



From: davidmlomas@gmail.com
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 8:25:24 PM
Attachments:

Home Zip Code: 98663

Work Zip Code: 98683

Person:

Lives 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: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: David

Last Name: Lomas

Title: Resident of Arnada Neighborhood

E-Mail: davidmlomas@gmail.com

Address: 1900 C St

Vancouver, WA 98663

Comments:

Having recently purchased a home in the Arnada neighborhood, I am very excited about this project. My preferred option is to build a replacement bridge with light-rail stacked within the body of the bridge structure. Light-rail is the only realistic solution because it is more quiet, efficient and cheaper to operate than BRT and does not require a vehicle change to commute to Portland. Previous experience with light-rail has proven that it encourages significant high-quality high-density growth and BRT may not have these same positive benefits. Stacked light-rail within the bridge structure is preferred only if it reduces the costs vs. a third bridge. I do not have a preference about the light-rail alignment through downtown below Mill Plain. My preferred alignment north of downtown is to have a rail stop at Mill Plain / 15th St. and have the guide-way travel east along 16th St, over or under I-5 and have a terminus at Clark College. I prefer the 16th Ave route vs. the McLoughlin route because it does not make sense to reconfigure McLoughlin since it is already highly functional and built up. 16th St. has a lot of vacant land that is ideal for high-density development. At the Mill Plain station location I there should be an underground parking garage with a large public park above with a water feature like Jamison Park in the Pearl district in Portland to encourage more families into the area. I also like the idea of adding light-rail from the Mill Plain station north to the Lincoln neighborhood so long as strict design principals are adopted so that the light rail guide way does not in any way create a East-West dividing line and actually encourages more pedestrian crossing. The light rail guide way should be completely surrounded by solid surfaces (no gravel in-fill) to make it look as attractive as possible and less like a railroad. Also, strict attention must be given to environmental aspects such as lots of lighting to discourage crime. My preferred alignment North of Mill Plain is one way on Broadway and one way on Washington Streets.

In summary, I strongly feel that this project should extent light-rail to downtown Vancouver, even if we can only get it as far as Clark College. And the replacement bridge option is the only viable option to meet the region's future growth potential.