


**From:** [billstew2@juno.com](mailto:billstew2@juno.com)  
**To:** [Columbia River Crossing](#);  
**CC:**   
**Subject:** DEIS comments  
**Date:** Tuesday, July 01, 2008 12:36:54 PM  
**Attachments:**

---

Please excuse the different format but your response page would not open for me today.

This is an afterthought to an earlier comment.

GROWTH: Why was NO growth component factored into the lane capacity studies by Metro. Such a modeling could factor in such things as depressed usage due to gas prices.

But this bridge is being planned like so many other projects -- for today's traffic even though there should be more volume by the time the bridge is completed. When I lived in Oregon's Washington County, ODOT seemed to be forever rebuilding overpasses on Highway 26, adding one lane at a time when the sheer number of building permits said it was a waste of time and money because more lanes soon would be needed.

Clark County recently announced a major retail node at Interstate 5 and 179th Avenue that could draw customers from Oregon. And several years ago the Portland planners told developer Tom Moyer that his huge Delta Park mixed use community had to wait until I-5 and nearby surface streets were widened as part of the current Delta Park widening, so growth is waiting and should be apparent by the time the bridge is done.

One solution would be to convert local access lanes to through traffic, but since this project's scope was politically narrowed, it will just worsen the bottleneck to the south.

A new bridge on another alignment would result in a much better reduction of

congestion.

WILLIAM STEWART

8007 NE 22 ST

VANCOUVER WA 98664

360-256-2783

[billstew2@juno.com](mailto:billstew2@juno.com)

---

[Shop luxury, designer, and fashion watches at discount prices.](#)