

From: ireneshepp@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 19, 2008 6:50:43 AM
Attachments:



Home Zip Code: 98660
 Work Zip Code: 98668

Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:

Bicycle
 Bus
 Car or Truck
 Walk

- P-0413-001**
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: Unsure

Contact Information:

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 Title:
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 Vancouver, WA 98660

P-0413-001

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, see Chapter 2 of the FEIS.

Comments:

P-0413-002 I am a resident of Telacose neighborhood. I wholeheartedly support a much wider NEW bridge with LIGHTRAIL.

P-0413-003 Lightrail moves more people more quickly and timely
- is more efficient and less damaging to the environment. It is not hampered by traffic and is more likely to keep up with the population trends of clark county.
Lightrail can run more frequently and provide a schedule that is usable to all commuters. An example would be that it would provide early morning and late evening commuters an option to driving to and from portland. This is not available thru the bus schedule today. Buses typically (especially on weekends) serve only the high peak times due to the cost/expense ratio.

Bus traffic is subject to traffic stalls and is unreliable with delays to commuters. It is not able to handle the volume of commuters (both todays and future) It is toxic to the environment. To increase the carrying capacity means increasing buses - more traffic and more exhaust emissions while trains are able to 'add cars'.

The use of the interstate ave model is a good example of how lightrail could be added thru vancouver's downtown community with minimal impact.

The need is NOW. This lightrail system would be used by multitudes if it were available today.

thanks

P-0413-002

Thank you for your comment. 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.

P-0413-003

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.