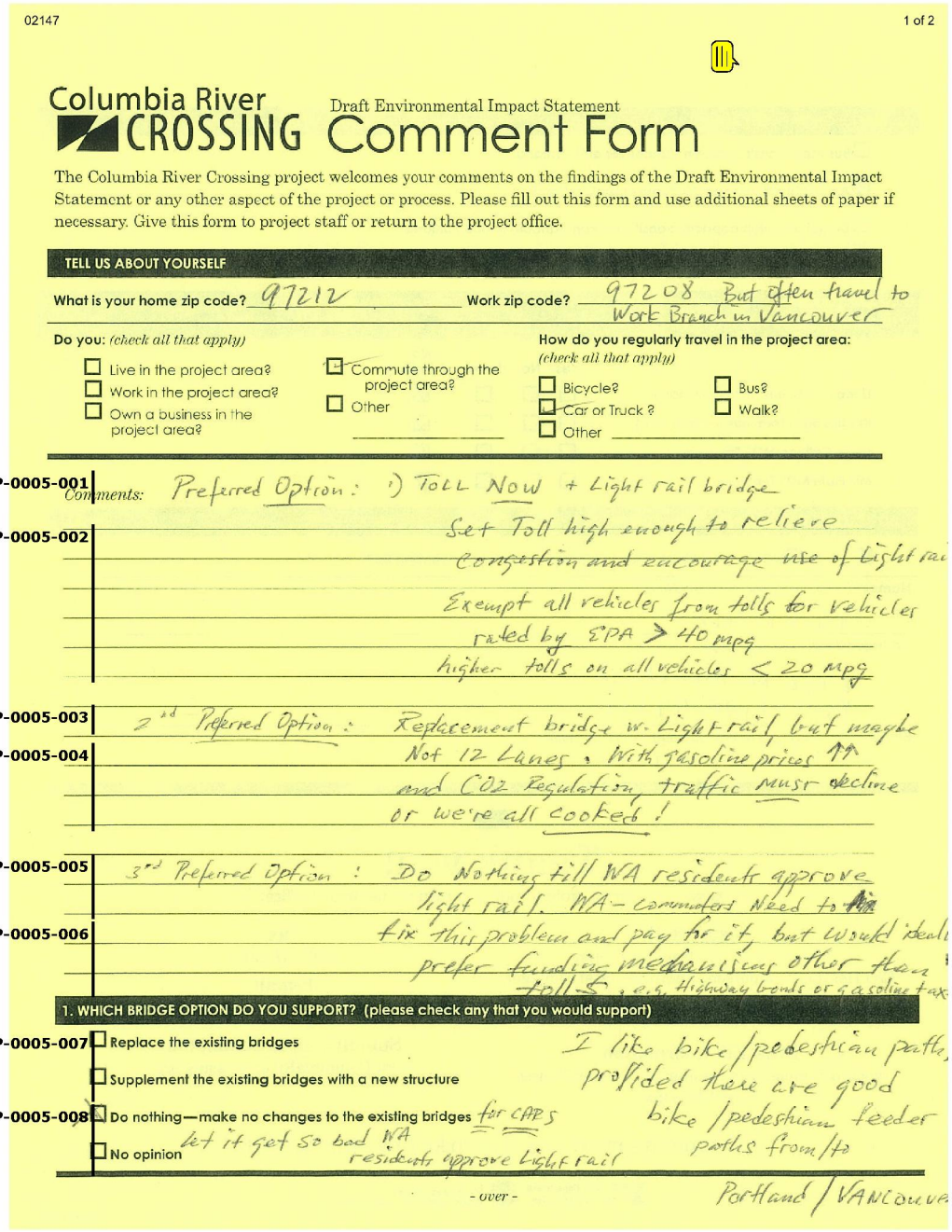


02147 1 of 2

Columbia River CROSSING

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? 97212 Work zip code? 97208 But often travel to Work Branch in Vancouver

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

P-0005-001 Comments: Preferred Option: 1) Toll Now + Light rail bridge

P-0005-002 Set Toll high enough to relieve congestion and encourage use of Light rail

Exempt all vehicles from tolls for vehicles rated by EPA > 40 mpg

higher tolls on all vehicles < 20 mpg

P-0005-003 2nd Preferred Option: Replacement bridge w. Light rail, but maybe

P-0005-004 Not 12 Lanes. With gasoline prices ↑↑ and CO2 Regulation, traffic must decline or we're all cooked!

P-0005-005 3rd Preferred Option: Do Nothing till WA residents approve light rail. WA-commuters need to fix

P-0005-006 fix this problem and pay for it, but would ideally prefer funding mechanisms other than tolls, e.g. Highway bonds or gasoline tax

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

P-0005-007

- ☐ Replace the existing bridges
- ☐ Supplement the existing bridges with a new structure
- ☒ Do nothing—make no changes to the existing bridges for CARS

P-0005-008

- ☐ No opinion

I like bike/pedestrian paths, provided there are good bike/pedestrian feeder paths from/to Portland/Vancouver

