

Columbia River Crossing
700 Washington St.
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To Whom It May Concern:

P-0433-001 I wish to make my feelings known on this proposed (disaster) of a plan to replace the Interstate bridge with a new one. We (Washingtonians) DO NOT want light rail access across the river or more "bicycle-friendly" routes. For avid bicyclists, use the bike lanes and paths that are readily available.

P-0433-003 Do not leave this bridge alone - if it needs some repairs, make those. Then, build a new bridge to the east, i.e., in the Gresham / Fairview / Troutdale area. There are many, many people from the east counties who must cross a bridge daily. I believe that, by putting another bridge farther east, it would alleviate some of the traffic congestion on both the Interstate and the I-205 bridges. Please take this into consideration, as MANY people I have talked to feel the same way.

Respectfully Submitted,

Maggie Patterson

Maggie Patterson
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P-0433-001

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-0433-002

As described in Chapter 1 of the DEIS, the project's Purpose and Need reflects "previous planning studies, solicitation of public input, and coordination with stakeholder groups." This outreach, and prior planning studies, identified improving bicycle and pedestrian facilities across the

Columbia River as important elements of this project. This need is included in the project's Purpose and Need. As such, any alternative (except No-Build) evaluated in the DEIS must address this need to improve bicycle and pedestrian facilities.

P-0433-003

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.