

# Columbia River CROSSING

## **Appendix A Problem Definition Comments**

### **Columbia River Crossing Task Force Meeting September 12, 2005**

- Problem Definition should address the number of trips across the bridge.
- Problem Definition should address the beginning and end of trips.
- Does adding lanes solve congestion?
- Do we have data that indicates how many people are in each car?
- There is a high percentage of single-occupancy vehicles.
- There is a job/living imbalance in Clark County where there are more residents than jobs.
- Is peak traffic during a.m., p.m., or both?
- There needs to be a division between freight and commuter traffic in regards to defining the problem.
- Everything is connected, transportation and communities.
- 99E needs to be added to the bridge influence area.
- On slide 2, take out “between Portland and Vancouver” and say, “bridge influence area.”
- Is the drawbridge part of the problem?
- What are the impacts of the bridge landing in downtown Vancouver –should that be identified?
- Does not want to see a viaduct over downtown.

- Increased duration of congestion is remarkable.
- The drawbridge operates only when necessary. It will be hard on maritime traffic to restrict the bridge lift even more.
- Have not had high water for 5 years.
- What will the land use changes be?
- There will be major growth outside the bridge influence area, should that be included?

10-4-05