

**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 5:59:38 PM  
**Attachments:**

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Home Zip Code: 98663

Work Zip Code: 97213

Person:

- Lives in the project area
- Owns a business in the project area
- Commutes through the project area



Person commutes in the travel area via:

- Bicycle
- Bus
- 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: Yes
  - Kiggins Bowl Terminus: No
  - Mill Plain (MOS) Terminus: No
  - Clark College (MOS) Terminus: Unsure

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

Comments:

To CRC staff,

I live in Arnada neighborhood and work in Portland. Regardless of what options are chosen, Arnada will be affected so I feel that my preferences truly avoid a NIMBY bias. As a user of several modes of transportation and a light rail user should that mode be selected, I prefer to access stations that support our Urban redevelopment plans. I would support light rail alignment on Broadway, Main and even Washington should that become an option again. I feel that greater ridership for both long and short trips will increase if proximity to transit stops is conveniently located within vs set away from centers of density.

As a member of the CRC BPAC committee, I have seen first hand, the benefits that would accrue if we were to build a replacement bridge. A replacement bridge should include multi modal facilities which reflect forward thinking, optimistic assumptions of use. An "if you build it they will come" expectation for the growth of cycling and walking in the region. It will never be cheaper than right now to build our facilities for increased use.

Bicycle and pedestrian facilities in the entire project area must be well designed for maximum use and benefit to feed users onto the new bridge.

I would like to see a maximum 5 lanes of traffic (3 through and 2 on/off lanes).

I fully support the CRC position taken by my neighborhood association and want to reiterate my support for Arnada's 4 primary goals and the specific mitigations outlined. I live in an area that will be greatly affected by the construction needs & tax burden that accompany this development so I feel justified in asking. The west side neighborhoods in particular should be well compensated with mitigations to protect and enhance the historical and quality of life aspects that make our neighborhoods unique among Vancouver. This would include stringent design standards, accessibility and mobility maintained or improved and continued public involvement.

I strongly OPPOSE a Mill Plain MOS for several reasons.

- #1) I feel it will bring excessive vehicular traffic through the residential neighborhoods
- #2) we need to leverage available Federal dollars and build a light rail line as far north as possible

thanks to those individuals who are reading this and tirelessly having to go through each and every comment sifting and sorting - hang in there and I appreciate your hard work -