

From: diaquinn@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 02, 2008 10:13:13 AM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 97039



Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

P-0845-001

1. In Support of the following bridge options:
 Replacement Bridge
2. In Support of the following High Capacity Transit options:
 Do Not Add HCT
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: Diane
 Last Name: Quinn
 Title: Ms
 E-Mail: diaquinn@yahoo.com
 Address: 3000 V Street
 Vancouver, Wa 98663

Comments:

- P-0845-002** I will not, I will not take light rail to Portland. The projected area for light rail does not

P-0845-001

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-0845-002

Thank you for your comment.

- P-0845-002** | go where I work, play or shop or visit my family.
- P-0845-003** | I will not take light rail because it is too costly and very extravagant for me to pay taxes for drug dealers and gang members to travel.
- P-0845-004** | Light rail has been voted down 2 times in Clark County and the "will of the people" should be a very large factor.
- P-0845-005** | Who came to the conclusion that anything other than the auto is high capacity? How many people would take bus or light rail? ANSWER: Only the existing people that currently take it. Do you really think that all the truck traffic is going to take light rail or bus? Come on. GET REAL!
- P-0845-006** | NO LIGHT RAIL!!!!!!!!!!!!!!!!!!!!!!

P-0845-003

Safety and security are high priorities for C-Tran and TriMet. CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime in the surrounding neighborhoods.

Between 2008 and 2009 TriMet has aggressively enhanced safety and security on its MAX and bus systems. During that time frame, the number of police officers working in the 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.

Please see Chapter 3 (Section 3.1) of the FEIS for more information regarding potential impact on crime and plans for ensuring the safety and security of passengers using the light rail system.

P-0845-004

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-0845-005

The LPA is expected to increase the number of people crossing the river on transit each day during peak hours in 2030 from 2,200 to 6,100 over the no-build option.

Please see Chapter 3 (Section 3.1) of the FEIS for more information.

Light rail is not offered as an alternative for freight traffic but as an alternative to driving a vehicle across the river.

P-0845-006

Thank you for your comment. 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.