



From: HKUSPC40@comcast.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 18, 2008 2:28:02 PM
Attachments:

Home Zip Code: 97231
 Work Zip Code: 97230

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck

- P-1097-001**
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: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Aaron
 Last Name: Kelley
 Title: Mr
 E-Mail: HKUSPC40@comcast.net
 Address: 9187 NW Germantown Rd
 Portland, OR 97231

Comments:

- P-1097-002** | I support any change to increase the flow of traffic between Washington and Oregon on I-
P-1097-003 | 5. I also think that anyone who agrees that a bridge toll is a good idea is nuts. How

P-1097-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-1097-002

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

P-1097-003

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the

P-1097-003 | would putting a toll that requires a complete stop of your vehicle improve traffic? I think that other avenues of raising money for the project need to be found.

project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.