

# 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? 97206 Work zip code? \_\_\_\_\_

#### Do you: (check all that apply)

Live in the project area?

Work in the project area?

**P-0655-001**  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?

Bus?

Car or Truck?

Walk?

Other

#### Comments:

**P-0655-002** I WOULD LIKE TO SEE LIGHT RAIL EXTENDED TO VANCOUVER, BUT NOT WITH THIS SUPPLEMENTAL BRIDGE SCENARIO, BECAUSE IT COSTS TOO MUCH. IT FEELS LIKE THE REASON

**P-0655-003** WE ARE SUPPOSED TO SUPPORT A REPLACEMENT BRIDGE IS THE THREAT OF 15 HOURS A DAY OF CONGESTION. BUT PEOPLE MAY USE MASS TRANSIT MORE WITH INCREASED GAS PRICES. AND MAY CHOOSE NOT TO LIVE SO FAR FROM WHERE THEY WORK. THE SUPPOSED IMPROVEMENTS DON'T SEEM TO MERIT THE MONEY. AND SEEM TO ENCOURAGE CAR TRAFFIC. I AM FOR A BRIDGE TOLL NOT WATER WHICH PLAN

**P-0655-004** 1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- P-0655-005**
- Replace the existing bridges
- Supplement the existing bridges with a new structure
- Do nothing—make no changes to the existing bridges
- No opinion

CONTINUES,  
TO START  
IMMEDIATELY

- over -

### P-0655-001

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

### P-0655-002

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-0655-003

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated

**2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)**
**P-0655-005**  Bus rapid transit between Vancouver and Portland

 Add Light rail between Vancouver and Portland

 BUT NOT WITH THE  
CURRENT  
OPTIONS

 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 type="checkbox"/>	<input type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hill Plain MOS Terminus (15th and Main)	<input 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 &amp; Last Name, Organization)

SHAWN BACON

Address (Street, City, State, Zip)

4423 SE 45TH AVE, PORTLAND, OR 97206

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

shawnb@earthlink.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

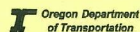
**Draft EIS information**

 www.columbiarivercrossing.org/CurrentTopics/  
 DraftEIS.aspx

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 020808

ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the existing highway system more efficiently without any capital investment. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area. Alternatives that did not include such improvements in the highway generally did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. Also, travel demand modeling and traffic analysis demonstrated that alternatives with substantially more transit service and only minor highway capacity improvements, had only marginal differences in transit ridership and auto demand, but had substantially greater congestion, emissions, and highway safety problems.

Regarding oil prices, significant increases in prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles.

Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

Regarding the project's impacts on traffic, the inclusion of new tolls that manage demand and the inclusion of new light rail will be incentives to carpool and use transit instead of driving alone.

**P-0655-004**

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

**P-0655-005**

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.