

**From:** [wterrytanner@gmail.com](mailto:wterrytanner@gmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, May 29, 2008 10:43:47 PM  
**Attachments:**



Home Zip Code: 98606  
 Work Zip Code: 97210

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

- P-0687-001**
1. In Support of the following bridge options:  
 No Opinion
  2. In Support of the following High Capacity Transit options:  
 No Opinion
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: No Opinion  
 Kiggins Bowl Terminus: No Opinion  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: No Opinion

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- P-0687-002**
- Comments:  
 At the public meeting 5/28/08 one man mentioned an option of heavy rail instead of light. He pointed out that it would use existing rail lines which could extend way beyond the

### **P-0687-001**

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.

### **P-0687-002**

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

**P-0687-002** reach of the light rail proposal because there are already tracks that go to the north part of the county to Woodland and beyond, to and beyond Battle Ground and east to Camas and Washougal. Considering these right of ways already exist, have you studied the feasibility of this option, and if so, why was it ruled out?

**P-0687-003** How much does light rail really cost? Some comments were made about its cost never being made up by its ridership. Is that true?  
Another comment was made that for number of people being drawn to light rail you could buy each one a new car. Is that true?  
Comment was that this is already the case in Portland with Max. Since there is experience with ridership in Portland, and no doubt you have statistics measuring the number of people riding Max who would otherwise drive, what is the evidence that light rail makes sense economically?

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.

**P-0687-003**

The MAX cost per boarding for Fiscal Year 2009 was \$1.91. It is expected that the cost per rider for this portion of the alignment will be similar.

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.