



From: westbykc@pacifier.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, June 15, 2008 10:11:32 PM
Attachments:

Home Zip Code: 98664
 Work Zip Code: 98663

Person:
 Other - Travel to shopping and events

Person commutes in the travel area via:
 Car or Truck

- P-1087-001**
1. In Support of the following bridge options:
 Replacement 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: Unsure
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: Unsure
 Clark College (MOS) Terminus: Unsure

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- P-1087-002**
- Comments:
 Until recently I was a proponent of light rail between Portland and Vancouver, especially if it would connect Portland's east side with Vancouver's east side, which apparently the

P-1087-001

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-1087-002

The project purpose is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-build alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and

P-1087-002 prevailing tide does not favor, even though more Vancouverites live on the east side than on the west. However, what I'm noticing is that hardly a week goes by any more but what the news is filled with accounts of robberies, muggings, and brutal assaults carried out upon Portland's Light Rail users. These are occurring at the extremities of the Max lines -- Gresham, Hillsboro, and Interstate, with increasing frequency. And adding more police and security patrols does not seem to stem the tide of attacks on light rail passengers. An environmental impact assessment needs to address the impact of light rail crimes being brought into Vancouver, and what the socio-economic affect is going to be upon our citizens. Max Light Rail has shown that it functions as an efficient conduit for moving an unwanted criminal element to the suburbs. Clearly, light rail will bring this criminal element to our doorstep. Do we really want/need light rail enough that we are willing to put up with these crimes, and have to divert police resources to deal with it? Will the cost of added police/security measures be passed along to Light Rail riders, or to the community as a whole.

operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate travel and commerce needs in the BIA; and d) improve the Interstate 5 river crossing's structural integrity. While a light rail corridor from east Portland to east Vancouver may improve connectivity, reliability, travel times and operations of public transportation in these areas, it is not the best means of improving these aspects of public transportation in the BIA. See Chapter 1 of the DEIS for more discussion on the development of the project Purpose and Need.

P-1087-003

Safety and security are top 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. Safety will be designed into every phase of the project. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime in the surrounding neighborhoods.

The CRC project is also working with the City of Vancouver and Portland police and C-TRAN and TriMet security to promote passenger safety at stations and park and ride facilities, as well as on light rail trains. Measures to increase public safety on and near light rail could include enforcing fare payment; installing closed-circuit TV at light rail stations, park and 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 by the CRC project, see Chapter 3 (Section 3.1) of the FEIS. 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.