

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? 98661 Work zip code? 98661

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

LIVE NEXT TO IT

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

- Bicycle?
 Car or truck?
 Other
 Bus?
 Walk?

Comments:

P-0587-001 I LIVED IN SEATTLE FOR TWENTY YEARS AND BUS LANES ABSOLUTELY DO NOT WORK. THE ONLY WAY TO IMPROVE THE BRIDGE SITUATION IS TO

A) GET CARS OFF THE ROAD - AND THAT MEANS LIGHT RAIL NOT MORE BUSES.

B) ~~WASTE~~ BUILD A REPLACEMENT THAT IS NOT A DRAWBRIDGE -

P-0587-002 C) GET RID OF / FIX THE RIGHT ANGLE TURN FROM NB I5 TO Hwy 14. THAT HAIRPIN TURN IS 80% OF THE NB PROBLEM BECAUSE RIGHT AFTER THAT EXIT THERE ARE THREE LANES OF WIDE OPEN SPACES. THIS CAN ONLY BE FIXED (IMO) BY A NEW BRIDGE.

P-0587-003 AND A LIGHT RAIL DIRECT SPUR FROM HAYDEN ISLAND TO PDX WOULD BE AWESOME TOO. THERE MIGHT BE MORE ENTHUSIASM FROM THE VANCOUVERITES IF WE

I. 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

COULD BYPASS DOWNTOWN PORTLAND AND TAKE RAPID TRANSIT RIGHT TO THE AIRPORT.

- over -

P-0587-001

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-0587-002

As described in Chapter 3 (Section 3.1) of the DEIS, ODOT's Safety Priority Index System (SPIS) ranked two locations within the CRC project area, the Hayden Island Interchange and the North Portland Harbor Bridge, within the top 5% of the highest scored sites or, high crash locations, in the state for 2004 to 2006. Within Washington, five locations along I-5 in the project area have been categorized by WSDOT as high accident locations, as reported in the DEIS.

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 type="checkbox"/>	<input checked="" 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)

JOHN MOSTER

Address (Street, City, State, Zip)

619 BEECH STREET
VAN WA 98661

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

Missajohn@comcast.net

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 050808

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC projects purpose and need. As described in Chapter 3 (page 3-50) of the DEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structures high enough for marine traffic, which eliminates the need for a lift span.
- The addition of safety shoulders for stalled vehicles and incident responders.
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods.
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges.
- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river.

Additional potential safety measures, such as eliminating interchanges or reducing posted speeds, were considered during earlier phases of the CRC project but were dropped for further consideration because they did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions.

P-0587-003

The LPA includes extension of light rail into Vancouver. The extension will connect with the existing system at the Expo Center, and will have a stop on Hayden Island. Riders could board the light rail in Vancouver and travel to the airport without going into downtown Portland (one transfer at the Rose Quarter Transit Center).

For more information on the LPA, please see Chapter 2 and Chapter 3 (Section 3.1) of the FEIS.