



From: mmstrand@hotmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 12, 2008 11:37:02 AM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 98682

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck

- P-1031-001**
1. In Support of the following bridge options:
 Replacement Bridge
 2. In Support of the following High Capacity Transit options:
 Do Not Add HCT
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: No

Contact Information:
 First Name: Michelle
 Last Name: Strand
 Title:
 E-Mail: mmstrand@hotmail.com
 Address: 5713 NE Drexel Ave
 Vancouver, WA 98663

- P-1031-002**
- Comments:
 Below are a just a few reasons that I am opposed to having lightrail crossing the I-5 bridge:

P-1031-001

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-1031-002

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.

P-1031-002 | Teens beat up and rob first-time MAX rider in North Portland
Jun 12, 2008 at 4:01 PM PDT

Crime Stoppers: Registered sex offender sought by police
Jun 11, 2008 at 1:08 AM PDT

Teens in custody after fight breaks out on MAX train
Jun 5, 2008 at 4:18 AM PDT

Police patrols begin along Gresham MAX line in bid to cut crime
Apr 1, 2008 at 4:59 PM PDT

Police now on guard at westside MAX stations
Mar 5, 2008 at 7:37 PM PDT

It only took me 3.5 seconds to find these headlines, and I know that there many more.

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.