


**From:** [tompaulu@iinet.com](mailto:tompaulu@iinet.com)  
**To:** [Columbia River Crossing](#)   
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Saturday, June 28, 2008 10:20:09 AM  
**Attachments:**

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Home Zip Code: 98660

Work Zip Code: 98632

Person:

Lives in the project area

Person commutes in the travel area via:

Car or Truck

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: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

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Title:

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Comments:

We support building an entire new bridge rather than fixing up the old ones. It doesn't make sense to reinforce such old structures.

However, we don't think a new bridge design should be hampered by the proximity of Pearson airport. It would be OK with us if the airport were converted to recreational space but if not the pilots can cope with a new bridge as tall as the existing one.

We support extending light rail into Vancouver. It doesn't make sense to build a fancy bus system if riders would have to transfer to light rail at the Expo Center.

However, we strongly oppose extending light rail up Main Street and building a big, ugly parking ramp near 39th Street.

We live in the Lincoln neighborhood, which has nice homes. We don't want to increase traffic congestion with light rail and commuters getting onto it. Why mess up a nice, residential neighborhood with light rail when it can go elsewhere? Main Street has a nice feel that would be totally chopped up by light rail

Downtown Vancouver is already much more densely developed, and few people live near Clark College. If there is light rail, it should go either to the Mill Plain terminus or Clark College. At either location, a parking ramp would be less at odds with the neighborhood.

We would use light rail seldom if ever. My wife works in Vancouver and I drive to Longview. We drive to Portland on weekends. I doubt we'd spend the extra time to take light rail -- yes, it will be faster to drive. Already, we can drive to Portland in 15 minutes on weekends. The time should be reduced with more lanes on a new bridge.

Another reason for a Clark College terminus is saving no less than \$395 million, according to figures I saw in the Columbian which were attributed to the CRC.

Thanks for this opportunity to comment.

Tom Paulu and Cindy Williams  
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