

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, May 19, 2008 5:55:55 PM  
**Attachments:**

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Home Zip Code: 97214  
Work Zip Code: 97212

Person:

Other - sometimes commute to a satellite office in the Couve 

Person commutes in the travel area via:

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

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

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Comments:

Having lived in Atlanta when the toll road was added to GA-400, greatly improving access from the northern suburbs to downtown Atlanta, I believe that the \$2 proposed toll will do nothing to discourage suburban sprawl and single occupancy commuting from

Vancouver. When GA 400 was connected to I-85 and tolls were implemented, the tolls were (and remain) 50 cents. That is only 25% of the proposed I-5 tolls, but when this toll was implemented, gas in Atlanta cost just under \$1 per gallon. Gas here is nearly 4 times as much now, and the proposed toll is 4 times as much. Being that most people consider gas to be the majority cost of driving, and the cost of a gallon of gas will be the price comparison to the toll, I believe that \$2 will be too small a toll to significantly cut down on traffic.

I would support the supplemental bridge for transit and peds/bikes (as a cyclist, the existing bridge is scary and the bike path connections at the north and south ends are very confusing and do little to encourage new cyclist.) Also, the existing bridge should remain, but tolls added to this bridge to lower demand. I don't believe this option has been studied even though demand on this bridge is already dropping because of increasing gas prices.