


**From:** [scottcoffey@gmail.com](mailto:scottcoffey@gmail.com)   
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, May 26, 2008 1:06:59 PM  
**Attachments:**

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Home Zip Code: 97217  
 Work Zip Code: 97217

Person:  
 Lives in the project area

Person commutes in the travel area via:  
 Bicycle  
 Car or Truck

- P-0449-001**
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: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
 First Name: Scott  
 Last Name: Coffey  
 Title: Filmmaker  
 E-Mail: [scottcoffey@gmail.com](mailto:scottcoffey@gmail.com)  
 Address:  
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Comments:

- P-0449-002** I would like light rail to be placed as the most important aspect of the CCR. More lanes

### **P-0449-001**

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-0449-002**

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.

**P-0449-003** for cars and trucks mean more cars and trucks, which will mean more gridlock in a very short period of time. We can't build our way out of more traffic. Traffic comes where we build more lanes. We need to think different and include not only light rail, but streetcar and trolley bus and limit the car/truck lanes seriously.

**P-0449-004**

**P-0449-003**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. There are indications that new transportation capacity can "attract" or induce trips. However, the provision of light rail transit and the use of tolls are projected to actually reduce total trips on the I-5 system from the projected total number of trips using I-5 were there no project constructed.

**P-0449-004**

The Purpose and Need is based on extensive analysis of the existing transportation problems in the I-5 CRC corridor, and reflects extensive feedback from the public and stakeholder groups. The Purpose and Need focuses largely on metrics that do not inherently require substantial, or exclusive, increases in highway capacity. On-going analysis has demonstrated that the Purpose and Need is best met by a multimodal alternative that improves highway, transit, and bicycle and pedestrian facilities, and adds tolling to the highway river crossing. Regarding streetcars, project staff analyzed streetcars for possible inclusion in the DEIS. The analysis showed that bus rapid transit and light rail performed better than a streetcar on nearly all criteria adopted by the Task Force for decision-making, which is why a streetcar component was not advanced for further analysis in the DEIS. Specifically, streetcars cannot use the existing Interstate MAX tracks, and thus would require all passengers to transfer to the Interstate MAX line. Since no other transit mode would require a transfer onto the Interstate MAX line, streetcars would have a distinct travel speed and travel time disadvantage and would have difficulty attracting enough passengers to decrease travel demand within the Bridge Influence Area. Details of this analysis are available in a June 7, 2006, memorandum to the CRC Task Force entitled Additional Component Screening.

Regarding trolley buses, to the extent that they would rely on a network of overhead wires and be designed to provide local transit circulation in

Vancouver, they would also require a transfer onto the Interstate MAX line. As such, they would also face travel speed and travel time disadvantages.