From: jon.meusch@nwsignal.com
To: Columbia River Crossing;
CC:
Subject: Comment from CRC Submit Comments Page
Date: Friday, May 02, 2008 8:12:44 AM
Attachments:

From: Jon Meusch
E-Mail: jon.meusch@nwsignal.com
Comment or Question:

P-0025-001 Let's do this one right. We need a new, massive connector between our two beautiful cities that will last for 100 years. It should service personal vehicles, freight and a flexible bus fleet. The existing 205 bridge should be the model for the new I-5 structure. Wide. Tall. Beautiful.

P-0025-002 LRT has too many limitations, including cost. Kill the train idea and lets move folks on buses.

P-0025-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, including the design of the river crossing, see Chapter 2 of the FEIS.

P-0025-002

As described in Chapter 3 (Section 3.1) of the DEIS, the operations and maintenance (O&M) costs associated with light rail (LRT) would be less than those associated with bus rapid transit (BRT), largely because LRT operates on electricity while BRT is dependent on the volatile fuel market. LRT costs approximately $3.50, or 31%, less than BRT, per incremental rider when comparing both capital and operating costs.

Long-term operation and maintenance of the new light rail line will be

funded through C-TRAN and TriMet. For more information on how O&M costs will be shared between TriMet and C-TRAN, and how C-TRAN may finance these additional costs, please see Chapter 4 of the FEIS.