

**From:** [kaleidofun@aol.com](mailto:kaleidofun@aol.com)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, May 06, 2008 2:07:05 PM  
**Attachments:**

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Home Zip Code: 98661

Work Zip Code: 98661

Person:

Lives in the project area

Owns a business in the project area

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: No

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No

Contact Information:

First Name: Reardon

Last Name: Adcock

Title:

E-Mail: [kaleidofun@aol.com](mailto:kaleidofun@aol.com)

Address:

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Comments:

I would like to suggest another possible approach the new bridge. First phase would be a

new four-lane span West of the existing bridge. This new bridge would be the same style and architecture at the current. Elevate the center to allow river traffic to pass. This new span would act as the new Southbound lanes. The next phase would be to rebuild the East, Northbound span to match the new West, Southbound span. The third phase would be to rebuild the center section to handle light rail and foot traffic.

This would give a dedicated lane to Hwy 14 as it merges with I-5. Don't allow traffic from downtown to enter the freeway at this location. Light rail is an ineffective and inefficient necessary evil that government wants to force on the people. I'm fine with that as long as the total picture is improved.

Because the I-5 bottleneck in Portland will always be present unless they have a major change in political philosophy. For that reason there is no need to get people to that bottleneck faster. The traffic will still back up to the Interstate Bridge during rush hours even with a new bridge of any design.

In the plans, serious thought should be given to having a main highway off ramp going directly to the port area and not going through the downtown streets. Whatever the final plan it should be cost effective to solve the most logical problems not create more. The downtown area is struggling to rebuild itself. A mammoth bridge structure would discourage all future development of this area and destroy any hope of giving Vancouver a true identity. Please give this some serious thought before a final design is adopted.