

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, July 01, 2008 11:36:28 PM  
**Attachments:**

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Home Zip Code: 98683

Work Zip Code: 98683

Person:

Other - Ride through the project area.



Person commutes in the travel area via:

Bicycle

1. In Support of the following bridge options:

Supplemental Bridge

Do Nothing

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: Unsure

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Unsure

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

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Comments:

All of the induced sprawl is essentially in the project area too.

To simply say that the bridge would not induce sprawl is ludicrous. The fact is that sprawl will occur much faster than it already is if we were to replace or supplement the bridge. This fact must be taken into account.

The traffic projections must also be completely redone to take into account the actual price of gas by the time the bridge is complete. To simply say that gas prices will not rise significantly is again ludicrous. Factor peak oil into these calculations.

Do not just give through pedestrian/bike facilities to the replacement bridge options. The supplemental bridge should have both the path on the original 1917 span widened along with a path on the supplemental bridge from the expo center all the way to Vancouver without grade crossings.

Also strongly consider adding tolls immediately, priced in a way that makes transit a far more cost-effective option. This would likely decrease congestion and allow for more data to be collected about the effects of tolls on bridge traffic.

Considering that the most dangerous parts of the area are the short ramps on Hayden Island, replace these first and observe the increased safety in the project area.

In strengthening the interstate bridge against earthquakes, the BNSF rail bridge must also be strengthened against earthquakes as it serves as a vital link in the rail system. The BNSF span should also be reconstructed or replaced in a way that moves the drawbridge portion inline with the hump of the interstate bridge. Once the BNSF span was fixed in this manner, freight could more easily be moved by rail instead of clogging up the highway with trucks. This would both drastically reduce the number of draw bridge openings and the amount of congestion caused by semi-trucks.

A supplemental bridge could then be built that would carry ONLY light rail and bike/ped facilities.