

**From:** [lanja@spiritone.com](mailto:lanja@spiritone.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 30, 2008 2:53:35 PM  
**Attachments:**

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Home Zip Code: 98663  
 Work Zip Code: 98663

Person:

Lives in the project area  
 Works in the project area  
 Other - business owned by partner in commercial zone

Person commutes in the travel area via:

Car or Truck  
 Walk  
 Other - carpool

**P-0522-001**

1. In Support of the following bridge options:  
 Replacement Bridge  
 Supplemental 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: Unsure  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: No

Contact Information:

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**P-0522-001**

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.

Vancouver, WA 98663

Comments:

- P-0522-002** The most merciful way of creating the least impact on the existing neighborhoods is to end the MAX for now at the gravel lot opposite the Carnegie Library (15th & Main). It seems like an ideal time to get that inner-city area active, and would compel large landowners like Holland and Al Angelo to do something with their properties that would enhance the area.
- P-0522-003** I am not worried about crime entering the city via MAX, possibly because the wanton waste of farmland through under-planned development proves that white-collar (?) malfeasance is more of a threat here. Here's to the MAX, as long as it eventually stretches up north with only one track per street, as that is what seems to work best in downtown Portland, west-side.
- P-0522-004**
- P-0522-005** Thanks!

### **P-0522-002**

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at [www.rtc.wa.gov](http://www.rtc.wa.gov).

### **P-0522-003**

Safety and security are high priorities for C-Tran and TriMet. Though studies show that crime rates at transit stations are directly linked to the amount of crime in the surrounding neighborhoods, CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. The project team has developed a Safety and Security Management Plan for the transit component of the project, which outlines a variety of potential safety measures. These measures include working with local governments to develop supportive land-uses near transit stations; enforcing fare payment; installing closed-circuit TV at light rail stations, park and rides, and on trains; and patrolling stations and trains by Transit security and local police officers. For more information about how safety and security associated with light rail is being addressed by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.

### **P-0522-004**

See discussion of RTC HCT study, above.

### **P-0522-005**

Following the selection of the LPA in July of 2008, the CRC enlisted the

help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG recommended the Washington-Broadway Couplet through downtown Vancouver to C-TRAN and City of Vancouver staff. Per the Vancouver Working Group Final Report (October 2009), this alignment was preferred largely because it spread the potential impacts and benefits across two streets, as opposed to concentrating them on a single street. This alignment was adopted as part of the LPA and is analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.