

From: greatorm@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 24, 2008 5:41:51 PM
Attachments:

Home Zip Code: 98683
 Work Zip Code: 97210

Person:

Lives in the project area
 Works in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- P-0182-001**
1. In Support of the following bridge options:
 Supplemental 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: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: No

Contact Information:

First Name: Barb
 Last Name: Medling
 Title:
 E-Mail: greatorm@yahoo.com
 Address:

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Comments:

P-0182-001

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-0182-002** The Tacoma Narrows bridge was a long project, but has made the area there much more easier to commute for those who live there. The bridge is a toll for one direction only which is well supported and has been said to have decreased the crime rate in Gig Harbor area due to tolls. Could possibly keep the concern over crime down by requiring toll for coming into clark county & also requiring paid ticket for riding on any kind of light rail.
- P-0182-003** It is too easy to get on & off light rail without paying anything right now. Anyone can ride it without paying.

P-0182-002

Thank you for your comment. The CRC project assumes tolling will be required in both directions on the Columbia River Bridge.

P-0182-003

Safety and security are top 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, 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. For more information about how safety and security associated with light rail is being addressed in by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.