

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 19, 2008 10:52:29 PM
Attachments:

Home Zip Code: 98661

Work Zip Code:

Person:

Works in the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Do Nothing



2. In Support of the following High Capacity Transit options:

Bus Rapid Transit 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: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

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Comments:

It is difficult to market a project when people do not feel the need. "Everybody" knows that the first bottleneck is not the bridge but Delta Park. It is very slowly being fixed.

People are waiting to see what happens at that point. Then we all know the next bottleneck is the Rose Garden area. What would happen if that bottleneck was changed? If it is then apparent that the real problem is finally the bridge area....people begin to see and appreciate the need. Without a very real and present need, it is difficult to be excited about a fairly high toll being placed on both bridges. Sure, if the Feds or States would pick up the tab, people are glad for a freebie (although we all pay for it gradually through our taxes), but when the word is becoming clearer and clearer that we will all pay through tolls, the excitement of a new bridge loses its lustre. And then throw in light rail. People in Vancouver love to hate light rail. Polls can be manipulated. Take a vote and see where the majority of people are at. The Columbian wants light rail, so they generally print articles favoring light rail. Light rail has made a mess of streets and real estate in Portland, people don't want to see that in Vancouver. If I were marketing light rail, I would build evidence from other great cities (better yet, cities about the same size as Vancouver) and compare and learn. The only articles I've seen concerning effect and results of light rail in areas along the West Coast, have not been favorable, especially when it comes to financially building and supporting the continuance of light rail. Find some really good reports (if there are any) about light rail introduction to cities about our size and see how it has positively affected the community. As far as I can see (at this point) the shipping and boating industry stands to gain the most with a new bridge--without having to delay for bridge lifts. Already, with the high price of gas, there is less traffic to and from Portland/Vancouver---so, it's hard to market a project when it lacks a present and real need---for the price tag.