

From: dsohigian@gmail.com 
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, May 29, 2008 7:05:54 PM
Attachments:

Home Zip Code: 97201

Work Zip Code: 97201

Person:

Person commutes in the travel area via:

1. In Support of the following bridge options:
Do Nothing
2. In Support of the following High Capacity Transit options:
Light Rail between Vancouver and Portland
Do Not Add HCT
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

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Title:

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Comments:

My view is that we need to reduce the amount of auto traffic around the region, and that includes between Vancouver and Portland. The decisions about the CRC will dramatically affect the choices that individuals make in where they live, where they

work, where their kids go to school and how they get between all of these places. Reducing auto congestion on the CRC will encourage more driving, more suburban sprawl and separation of community. We need to encourage people to live near where they work, or to use means other than personal autos to get to where they need to go. Making public transport, biking, walking and carpooling the default choice for getting around our region should be the goal. It won't be easy, or cheap, because of the big cultural shift required, but I know that our region is up to the task.

The system we have today, which relies on personal autos to keep our economy healthy, has served us well for many years. But it cannot continue to scale. High gas prices and home foreclosures are the symptoms of a longer term shift that we need to be aware of in our planning. More of the same just won't serve us in the long term.

My family is lucky enough to live near our children's school and my work. To us, it feels like a luxury to be able to get around by public transport, bike and foot. It is a luxury that we would like more people to be able to afford, but for most, it is out of reach. Projects like the CRC keep this luxury out of reach by encouraging unsustainable practices. Increased auto traffic means developers are encouraged to build further out. It means that business are encouraged to hire from further off. It means that centralized shopping dominates.

My specific suggestions for the CRC would be for a plan that reduces the amount of lanes available for personal autos and dramatically increases flow of public transport and bike options. Make the public transport options as fast or faster than personal auto and people will get out of their cars. Express service from between downtown Vancouver and downtown Portland would be a crucial piece of the puzzle. This may all sound a little far-fetched right now, but the long-term future of our region depends on these important choices. The future will not look like today but only bigger. The future will be fundamentally different.