


**From:** [theta444@yahoo.com](mailto:theta444@yahoo.com)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, May 27, 2008 4:53:56 PM  
**Attachments:** 

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Home Zip Code: 97203

Work Zip Code: 97204

Person:

Lives in the project area

Commutes through the project area

Person commutes in the travel area via:

Bicycle

Bus

Car or Truck

Walk

1. In Support of the following bridge options:

Supplemental Bridge

Do Nothing

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: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

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Last Name: Harlow

Title:

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Portland, or 97203

Comments:

It is too bad the North Portland peninsula is not included in your "Project Area" map, because the I-5 is a gauntlet of sorts for people who live on the peninsula. If we are coming to or from downtown, southwest, northeast, southeast or inner North Portland, during commute times but also at other times, we basically have to deal with the traffic not only on I-5 itself but on overflow on arterials. For instance, when I am coming home by bike or bus, I come across the Steel or Broadway bridge, and there is usually traffic trying to get onto I-5 backed up throughout the Rose Quarter-which I have to get through, to get to North Portland. Then I either have to go under I-5 or over it to get into North Portland, and usually roads across it are backed up because they have on and off ramps (Going St., Rosa Parks blvd., Lombard St.)

I grew up in the Bay Area, CA. I am only 28 but for some years of my life I commuted AN HOUR each way, 40 miles, but usually an hour and a half in the afternoon- at 3pm. It only took an hour in the morning because we left at 6am. At 7am, it doubled the trip to 2 hours until 9 or 10 in the morning. Why? Because the public transportation system was INADEQUATE!

I would like to use a simile for the situation: If you need to mix a cup of beans into a cup of water, and the water container only holds a cup and a half, you do not increase the size of the funnel that you are using to put the beans into the container of water, because it will overflow with water AND beans. You reduce the amount of beans you are putting into the water! (Or get a larger container, but that's not possible :)) The bridge is the funnel, the beans are people coming across the bridge, and the container is Portland. There are TOO MANY SOV'S coming into and out of Portland!!! There needs to be better options. Increasing SOV capacity will not fix the problem, it will only reduce traffic temporarily and ENCOURAGE MORE PEOPLE TO DRIVE. We need light rail between Vancouver and Portland; toll fees, both to discourage SOVs and to raise revenue in a time of shrinking gas taxes; better buses, so that people have more options than light rail; rideshare parking lots on both ends of the bridge; and better bike lanes, so people have more commuting options who are willing to do so. that will help people do multi-modal trips (for instance, someone could bike across the bridge, then get on a fast Trimet route to their destination; etc.) There should also be signs on both sides of the river for many miles, showing how long/far traffic is backed up. That will enable people to plan their routes better or decide to go at an alternate time. If you are going to supplement the existing bridge, add only a bridge that allows carpools, buses, light rail, bikes and pedestrians. Use tolls to patrol the carpool lane. keep SOVs on the bridge that is backed up and let them learn to find an alternate means. There are many!