bike. Somehow having artwork or a landmark at each end of the bridge is important just as the bridge itself is important. Please continue to work with the subgroups on these and other topics.

Finally, my understanding is that the bridges themselves may be able to be reused. I fully support this concept. From Hood River to Northwest Flanders to another way to travel

between Hayden Island and the rest of Portland, there is an opportunity for reuse of that I hope will be fully explored.

I look forward to following the project as additional details become available, and I assume that by being on the mailing list, I will be notified when this happens.