

**From:** [billstew2@juno.com](mailto:billstew2@juno.com)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, June 25, 2008 10:54:21 AM  
**Attachments:**

---

Home Zip Code: 98664

Work Zip Code: n/a

Person:

Other - Use I-5 to get to social events

Person commutes in the travel area via:

Car or Truck



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: Yes

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: No

Contact Information:

First Name: Bill

Last Name: Stewart

Title: Ogden NA co-chair

E-Mail: [billstew2@juno.com](mailto:billstew2@juno.com)

Address: 8007 NE 22 ST.

VANCOUVER, WA 98664

Comments:

The whole project is flawed. The study insists that most traffic goes no farther than the so-called "bridge influence zone," ignoring even worse congestion in Portland. An extra

bridge is needed but somewhere else.

I favor rail transit but the Yellow Line should have been a streetcar. And MAX should include true express service, better fare enforcement, and added security.

This project was skewed from the start to funnel all traffic through downtown Portland where the city wants to spend perhaps \$12 billion to relocate and bury the freeway. There is a need for more bridges but this is a flawed scam. To lessen congestion, impose graduated tolls NOW.