



From: hauteclas91012@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, July 01, 2008 12:07:47 PM
Attachments:

Home Zip Code: 98604
 Work Zip Code:

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- P-0772-001**
1. In Support of the following bridge options:
 Replacement Bridge
 2. In Support of the following High Capacity Transit options:
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: No

Contact Information:
 First Name: Isaac
 Last Name: Onofrei
 Title: Student
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 Address: 607 SE 6th Court
 Battle Ground, WA 98604

- P-0772-002**
- Comments:
 The old historical bridge has many architectural featurew which are not implemented anymore. Do not squander our tax dollars on an ugly, modern bridge. This is America, where he have squandered unheard-of amounts on transportation to no avail--I expect a

P-0772-001

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-0772-002

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both

P-0772-002 beautiful bridge with fanciful architectural European motifs, the most beautiful. It should be a bridge made to last until the end of America, as Rome's aquaducts did. I am also disappointed by the light-rail option. People in 1900 had more transit options! Why never a high-speed train over 150 mph between Portland and Vancouver?! The light rail is just a trolley for criminals, and I certainly never seen any Portland city officials use it (they snub it!), so it must not be safe for anyone! It is slow, inefficient, only in select locations, and is only a weak, shadowy representation of a real mass transit system! Nobody in the entire Western World wants to ride something already slower than cars-- have we not progressed past that? Japan and Europe, even China, have efficient transportation, yet America, the so-called greatest nation on earth, has freeways collapse on its occupants because "official" divert funds corruptly! What an embarrassing situation, that it has been agreed that \$1 billion dollars should be assigned this! I cannot believe every bridge has cost this much, and that we are paying for it, too! This is as bad as the Byzantine practices of Eastern Europe, from where my family comes, and even worse, because at least they had no qualms in hiding their corruption and squanderous, deficit habits, which should never be found in a Democratic Republic such as America! For shame! I demand top world-class transportation fitting to America's station and lavish budget, siphoned from taxpayers' pockets since a "temporary" tax which never ended! This is not an unreasonable request--it's one hundred years since the fastest trains went 50mph, now it's time for 400mph! Japan has it, Germany has it, China, our "enemy", has it, even FRANCE HAS IT! One cannot abuse a system as long as transportation and planning bureaucrats have without some vindication, and I demand a decent, thorough, well-planned, non-sprawling, convenient, ATTRACTIVE Vancouver, sans the ugly, cheap, housing developments that marr the countryside that is so unusually beautiful here, with high density everything in the old, historical centers of town. I expect the best transportation available in every city, and with the inflated, grossly over-funded budget every department in America seems to have, but remains mysteriously ineffectual, you can certainly accomplish more than this, even if it means no more luxuries (outrageously long vacations, high, inflation-adjusted pay, clean environs, &c.) of the kind you seem to take for granted as aristocrats...I mean bureaucrats...I mean, ahem, "representatives" of law-abiding, taxpaying, uncomplaining, subjugated citizens, right?

inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

P-0772-003

The design criteria used for the CRC project is a 150 years, that is, the project would be built to last 150 years.

P-0772-004

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov. Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

Safety and security are top priorities for C-Tran and TriMet. Over the past year, the number of police officers working in the Portland Transit Police Division doubled to 58 officers who spend up to 70 percent of their time patrolling the system. Additionally, TriMet added 15 new fare inspectors and granted authority for all 46 TriMet Road Supervisors to enforce fares. 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, including, working with local government to develop supportive land-uses near transit stations, enforcing fare payment, installing Closed-Circuit TV (CCTV) at light rail stations, Park & 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 in by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.

P-0772-005

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0772-006

Light rail has been endorsed by local every 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.Â
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.Â

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.

High speed rail is not part of the CRC project because it does not meet the purpose and need of the project. For more information on purpose and need please see Chapter 1 of the FEIS.

P-0772-007

The CRC project is consistent with the City of Vancouver's plans for a convenient, non-sprawling, attractive downtown area.

P-0772-008

Comment noted.