



**From:** [narich@comcast.net](mailto:narich@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 16, 2008 6:50:44 PM  
**Attachments:**

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Home Zip Code: 98662  
 Work Zip Code: 97204

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Bicycle  
 Bus

- P-1088-001**
1. In Support of the following bridge options:  
 Replacement Bridge
  2. In Support of the following High Capacity Transit options:  
 Light Rail between Vancouver and Portland
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
 First Name: Natalie  
 Last Name: Richards  
 Title: Project Manager/ Civil Engineer Fed Govt  
 E-Mail: [narich@comcast.net](mailto:narich@comcast.net)  
 Address: 7900 NE Loowit loop #57  
 Vancouver, WA 98662

Comments:  
 I ride my bike to the Mall then take a #44 to Delta Park then take the yellow line in.

### P-1088-001

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.

- Incoming- 1 hour Outgoing- 1.5 to 2 hours
- P-1088-002** | I understand that 2 project people disagree with including MAX across the Columbia to Vancouver because this may bring undesirable elements to our community. This problem can be solved with more security and should not be considered a serious limitation.
- With gas at over \$4 a gallon and global warming affecting our climate, MAX is a must and I look forward to having it in my life time!
- P-1088-003** | Please consider a big loop bringing it along SR-500 down to the PDX airport.  
Natalie Richards, PE  
7900 NE Loowit Loop unit #57

**P-1088-002**

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-1088-003**

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](http://www.rtc.wa.gov). Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

While the CRC project does not include an extension of light rail along

SR 500, it would allow for users of the system to travel to Portland International Airport with one transfer at the Rose Quarter Transit Station.