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Columbia River Crossing

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Draft Environmental Impact Statement

Comment Form

The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.

TELL US ABOUT YOURSELF

What is your home zip code? 98660-1918 Work zip code? 97215-1749

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other _____

How do you regularly travel in the project area: (check all that apply)

- Bicycle?
- Car or Truck?
- Other _____
- Bus?
- Walk?

Comments:

These comments are my individual responses to the CRC Draft EIS

I prefer a replacement bridge with Light Rail. The only advantage of a no-build option is if we think it's better to wait and craft a better option. A supplemental bridge costs nearly as much, and doesn't eliminate the lift on the road, towers from airspace, and the S-curve for boats. BRT would be a viable option only if LRT was not now at Vanport waiting for linking. BRT would require another mode transfer, decreasing speed and ridership.

Cost aside, the logical route for LRT north of downtown is along I-5. Recall I-5 did not split Vancouver, as is often heard; the military reserve did, and Vancouver grew on both sides. I-5 only followed West Reserve Street which had split Vancouver from the Reserve. Given what we now know, we'd likely do that again.

So, I prefer the Clark College terminus. There is already some unused land from DOT, not impacting residences, and this terminus is by several public facilities including Marshall Center, Lupke, Clark College, and the V.A. Eventually, we'll need to extend LRT to South Hazel Dell's connection with the county rail line for Battle Ground commuters, probably Vancouver Mall, and the 99th Street bus facility for northbound commuters. If college parking is an issue, permits and/or building a new college ramp are possible.

Downtown Vancouver, south of McLoughlin, should benefit from LRT, so I support LRT through it. The Mill Plain terminus is my second choice, featuring the Museum as MAX does the Pioneer Courthouse in Portland.

Since I-5 must be tolled, I-205 must also to balance traffic. If Seattle can toll I-90 to support SR520's bridge, I-205 can be tolled to support a nearby Interstate.

Lincoln is the worst of the 4 terminus options in the DEIS. A large parking facility does not belong abutting a well-tended residential area and nearby schools. Furthermore, that terminus would badly change Uptown, which wouldn't benefit from "renewal" like Portland's Interstate Avenue pre-MAX. A Mill Plain MOS terminus could aid the area twixt Mill Plain and McLoughlin. Though I oppose a Lincoln Park and Ride, any proposed structure should include a C-store to increase on-site security, defray cost with rent, and replace the one extant.

The Kiggins surface lot could be upgraded to support Clark or Mill Plain MOS. I'd even accept a small temporary surface lot as WSDOT opening only on Main assuming the west part of WSDOT became parkland. I emphasize temporary, meaning until LRT extends to Hazel Dell.

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- Replace the existing bridges
- Supplement the existing bridges with a new structure
- Do nothing—make no changes to the existing bridges
- No opinion

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- Bus rapid transit between Vancouver and Portland
- Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

- YES NO Would you like to be added to the project mailing list?

Name (First & Last Name, Organization)

Ken Becker

Address (Street, City, State, Zip)

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E-mail (enter address to receive monthly electronic updates)

Thank you!

Give this form to project staff or return to the project office:

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www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

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