


From: wtsgreg@aol.com 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 6:42:32 PM
Attachments:

Home Zip Code: 98685
 Work Zip Code: 98685

Person:
 Other - traffic congestion to Portland and back for employees

Person commutes in the travel area via:
 Car or Truck

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: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: Yes

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Comments:

P-0562-001 | the project needs to have employer incentives for Oregon and Washington employers that
P-0562-002 | promote mass transit...light rail should have one super station that connects with Expo

P-0562-001

Many well coordinated TDM/TSM programs are already in place in the Portland-Vancouver Metropolitan region and supported by agencies and adopted plans. In most cases, the impetus for the programs is from state-mandated programs: Oregon's Employee Commute Options rule and Washington's Commute Trip Reduction law.

The physical and operational elements of the CRC project provide the greatest TDM opportunities by promoting other modes to fulfill more of the travel needs in the project corridor. These include: major new light rail line in exclusive right-of-way, as well as express bus and feeder routes; modern bicycle and pedestrian facilities that accommodate more bicyclists and pedestrians, and improve connectivity, safety, and travel time; park and ride lots and garages; and a variable toll on the highway crossing.

In addition to these fundamental elements of the project, facilities and equipment would be implemented that could help existing or expanded TSM programs maximize capacity and efficiency of the system. These include: replacement or expanded variable message signs or other traveler information systems in the CRC project area; expanded incident response capabilities; queue jumps or bypass lanes for transit vehicles and other designated vehicles where multi-lane approaches are provided at ramp signals for entrance ramps; and expanded traveler information systems with additional traffic monitoring equipment and cameras.

The CRC project has crafted a multi-pronged TDM program to address capacity demands during construction of the project. The program promotes alternate modes of transportation for those crossing the bridge and includes increased carpool, vanpool and transit options and promotion of pedestrian and bicycle trips.

P-0562-002 | stop in Portland, and real estate for that has not been discussed. The bulk of Clark County
P-0562-003 | tax payers do not live near any line proposed...How can we fairly spread the costs.

P-0562-002

The LPA includes extension of light rail into Vancouver and would connect to the existing system at the Expo Center. For more information, please see Chapter 2 and Chapter 3 (Section 3.1) of the FEIS.

P-0562-003

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.