

Hines, Maurice

From: Bob Clark [elvsy3k@yahoo.com]
Sent: Friday, October 21, 2011 9:43 PM
To: Columbia River Crossing
Subject: Public comment

To whom it may concern:

P-046-001

I recommend the light rail portion of the Columbia River Crossing Project (CRC) be eliminated in its entirety. My key objections are the link to the existing north portland light rail line is not a practical method for transporting the many bus riders going between Vancouver and central Portland (especially downtown Portland). The existing North Portland light rail commuter line is too slow and has too many stops requiring way too much time for the many folks traveling between these two points currently using the C-Tran bus service. Secondarily, the cost of the light rail portion of CRC is too much considering the small fraction light rail would represent of total trips by all modes.

Bottom line: Proceed with project but without its light rail component. Keep the C-tran service as is.

P-046-001

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards include elected officials from throughout the area.

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.