



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, May 29, 2008 5:11:56 PM
Attachments:

Home Zip Code: 97214

Work Zip Code: 97214

Person:

Commutes through the project area

Person commutes in the travel area via:

Bicycle

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

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:

First Name:

Last Name:

Title:

E-Mail:

Address:

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Comments:

-We should increase public transit and pedestrian traffic and repair existing vehicle infrastructure ie roads and bridges.

-Increasing lanes and through fare traffic only supports more vehicular traffic creating a larger problem of traffic and pollution in the future, while destroying the surrounding neighborhoods with over-flow traffic.

-viable solutions would be implementing tolls on existing bridges to both raise revenue for bridge repair and road maintenance and effectively lower vehicular traffic and projected future traffic. By encouraging mass public transit and pedestrian traffic one could effectively diminish traffic and reduce the future repair overhead of existing infrastructure.

In summary encouraging more traffic in now way solves the traffic problem but rather encourages more traffic and pollution. Focusing on Toll bridges is a preferred method of raising bridge repair funds rather than building a monolithic freeway bridge that taps public resources that could be better spent making meaningful reductions in traffic and pollution.

Respectively,

Destin Young