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 Section: Summary
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Comment or Question:

- P-1150-001** Use streetcars through downtown Vancouver instead of light rail. Streetcar tracks and stops would be far less impactful and may be more acceptable to downtown businesses and Clark College.
- P-1150-002**

P-1150-001

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.

P-1150-002

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.