



Columbia River Draft Environmental Impact Statement  
**CROSSING 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? 97217 Work zip code? \_\_\_\_\_

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area: (check all that apply)	
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other _____	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Own a business in the project area?		<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
		<input type="checkbox"/> Other _____	

Comments: **P-0571-001** | 8 LANE BRIDGE FUNDED BY CHINA.

**P-0571-002** | OR  
GO BACK TO FERRY BOATS

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

**P-0571-003** |  Replace the existing bridges

Supplement the existing bridges with a new structure

Do nothing—make no changes to the existing bridges

No opinion

**P-0571-001**

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comments submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by the Portland City Council and by the Metro Council. On August 9, 2010, PSC made a final recommendation of 10 lanes with full shoulders, with the condition that a bi-state Columbia Crossing Mobility Council be formed to monitor the performance of the river crossings and advise the state DOTs and transit districts on adapting demand management measures to optimize performance. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

Though a creative idea, China has no incentive to pay for the CRC project. 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, though it is not common practice to receive funding commitments prior to the alternative selection process is complete.

**P-0571-002**

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and

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

- P-0571-003**  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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Giggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)

HERMAN & CARROLL KACHOLD

Address (Street, City, State, Zip)

1501 N. HAYDEN ISLAND DR, 42B  
PORTLAND, OR 97217

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

HKACHOLD@MSA.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

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

**Draft EIS information**

www.columbiarivercrossing.org/CurrentTopics/  
DraftEIS.aspx

Comments must be postmarked by July 1, 2008



Handout 05008

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.

**P-0571-003**

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 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.