



From: mahpah@comcast.net
To: [Columbia River Crossing](#)
CC:
Subject: Comments on draft EIS
Date: Sunday, June 22, 2008 11:03:00 AM
Attachments:

P-1167-001 I'm in full support of a new bridge with the inclusion of light rail. I support
P-1167-002 stopping the Clark County at the point where the inevitable toll we'll pay to cross
the bridge becomes too expensive to cover our 1/3rd of the cost. That's probably at
Clark College or maybe 39th St. area. However, paying \$2+ _ each way for cars to
cross the bridge doesn't seem like too much to me.

P-1167-003 It seems to me that Portland's light rail is doing a decent job of giving their
commuters an alternative way of getting to work. If I read the report correctly we
in Clark County would be able to get on the light rail here and bypass a transfer
stop in North Portland. That would be important to me as the North Portland area
P-1167-004 where the light rail exists is a well-known high crime area. I believe most of the
arguments against light rail that say it will increase our crime rate can be greatly
mitigated by not putting the light rail stops within existing high-crime areas
(Gresham and N. Portland for instance) and building adequate security (lighting,
cameras, cops, etc.) into the budget on the front end of the project.

I've lived in a few different parts of the country, principally Boston, Orange
County, Ca. and here. Growing up I always felt I could get around the city of
Boston via buses, trains and light rail. I liked the fact that I had different options I
could use vs. just the car. They had plenty of high crime areas to pass through. I
feel Portland has been using Boston as an example to follow as they build out their
light rail system. Orange County, particularly the Southern part that I lived in was,
and is, a joke as far as providing any type of reasonable public transportation.

P-1167-005 Concerning the subject of private financing to cover a portion of bridge costs
seems like a good way to go. I can recall being asked by some folks whether I
thought they should invest in the San Joaquin Corridor roadway that now runs
from Newport Beach to Rancho Santa Margarita (I think!). I wasn't sure it was a
good idea then and rumor has it that those who did invest in it haven't seen the
ROI they anticipated. However, investing in a part of the major road system

P-1167-001

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-1167-002

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Alternative (LPA). These sponsor agencies, which include the Portland
City Council, Vancouver City Council, TriMet Board, C-TRAN Board,

P-1167-005 covering the West does seem like it could be a good way to go.

P-1167-006 Thanks for giving me the opportunity to comment on this project. I'm looking forward to being around for the ground breaking so let's get going!

Kevin J. McCann
809 Manzanita Way
Vancouver, Wa. 98661

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. The project will also include a toll, though the rate has not yet been set.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-1167-003

Light rail, as proposed in the LPA, would allow travel from downtown Vancouver to downtown Portland without a transfer. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

P-1167-004

The CRC project is using design strategies that have been proven to reduce the potential for crime at stations and on trains. In addition, CRC has received input from advisory groups, jurisdictions, and the public to design a system that will enhance safety and security.

Recommendations include, but are not limited to, locating stations near residential and commercial buildings; controlling pedestrian access to

stations through the strategic placement of entrances and exits, fencing, lighting, and landscaping; lighting stations so that all activity is easily visible; and designing a clear line of sight into and out of the station. 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.

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.

P-1167-005

An analysis undertaken by ODOT and WSDOT of private funding for the CRC Project found that there was not a financial benefit to using private financing due to the added costs of taxable bonds and the requirement for a return on investment that is associated with the private financing option.

P-1167-006

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the

FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.