

From: wterrytanner@gmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 5:59:44 PM
Attachments:



Home Zip Code: 98606

Work Zip Code: 97210

Person:

Commutes through 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: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

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Comments:

I have travelled I-5 commuting from Vancouver for 30 years. I have been subjected to the non-existent to half-hearted attempts of the authorities to improve the situation. Here are

my observations.

Delta Park - I am very skeptical that enough is being accomplished with the current Delta Park improvement project to keep traffic flowing through that area despite the massive expenditure for the bridge. I recommend a reverse toll system be installed. That is, if the general flow of traffic through Delta Park slows below a minimum speed, say 40 mph, the system refunds your I-5 bridge toll. Laugh if you want, but if you are serious that Delta Park is now being fixed you have nothing to worry about. Right?

Reverse toll system - guarantee to the public that the tolls they are being charged to relieve congestion are really working. If the operators of the system had to refund toll money when congestion occurred, I'll bet they would design a bridge and accompanying system that did not congest very often.

Forcing people to mass transit by making car traffic heavy (stated objective of regional transportation Authorities.) - This policy is embodied by the regional policy to not have more than three meager lanes on I-5 through Portland. The problem with mass transportation is that you cannot get where you need to go if you have to leave your car at a park and ride in Vancouver. It also takes forever to change buses, etc. required to arrive at your needed destination. I have done it and it does not work!

Heavy traffic is not good for the environment - while engines idle they put out fumes into the atmosphere. Although this is going to be less because of emissions control equipment, it is not fair to count on that instead of moving traffic along.

Will the car pool lane northbound be eliminated once the bridge is fixed? Currently the carpool lane effectively reduced the 3 lane highway to 2. Car pool lanes are fine if they are an additional lane, but if the main body of traffic is still 2 lanes northbound, why is it we are spending all this money on a new bridge we can not get to.

Your car is not safe at park and ride locations - need I say more? Look at the signs posted.

Increase motorcycle friendly rules. Why can't motorcycles split lanes like they do in California? - This is a "no cost" option that would incent more people to ride. What are the statistics pertaining to accidents due to lane splitting vs. not? What is the likelihood of this becoming the law? (assume answer is none). Why?

What about a dedicated lane for motorcycles? Considering the distances people need to travel, this makes way more sense than bicycle lanes.