

From: source@pacifier.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 10:33:25 PM
Attachments:

Home Zip Code: 98663

Work Zip Code: 98663

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:

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: No Opinion

Contact Information:

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Title:

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Address:

Vancouver, wa

Comments:

I am opposed to the CRC proposed bridge replacement and any form of light rail:

- Light rail is too expensive to build, and there is no clear funding mechanism.
- The cost per rider is too high for light rail.
- Light rail does not reduce congestion. Less than 1% of car riders will switch to light rail.
- There needs to be a public vote on any proposal to operate high-capacity transit.

The replacement bridge itself as proposed will not reduce congestion:

- According to CRC projections, if the new bridge is built traffic studies project that by 2030, the morning rush-hour commute from Vancouver would be 41 minutes from 179th Street to the I-84 interchange. This is only ten minutes longer than today's commute and only five minutes faster than if there is no new bridge
- By 2030, if a new 12 lane bridge is built, there will be 44,000 more vehicles crossing the bridge every day (178,000 then vs. 134,000 now). Again CRC projections show it will take two minutes longer to drive the busiest part of the route—from SR-500 in Vancouver to Columbia Boulevard in North Portland—with a new bridge than if there is no new bridge.
- Comments at Vancouver City Council meetings reveal that this project has little to do with easing commuter congestion and more to do with moving freight and trade along I-5 and in and out of the Port.

There is no clear funding mechanism for the project:

- Washington State Transportation has stated that Federal funds will be very tight for the project, and that planners should not count on the \$750 million they have projected in federal funding.
- Officials have also said state money cannot be counted on and that planners should expect to charge tolls on the bridge, levy tax increases and license fees to help fund the project.
- It is absurd to ask Vancouver and Clark County residents to pay for any bridge crossing that will not significantly reduce congestion.

That we need a new crossing configuration over the Columbia River is agreed by almost everyone. Not this bridge replacement, not light rail, not now. We need one that will relieve congestion, will help Vancouver and Clark County businesses, that is fiscally sound (with Oregon and Washington sharing equally in their portions of the total cost), that will not cost taxpayers more money in taxes or tolls, and that is approved by the will and vote of the citizens of Clark County.

Karen Axell
Vancouver Resident