

From: fwjoyce1@comcast.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 03, 2008 8:54:09 PM
Attachments:

Home Zip Code: 97221
 Work Zip Code: 97221

Person:

- Lives in the project area
- Works in the project area
- Other - Travel through project area

Person commutes in the travel area via:
 Car or Truck

P-0862-001

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: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Laura
 Last Name: Joyce
 Title: taxpayer
 E-Mail: fwjoyce1@comcast.net
 Address: 5713 SW 52nd Avenue
 Portland, OR 97221

Comments:

P-0862-001

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-0862-002 I strongly oppose light rail. It is inefficient, inflexible and extremely expensive. For the price of a single mile of light rail, we could add numerous buses to the system, providing flexibility in schedule, capacity and route. I believe buses would also be more easily upgraded as new, more efficient and cleaner technology becomes available. Also, the existing bridge still has many functional years of service that should be utilized. Adding a bridge would increase the overall transportation system flexibility as well as increasing capacity.

P-0862-003

P-0862-004

P-0862-002

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-0862-003

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0862-004

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 bridge as part of the project's Locally Preferred Alternative (LPA). The supplemental bridge option, while increasing highway capacity, did not as effectively decrease congestion or improve safety as compared to the replacement bridge option. For a more detailed

description of the bridge improvements associated with the LPA, see Chapter 2 of the FEIS.