

From: dave@hotelLafayette.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, July 01, 2008 12:13:32 PM
Attachments:

Home Zip Code: 98660

Work Zip Code: 98660

Person:

Lives in the project area
Works in the project area
Owns a business 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
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: Unsure
Kiggins Bowl Terminus: Yes
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

Contact Information:

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Last Name: Lafayette

Title:

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Vancouver, WA 98660

Comments:

Building a new, 12 lane bridge across to replace the Interstate bridge will cost an astounding amount of money and be a logistical challenge, to say the least, in routing traffic during construction. In the end it will promote commuting with wide open lanes in a time when we are trying to promote alternative forms of transportation. When the bridge is finished, gasoline may very well cost \$6 a gallon which may leave our 12 lanes woefully under utilized and, if a toll is part of the payment plan, under funded.

In the last several months we have seen record ridership on mass transit and an actual reduction in bridge traffic! This is good news. It shows that people will get out of their cars and take public transportation and we can not ignore this when considering a crossing solution.

Additionally, we can not address the issue of a new bridge without talking about freight traffic through downtown Vancouver. Our port is working very hard to expand. This will bring more trucks right through the middle of downtown on the three identified corridors of Mill Plain, Fourth Plain and 39th Street, the later 2 which are lined with old homes and communities.

As a community we have worked very hard in the last 10 years to revitalize our downtown and we have made great strides. We are continuing this revitalization with the purchase and development of the Boise Cascade land to the west of the bridge. Expanding these truck routes through our downtown is not in line with the steps we have taken to support our downtown. We need to move truck traffic around downtown Vancouver, not through it.

Taking these factors into account, I would suggest the following approach:

1. Build a freight bridge connecting the Port of Vancouver to the Oregon side and Marine Drive. This would take southern trucks off the Interstate bridge and create a route to and from the Port of Vancouver that does not bisect the downtown. For northern trucks, 78th street is a wide, under utilized road that connects directly to I-5.
2. Build a separate, stand alone light rail bridge extending light rail to Vancouver. This bridge should be large enough for 4 rail lines: a north and south local line as well as a potential north south commuter line. Imagine if a commuter MAX traveled from downtown Vancouver to downtown Portland? It could transport people faster than any other option, including cars. This possibility of future expansion needs to be build into the light rail project.

With these two new, smaller bridges, much traffic can be removed from the existing Interstate Bridge. Because the two bridges do not currently exist, they can be built relatively easily without managing traffic flow during construction.

Once these two bridges are in place we can reassess the need for a replacement I-5 bridge. When the need to build a new I-5 bridge arises commuters will be able to rely on the new light rail bridge for uninterrupted commuting. Likewise, trucks will be able to use the “Port Bridge”, making construction of a new I-5 bridge much simpler.