let it get so bad WA residents approve Light rail

- over -

P-0005-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

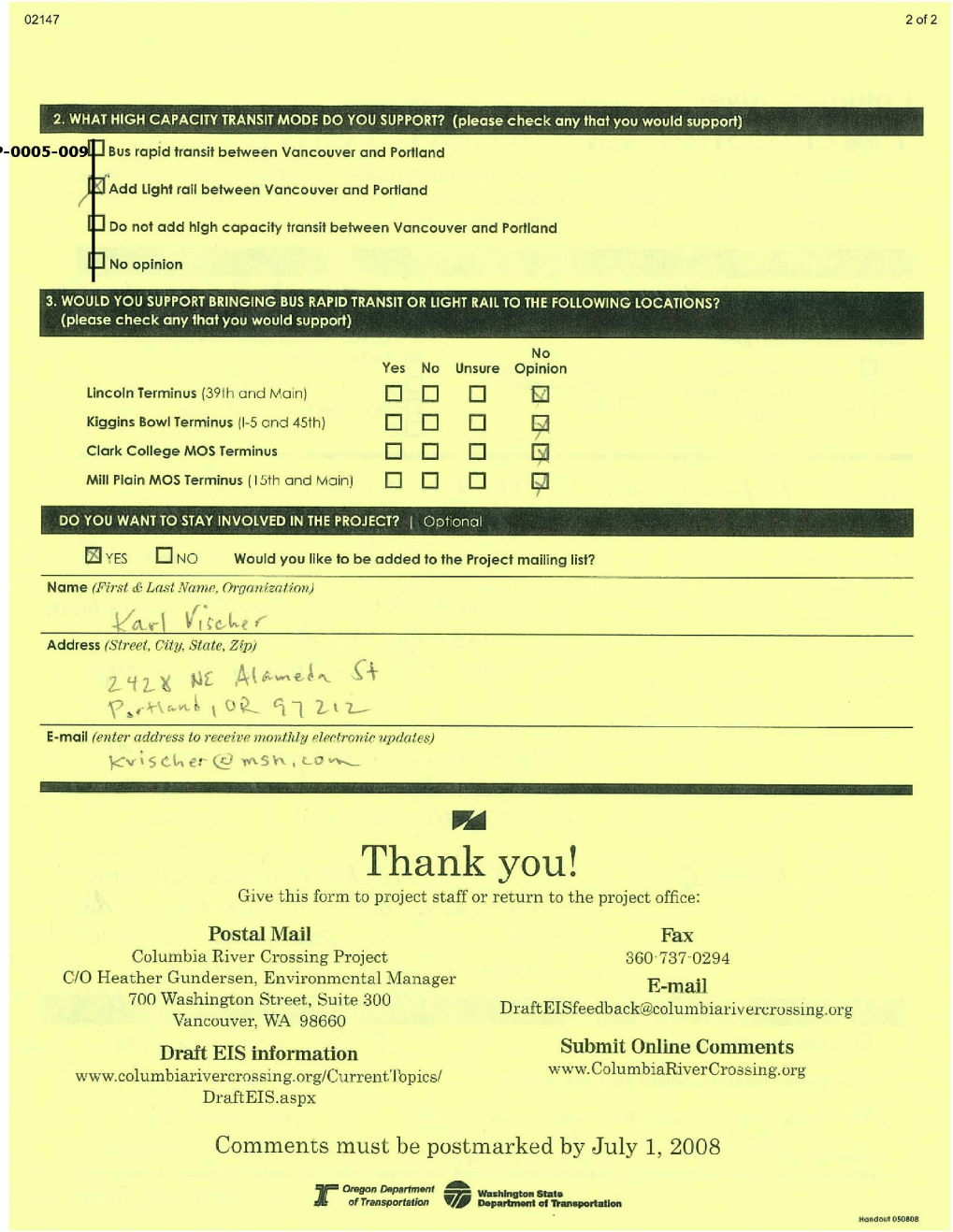
P-0005-002

Tolling was evaluated in the DEIS, and included in the LPA for two important reasons. First, a toll is necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service of the facility. The details of the tolling system are yet to be determined. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered.

P-0005-003

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



02147 2 of 2

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

P-0005-009

- ☐ Bus rapid transit between Vancouver and Portland
- ☒ Add 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)	☐	☐	☐	☒
Kiggins Bowl Terminus (I-5 and 45th)	☐	☐	☐	☒
Clark College MOS Terminus	☐	☐	☐	☒
Mill Plain MOS Terminus (15th and Main)	☐	☐	☐	☒

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)*

Karl Vischer

Address *(Street, City, State, Zip)*

2428 NE Alameda St
Portland, OR 97212

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

kvischer@msn.com

Thank you!

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

Postal Mail
Columbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Fax
360-737-0294

E-mail
DraftEISfeedback@columbiarivercrossing.org

Draft EIS information
www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

Submit Online Comments
www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008

Oregon Department of Transportation | Washington State Department of Transportation

Handout 050808

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-0005-004

Traffic forecasts reported in the DEIS and used to inform decisions on a locally preferred alternative were derived from adopted regional employment and population forecasts and state-of-the-art modeling and evaluation conducted by Metro, RTC and the project team, and reviewed by all project sponsor agencies as well as FTA and FHWA. In addition, an independent panel of traffic modeling experts was convened in October 2008 to review the modeling methods and findings. These experts concluded that the project's approach to estimating future travel demand was reasonable and that it relied on accepted practices employed in metropolitan regions throughout the country These experts concluded that the project's approach to estimating future travel demand was reasonable and that it relied on accepted practices employed in metropolitan regions throughout the country. These findings are summarized in the “Columbia River Crossing Travel Demand Model Review Report” (November 25, 2008). This independent review confirmed the approach CRC modeling used to address multiple variables that can affect travel demand, including gasoline prices, tolling, travel demand measures and induced development.

Regarding the proposed new add/drop lanes (i.e., lanes that connect two or more interchanges), they are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68 to 75% of I-5 traffic enters and/or exits I-5 within the CRC project area, and these

add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits. The DEIS evaluation found that the project, with a toll and LRT, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT). Rather than inducing sprawl, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns.

P-0005-005

Thank you for your comment. 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.

P-0005-006

See discussion of tolls, above. Also, please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project.

P-0005-007

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the

Stacked Transit Highway Bridge

- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

P-0005-008
Thank you for your comment.

P-0005-009
Thank you for your comment.