

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 30, 2008 8:51:42 PM  
**Attachments:**

---

Home Zip Code: 98660

Work Zip Code: 98660

Person:

Lives in the project area

Works in the project area

Commutes through the project area



Person commutes in the travel area via:

Car or Truck

Walk

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: No

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: Unsure

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

## Comments:

### Comment Response to CRC DEIS, June 2008

**Bridge Preference:** Replacement, with 3 lanes each way plus only the number of lanes needed for safe entry and exit from the freeway. Pedestrian and bike crossing that invites use. Mass transit on bridge situated in such a way as to enjoy the view (ie, transit in a box sounds confining and blocked off from seeing the river and the mountains.)

**Transit Mode Preference:** Light rail, with security issues actively addressed (perhaps a new approach to ticketing.)

**Alignment and Terminus Preference:** I have only been studying the alignment options that affect my neighborhood the most, so I don't have a preference on the alignment south of Mill Plain. Once it gets to McLoughlin, I prefer it being on Broadway. At this time, my preference is for a Clark College terminus because that space can better handle the size of parking lot needed for a terminus. Also, the impact of high capacity transit and a terminus in the Lincoln neighborhood would be huge. We are still trying to mitigate for another large project by WSDOT, the 39th Street Overpass, with no designated funding for mitigation (a project that allows for connection between the Fruit Valley Neighborhood and Lincoln). Perhaps, after light rail is brought into Vancouver, ending at Clark College, the possibility of extending light rail north can be reconsidered, but only if there is funding for mitigation within the neighborhoods.

If light rail were to continue north on the west side of I-5 after this initial phase, it should be on Broadway and not on Main at Uptown Village. If it were to continue to a terminus at the WSDOT property, I have some major concerns although I understand how mass transit on that alignment could be a good thing.

Here are some of my concerns about having the alignment continue north with a terminus in the Lincoln neighborhood:

- \* Main Street would have to be greatly widened, resulting in much disruption and loss of valued businesses and trees on Main Street. The loss of businesses and trees, and especially homes, should be avoided if at all possible.

- \* Even with widening of Main Street, traffic capacity would be lost, resulting in overflow traffic impacting the rest of the neighborhood, particularly Columbia, 39th, and 45th. These impacts should be considered as part of the cost of the project. The Lincoln neighborhood is primarily residential and traffic needs to be managed in such a way as to maintain a livable community. Increased traffic on neighboring streets would need to be managed for appropriate speed and safe pedestrian crossings. Students need to be able to safely cross streets, and since 39th is already heavily traveled and more traffic is expected with the 39th overpass, pedestrian controlled traffic lights will need to be included as part

of the cost.

\* Access into and out of the area to the east of Main and north of 39th needs to be maintained. The mitigation for traffic impacts needs to be included as part of the cost.

\* If the alignment were to terminate at the Lincoln neighborhood, the DEIS specifies a large park and ride lot (1800 cars). This would not be beneficial to the neighborhood. I have visited many park and ride lots on the MAX line. These are hardly ever around residences, as one at the Lincoln neighborhood would be. Those that are around residences are much smaller than anything that has been proposed so far. If a park and ride lot were to be at the WSDOT property, here are my conditions and concerns:

- o It would need to be right along Main Street, with access to and from the parking lot and station only from Main Street and not from neighborhood streets to the west.

- o It would need to be of a size that could fit what the neighborhood could absorb (traffic, size, visual impact, noise impact, air quality impact) and not be sized just because of the size of the WSDOT property. From my observations, that would be in the 300 car range, possibly up to 500 cars. (The DEIS says a terminal lot at the WSDOT property would have 1800 cars and a satellite lot at Kiggins. These lots would bring nearly 1300 cars during the peak hour - a huge impact on Lincoln's streets.)

- o The impact to the immediately surrounding area should be minimized. The homes along the east side of Creston should be preserved. The footprint of the parking lot and station should be kept to a minimum and situated along Main Street and not extending west into the neighborhood.

- o If the WSDOT property were to be used for a station and parking lot, the property that extends west, into the residential area of Lincoln neighborhood, should be set aside for a much needed and sought after neighborhood park. This is prime real estate, it should be used in a way that is beneficial to the community.

- o There should be at least as much fencing and landscape screening as there is currently with the WSDOT property around the perimeter of the parking lot and station. There should be active and passive security. There should be adequate lighting for safety, but directed so as to not impact the surrounding homes.

- o Unless the park and ride and station were to be built on a grand scale where it is a public space and destination, incorporating as part of it a large park and mixed use buildings with small businesses, services, a community center, public art, and maybe even townhouses, the lot should be entirely fenced so as to discourage students from using the lot as a walking path to school and to keep the residential community and school at the Presbyterian Church safer.

- o All of the project should be done in a way that is environmentally responsible. The well head needs to be protected, hazardous sites cleaned, storm run-off managed. Air quality should be monitored, especially in the triangle of land to the east of Main and north of 39th Street.

\* The impact of a transit alignment and a terminus in the Lincoln neighborhood would be huge. The neighborhood must be actively included in all decisions affecting the

neighborhood, especially zoning and street classifications. Funding for mitigation for impact should be considered as cost of the project.

The Lincoln neighborhood is a primarily residential community. There are mostly smaller, well-built homes in the neighborhood that have character and the lots are of a size that promote a sense of community. We need to maintain livability and connectivity in our neighborhood, even on its busier streets. When there are large-scale projects that impact a neighborhood, funding for mitigation must be considered part of the cost of that project.