

# 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? 98660 Work zip code? 98660

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

*NO VISE FRIENDS  
GO TO ACTIVITIES THROUGH  
THE PROJECT AREA*

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

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

Comments:

P-0624-001 | NEED BETTER BIKE LANE & LIGHT RAIL (MAX) CONNECTION

P-0624-002 | I ABSOLUTELY OPPOSE ANY ELECTRONIC TOLLING DUE TO  
PRIVACY CONCERNS & DIFFICULTIES FOR PEOPLE VISITING THE AREA

P-0624-003 | CASH TOLLS WOULD BE OKAY, BUT WOULD LIKELY CAUSE CONGESTION.

P-0624-004 | IF YOU INSIST ON ELECTRONIC TOLLS, THERE SHOULD BE AN ANONYMOUS CASH  
PURCHASE OPTION AS WELL AS PREPAID SINGLE PASSES FOR PEOPLE JUST PASSING THROUGH.  
NO INFORMATION IDENTIFYING CARS SHOULD BE STORED. LEGAL PROTECTIONS  
FOR INFORMATION USE ARE INADEQUATE SINCE THEY CAN BE CHANGED / REFORGED /  
BROKEN INTO. IF AN ELECTRONIC SYSTEM IS USED IT SHOULD NOT STORE  
ANY IDENTIFYING INFORMATION. CAN YOU USE DISPOSABLE CASH TABS  
OR OFFER A SINGLE CASH LAWE?

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

- P-0624-005  Replace the existing bridges  
 Supplement the existing bridges with a new structure  
 Do nothing—make no changes to the existing bridges  
 No opinion

*ANYTHING THAT INCLUDES LIGHT RAIL  
(MAX) & BICYCLE ACCESS*

- over -

### P-0624-001

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-0624-002

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.

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

- P-0624-005**  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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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)

DEBORAH SWANES

Address (Street, City, State, Zip)

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

## 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 652008

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-0624-003**

See discussion of the benefits of electronic tolling, above.

**P-0624-004**

See discussion of electronic tolling, above.

**P-0624-005**

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.