

From: jlvinson@hotmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC Submit Comments Page
Date: Saturday, May 03, 2008 2:49:35 PM
Attachments:

From: Jonathan Vinson
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 Comment or Question:

Thank you so much for soliciting public input.

P-0037-001 I feel strongly that all decisions made with regard to the CRC should reflect the progressive values of the communities involved. I think that commercial traffic, high-volume automobile traffic (carpools), and bicycle/pedestrian traffic should be prioritized. Light rail should be a convenient and inexpensive option for daily commuters. Other than increasing lane widths for safety, I would favor NO increase in lane number for single occupancy cars and trucks. I strongly favor a toll which might vary with time of day and number of passengers; bike/ped/light rail travellers should be exempt.

P-0037-002

P-0037-003 In short, I think that we should display the "intestinal fortitude" in our planning needed to discourage frequent crossings by single occupancy motor vehicles. This may be politically unpopular, but our two states have a tradition of making such decisions when they are clearly in everyone's best interests.
 Thank you again for your time and hard work,
 Jonathan Vinson



P-0037-001

A supplemental bridge that only includes improvements for transit and/or bicycles and pedestrians does not meet the CRC project's Purpose and Need. As described in Chapter 1 of the DEIS, the project's Purpose and Need "was developed by relying on previous planning studies, solicitation of public input, and coordination with stakeholder groups."

In addition to calling for improved bicycle, pedestrian and transit connectivity, the Purpose and Need also specifically states the need for improving highway freight mobility, travel safety and traffic operations, and the structural integrity of the existing bridges. These later needs would not be met by a supplemental bridge alternative that only provides for transit and/or bicycles and pedestrians.

P-0037-002

The goal of "variable-rate tolling" is to reduce congestion and maximize the flow of traffic through this corridor. A lower toll is charged when traffic demand is lower than when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway. While the details of the tolling system are yet to be determined, it is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered.

P-0037-003

The CRC project introduces light rail as a new non-auto oriented approach to crossing the Columbia River, as well establishes "variable-rate toll" that gives auto travelers an incentive to change travel times,

reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone.