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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? 98683 Work zip code? 98683

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
Travel through

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

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

Comments:

- P-0675-001 Toll bridges now to collect unknown data, price higher
- P-0675-002 - Use that \$ to improve all facilities, then transit.
- P-0675-003 Phase construction in a way that allows for data collection and analysis.
- P-0675-004 - Improve safety by first fixing interchanges
 add words - May biked conflicts occur largely at inter-class bike exchanges (in addition to low width paths)
 facilities - More automobile collisions occur at poorly designed interchanges
- P-0675-005 fix, collect data, analyze, improve, and move on.
- P-0675-006 - With light rail on a supplemental bridge, include bi-directional bike/ped facilities on west side of LR in addition to a cantilevered span widening the 1917 (northbound) sidewalk.
- P-0675-007 Also - Factor in peak oil and its affect on travel with the decrease of autos and increase of bikes

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

- P-0675-008 Replace the existing bridges
- Supplement the existing bridges with a new structure LRT
- Do nothing—make no changes to the existing bridges with interchange, bike, & transit improve
- No opinion

- over -

P-0675-001

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-0675-002

See discussion of tolling prior to project construction, above.

P-0675-003

A possible phased option for the LPA includes one less lane in each direction across the I-5 bridge over the Columbia, as well as the deferment of several project interchange components. Please see Chapter 2 of the FEIS for more information regarding this LPA Phase I option.

P-0675-004

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new, grade-separated, multi-use pathway from Downtown Vancouver to the Expo Center and the 40-Mile Loop trail.
- Protections from traffic noise and debris for pedestrians and bicyclists.
- More direct connections on each side of the river, consisting of stairs, ramps, and/or elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit.
- New or enhanced sidewalks, bike lanes, and crosswalks near the bridge.

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

- P-0675-009** 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	With business protection
Higgins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Hill 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)

John Russell

Address (Street, City, State, Zip)

3100 SE 16th Ave #305 Vancouver, WA 98683

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

~~jrussell@...~~ jrussell664@gmail.com

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

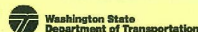
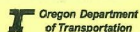
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050908

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The final design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

Improving safety and mobility of cars and freight using the bridge and highway is also a part of the CRC project's purpose and need. As described in Chapter 3 (page 3-50) of the DEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- New bridge structures high enough for marine traffic, which eliminates the need for a lift span.
- The addition of safety shoulders for stalled vehicles and incident responders.
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods.
- Longer on-ramps and off-ramps to make it easier for drivers to merge into traffic, and improve connections between interchanges.

Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river.

P-0675-005

To manage safety and congestion during construction, the project expects to keep three lanes open on I-5 during typical commute hours and coordinate lane and ramp closures overnight and on weekends.

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 (check all that apply)

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Comments:

- P-0675-010 — Shift as much freight to Rail on BNSF span. Turn BNSF span around so that the bridge opens to allow ships (especially barges) through the channel under the interstate bridge's hump, drastically reducing lifts.
 Seismically retrofit both I-5 and BNSF span.
 Include tolls to encourage freight to travel by rail.
- P-0675-011 — Mill Plain MOS preferred for expansion of I-5 or across Mill Plain to East Side.
- P-0675-012 — Help small businesses cope with ~~the~~ LR construction so that they may survive to see benefits.
- P-0675-013 — Light Rail, not BRT Supplemental — not Replacement

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

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 Do nothing—make no changes to the existing bridges
 No opinion

- over -

Through careful construction staging, the project will try to schedule heavy traffic effects outside of peak travel times to minimize travel disruptions. Existing traffic data collectors and traffic cameras will continue to operate. During construction, travel safety and safety for workers will be the top priority. Staff in the field will monitor the safety conditions and travel conditions to coordinate any necessary adjustments to improve safety or, if possible, to improve traffic flow.

P-0675-006

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

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

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Address (Street, City, State, Zip)

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


Thank you!

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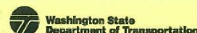
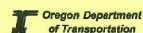
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Handout 050803

P-0675-007

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-0675-008

A supplemental bridge that only includes improvements for transit and/or bicycles and pedestrians does not meet the CRC project's Purpose and Need. As described in Chapter 1 of the DEIS, the project's Purpose and Need "was developed by relying on previous planning studies, solicitation of public input, and coordination with stakeholder groups."

In addition to calling for improved bicycle, pedestrian and transit connectivity, the Purpose and Need also specifically states the need for improving highway freight mobility, travel safety and traffic operations, and the structural integrity of the existing bridges. These later needs would not be met by a supplemental bridge alternative that only provides for transit and/or bicycles and pedestrians.

P-0675-009

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-0675-010

According to the Feasibility of Diverting Truck Freight to Rail in the Columbia River Corridor Technical Memorandum produced by CRC project staff in April 2006, trains cannot move smaller loads as cost-effectively as trucks and may even be more costly for shipping distances under 500 miles. This is a key point, as the average trip distance by truck in the Portland/Vancouver region is 199 miles. While there are certainly some commodities that could shift from truck to rail in the region, it is probably a very minimal amount, probably not part of a consistent and

regular shipment schedule, and would not significantly ease congestion along I-5 in the project area.

Additionally, the Vancouver-Portland region is the "last mile" for 85 percent of the freight traveling in the region. That is, goods are produced, assembled, and/or delivered within the region, and the overwhelming majority of the local shippers and customers are not located on a rail spur or within a rail/intermodal terminal. Even if there was a targeted effort to use railroads more frequently, the goods would need to travel by truck on regional roads and freeways to arrive at rail terminals. In fact, most of the goods produced or received from the rail system must drive those goods by truck to or from the rail lines; and, increased rail service would likely lead to greater use of trucks for this very reason.

P-0675-011

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0675-012

Construction activities associated with transit and highway improvements have the potential to negatively and positively affect nearby businesses, as described in Chapter 3 (Section 3.4) of the DEIS and the FEIS. For example, construction could temporarily block visibility and access to specific businesses, cause traffic delays, and reroute traffic to detours, all of which could divert customers and hamper business activities.

Potential positive construction effects could include increased spending in the project area during construction, which can, for example, increase sales at local shops and restaurants.

The project team will work to minimize negative business impacts and encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, marketing and retail consulting, or promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.

P-0675-013

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.