



# 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? \_\_\_\_\_ Work zip code? 6

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 \_\_\_\_\_

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

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

Comments:

P-0626-001

Draft EIS has volumes of info. we paid high dollars for but little detail of advantages of actual impacts Is that legal?

P-0626-002

2 way on Washington + McLoughlin is probably the best, - but it's not on the table -  
 you can't vote for McLoughlin without voting for 16th which is a bad choice  
 so I vote NO

P-0626-003

I use to be an advocate for light rail -  
 This is a big waste of money

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

P-0626-004

- 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-0626-001

The purpose of the Draft EIS is to provide a comparison of the types of impacts that would occur with the alternatives being considered. Impacts can be described in text or via graphics; no single method is legally required. The Final EIS contains more detailed information regarding specific impacts and appropriate mitigation.

### P-0626-002

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.

Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG recommended the Washington-Broadway Couplet through downtown Vancouver to C-TRAN and City of Vancouver staff. Per the Vancouver Working Group Final Report (October 2009), this alignment was preferred largely because it spread the potential impacts and benefits across two streets, as opposed to concentrating them on a single street. In addition, the VWG explored McLoughlin, 16th Street and 17th Street as possible alternative east/west connections, the latter having not been analyzed in the DEIS. 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 City of Vancouver Council and C-TRAN's Board of Directors directed CRC staff to more thoroughly investigate both the McLoughlin and 17th

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

- P-0626-004**
- 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)

*Up Town Properties*

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

**Draft EIS information**

www.columbiarivercrossing.org/CurrentTopics/  
DraftEIS.aspx

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

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.

The Washington-Broadway Couplet and the 17th Street alignment were adopted as part of the LPA and are analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

**P-0626-003**

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over 5 miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. Multiple sources will help fund construction of the project – the federal government, State of Oregon, State of Washington, and tolling the I-5 Bridge.

**P-0626-004**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.