

Columbia River CROSSING Comment Form

Draft Environmental Impact Statement



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? 97217 Work zip code? 97217

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 BOAT
 Bus?
 Walk?

Comments:

P-0665-001 AS A FLOATING HOME RESIDENT OF HAYDEN ISLAND + AN INVOLVED CITIZEN, I FIND IT INCREDIBLE THAT (NOW THAT THE CRC + HIP TECHNICAL SIDE IS ABOUT DONE) THE POLITIO'S (IE METRO) NOW WANTS TO STEP IN AND STALL ALL CRC'S GOOD + LOGICAL WORK.

P-0665-002 I FIND IT INCREDIBLE THAT PEOPLE ARE SO SHORT SIGHTED TO BELIEVE \$5. A GALLON FUEL WILL REVERSE GROWTH + POPULATION + COMMUTING ISSUES.

P-0665-003 WE NEED A REPLACEMENT BRIDGE W/ LIGHT RAIL & SOON.

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

- P-0665-004
- 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-0665-001

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies, which included Metro, selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA).

P-0665-002

Significant increases in oil 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.

P-0665-003

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment,

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

- P-0665-004**
- Bus rapid transit between Vancouver and Portland
- Add 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Giggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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)

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

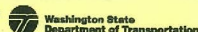
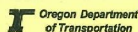
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



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and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.

P-0665-004

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.