

From: sleighnelson@gmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 3:18:58 PM
Attachments:

Home Zip Code: 98686
 Work Zip Code: 98661

Person:
 Commutes through the project area



Person commutes in the travel area via:
 Car or Truck

- P-0951-001**
1. In Support of the following bridge options:
 Supplemental Bridge
 2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: No

Contact Information:
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 Last Name: NELSON
 Title:
 E-Mail: sleighnelson@gmail.com
 Address:

Comments:
 CRIME.

P-0951-002

P-0951-001

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-0951-002

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

P-0951-002 Earlier this year, an article in The Columbian newspaper stated that MAX light rail dramatically increased crime in Gresham, Oregon, and the majority of crime in Gresham, Oregon occurs within 1/4 mile of the light rail.

And, this year, in Portland, 20 extra officers were added specifically to combat crime associated with their MAX light rail.

P-0951-003 What specific plans are there for the increased crime anticipated with light rail coming into Washington? Who pays for the law enforcement and the crime victims?

What is the projected decrease in property values for light rail?

Thanks.

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-0951-003

Safety and security are top 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. Safety will be designed into every phase of the project. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime in the surrounding neighborhoods.

In the past year TriMet has aggressively enhanced safety and security on its MAX and bus systems. Over the past year, 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.

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.

There are numerous studies show that proximity to rail, including light rail, increases property values. If you would like a list of these studies please contact the CRC office.