



From: [Brian J. Rohan](#)
To: [Draft EIS Feedback](#);
CC:
Subject: Columbia River Crossing Project
Date: Sunday, June 22, 2008 9:55:41 PM
Attachments: [image001.jpg](#)
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[image003.jpg](#)
[image004.jpg](#)

To Whom It May Concern:

B-052-001 In regards to the Columbia River Crossing I have 2 important issues, the first is that we do indeed need to either supplement the current bridge for vehicular traffic, or build a new one and the second is that the public MUST be made aware of the cost of a light rail line addition to this crossing to downtown Vancouver, as well as the cost to take light rail throughout western Clark County. When I say costs, I mean financial costs, safety costs, criminal costs, accidental costs, annual upkeep costs.

B-052-002



I Get it Done!

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B-052-001

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.

B-052-002

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. Not only would light rail carry more passengers across the river during the PM peak, it would also result in more people choosing to take transit, faster travel times through the project area, and fewer potential noise impacts 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. The CRC Task Force, a broad group of stakeholders representative of the range of interests effected by the project (see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) recommended that light rail be selected as the preferred transit mode.

Chapter 4 of the DEIS includes information about how light rail capital costs were estimated for the DEIS. See Chapter 4 of the FEIS for more discussion on how capital costs were estimated following publication of the DEIS. As described Chapter 3 (Section 3.1) of the DEIS, the operations and maintenance (O&M) costs associated with light rail would be less than those associated with bus rapid transit, largely because light rail operates on electricity while bus rapid transit is dependent on the volatile fuel market. For more information on how O&M costs will be shared between TriMet and C-TRAN, and how C-TRAN may finance these additional costs, please see Chapter 4 of the FEIS. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For C-TRAN's share of the operations and maintenance funding, it plans on having a public vote.

Regarding safety and security on and around light rail, this is a top priority. The light rail system will be designed to promote safe

interactions between light rail trains, cars, bicycles and pedestrians. Through a cooperative team effort and the systematic application of safety and security principles, the project will be designed and constructed to run safely, securely, dependably, and efficiently. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety. Safety will be designed into every phase of the project. Examples of safety measures which maybe designed into the project include 1) physical barriers such as medians, fencing, landscaping or chain and bollard to help channel automobiles, pedestrians and bicyclists, 2) signage, tactile pavers, audio warnings, and pavement markings at the track crossing to alert individuals they are approaching tracks, 3) active treatments such as flashing lights, bells, illuminated and audible warning devices in traffic signals, 4) Creating inviting, well-lit platforms and station areas, 5) maintaining clear sight lines for the oncoming train and 6) implementing a public safety education campaign before the start of service.

According to the United States Bureau of Transportation Statistics, public transportation represents less than one percent of the national average of all street and highway fatalities. Light rail is one of the safest forms of public transportation. As described on page 3-56 of the DEIS, collisions on TriMet's light rail system have decreased over the years.

Regarding crime specifically, the CRC project is using design strategies that have been proven to reduce the potential for crime at stations and on trains. In addition, CRC has received input from advisory groups, jurisdictions, and the public to design a system that will enhance safety and security. Recommendations include, but are not limited to, locating stations near residential and commercial buildings; controlling pedestrian access to stations through the strategic placement of entrances and exits, fencing, lighting, and landscaping; lighting stations so that all activity is easily visible; and designing a clear line of sight into and out of the station.

The CRC project is working with the City of Vancouver and Portland police, C-TRAN and TriMet security to guarantee passenger safety at stations and Park and Ride facilities, as well as on light rail trains. The project team has developed a security 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.