

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? 98685 Work zip code? Portland OR

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

Wife commutes through project area

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

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

Comments:

P-0595-001 On Bridge: Obviously needed. Replacement.

P-0595-002 On Tolls: Horrible Idea. Effect lower wage people too much.

P-0595-003 Causes huge delays. Is Bad PR. Anyone who has lived in a place that charges for a public road HATES IT. Gas tax or other revenue source a better option. Oregon has to shoulder fair share of responsibility. We give alot in taxes and increase business.

P-0595-004 On Light Rail: I just don't see the need. Overall the Portland/Vancouver is still too centralized for effective Light Rail. Maybe, just maybe, if the Light Rail expanded to east Vancouver it would be worth it. I do not think people who live in downtown Portland want to come to downtown Vancouver. So it only supports Vancouver to Portland but now you will have increased downtown traffic. So the traffic on the freeway is not ~~not~~ reduced, but traffic in Vancouver is increased. Lose/Lose. Improving the Bus system probably more worth it. OR improve Bus and infrastructure and expand Light Rail in 10+ years.

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

- P-0595-005 Replace the existing bridges
 Supplement the existing bridges with a new structure
 Do nothing—make no changes to the existing bridges
 No opinion

- over -

P-0595-001

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-0595-002

As discussed in Chapter 3 (Section 3.5) of the DEIS and FEIS, tolling could impact low-income populations by introducing a new expense that could be proportionally a greater share of total income for low-income individuals, requiring that all users obtain transponders for electronic toll collection, and instituting a new tolling system that could be confusing or difficult to communicate to individuals with limited English proficiency. However, without a toll, the project likely could not be funded, or if funded, the new capacity on the bridge would be filled faster. Including a

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

- P-0595-005
- 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input checked="" 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)

Address (Street, City, State, Zip)

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

Already got up dates.

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

Draft:EISfeedback@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

toll would reduce congestion, improve travel times, and could result in a slight improvement in air quality by reducing emissions, which would benefit all users. See Chapter 3 (Section 3.5) of the DEIS and Chapter 3 (Section 3.5) of the FEIS for a description of impacts and benefits of the project to EJ populations.

P-0595-003

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.

P-0595-004

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-0595-005

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.