

**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? 98663 Work zip code? 98663

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?
<input checked="" type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other
<input type="checkbox"/> Own a business in the project area?	

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

<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
<input type="checkbox"/> Other	

Comments:

**P-0611-001** I've talked w/ the owner of a house on McLoughlin Blvd threatened w/ removal of large trees out front, along w/ a freshly poured sidewalk.

**P-0611-002** he seemed to perk up at the idea of landowners being compensated by an equivalent amount of parking strip (grass, etc) created on side-streets tangential to Max coming in. This might prevent potential collisions by reducing car-flow & car-access. I had advocated at a hood ass'n meetings in the past, to create more green space by narrowing the streets.

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

**P-0611-003**  Replace the existing bridges with series ... though that is not fuel-affordable

**P-0611-004**  Supplement the existing bridges with a new structure How soon is post-peak oil?

Do nothing—make no changes to the existing bridges

No opinion

- over -

**P-0611-001**

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver. VWG explored McLoughlin, 16<sup>th</sup> Street and 17<sup>th</sup> Street as possible alternative east/west connections, the latter having not been analyzed in the DEIS. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG was nearly evenly split on the 17th Street or McLoughlin alignment as the east/west connection to the Clark College Park and Ride. The 16th Street alignment was dropped from considerations due to cost, speed and safety considerations.

Upon learning about the VWG's split vote of the east-west alignment, members of both bodies directed CRC staff to more thoroughly investigate both the McLoughlin and 17<sup>th</sup> Street Alignments. From November 2009 until February 2010 CRC project staff conducted extensive technical work and public outreach regarding the alignment options. Based on this additional research and public input, the City of Vancouver City Council voted unanimously to adopt the 17th alignment. This alignment was adopted as part of the LPA and is analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

The 17th Street transit alignment will largely avoid impacts to trees and sidewalks on McLoughlin Boulevard.

**P-0611-002**

Though the CRC project does not propose the narrowing

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

**P-0611-005**  Bus rapid transit between Vancouver and Portland  
 Light rail between Vancouver and Portland, *East Vancouver - Parallel the Columbia. Stop downtown.*  
 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
Incoln Terminus (39th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Giggins Bowl Terminus (I-5 and 45th)	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*possibly bring max middle of I-5 directly to Clark College if they're willing*

**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) \_\_\_\_\_

*hereby skipping downtown & letting us have our trolley w/ leftover funds.*

**P-0611-007**

**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

**Draft EIS information**  
[www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx](http://www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx)

**Fax**  
 360-737-0294

**E-mail**  
[DraftEISfeedback@columbiarivercrossing.org](mailto:DraftEISfeedback@columbiarivercrossing.org)

**Submit Online Comments**  
[www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org)

*I don't want a mammoth new bridge towering over the nice, new fast bridge by Maya Li*

Comments must be postmarked by July 1, 2008



of perpendicular streets, planning for safety and security on and around light rail is a top priority. The light rail system will be designed to promote safe interactions between light rail trains, cars, bicycles and pedestrians. Through a cooperative team effort and the systematic application of safety and security principles, the project will be designed and constructed to run safely, securely, dependably, and efficiently. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Safety will be designed into every phase of the project.

Examples of safety measures which maybe designed into the project include 1) physical barriers such as medians, fencing, landscaping or chain and bollard to help channel automobiles, pedestrians and bicyclists, 2) signage, tactile pavers, audio warnings, and pavement markings at the track crossings to alert individuals they are approaching tracks, 3) active treatments such as flashing lights, bells, illuminated and audible warning devices in traffic signals, 4) creating inviting, well-lighted platforms and station areas, 5) maintaining clear sight lines for the oncoming train, and 6) implementing a public safety education campaign before the start of service.

According to the United States Bureau of Transportation Statistics, public transportation represents less than one percent of the national average of all street and highway fatalities. Light rail is one of the safest forms of public transportation. As described on page 3-56 of the DEIS, collisions on TriMet's light rail system have decreased over the years. For more information on how the CRC project is accounting for safety in the design of light rail, please see Chapter 3 (Section 3.1) of the FEIS.

**P-0611-003**  
 Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and

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-0611-004**

Please see the discussion of peak oil in the FEIS, Section 3.19.12.

**P-0611-005**

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at [www.rtc.wa.gov](http://www.rtc.wa.gov). Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

**P-0611-006**

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of

the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

**P-0611-007**

Improvements to I-5 and SR-14 will not require bridges over the Confluence Land Bridge.