

# 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? 98664 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 \_\_\_\_\_

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

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

#### Comments:

**P-0676-001** IF LIGHT RAIL PASSES THROUGH DOWNTOWN VANCOUVER, PLEASE MAKE IT A COUPLET SYSTEM LIKE AROUND PIONEER COURTHOUSE SQUARE IN PORTLAND, NOT LIKE INTERSTATE AVENUE. WE NEED TO KEEP BOTH SIDES OF OUR STREETS ACCESSIBLE BY PEDESTRIANS, NOT INTERRUPTED BY RAISED PLATFORMS & CHAINS TO KEEP PEDESTRIANS FROM CROSSING.

**P-0676-002** AS AN ALTERNATIVE, CONSIDERING MAX IS A REGIONAL TRANSPORT SYSTEM, CONSIDER RUNNING IT PARALLEL TO I5 WITH A STOP @ CLARK COLLEGE, & LET A LOCAL TROLLEY SYSTEM CONNECT TO DOWNTOWN.

**P-0676-003** FINALLY, LOOP THE LIGHT RAIL ALONG SR 500 OR THE PLAIN, & OVER 2015, TO REALLY IMPROVE MOBILITY.

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

**P-0676-004**  Replace the existing bridges & ADD LIGHT RAIL TO VANCOUVER.

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

- over -

### P-0676-001

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. This alignment was adopted as part of the LPA and is 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-0676-002

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at [www.rtc.wa.gov](http://www.rtc.wa.gov). Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

### P-0676-003

See response to P-0675-002.

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

- P-0676-005**  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"/>
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)

RANDALL C. SALISBURY, DSP ARCHITECTURE, PLLC

Address (Street, City, State, Zip)

500 W. 8TH STREET, SUITE 115  
VANCOUVER, WA 98660

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

rsalisbury@dsparchitecture.com ← ALREADY RECEIVING 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

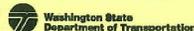
**Draft EIS information**

www.columbiarivercrossing.org/CurrentTopics/  
DraftEIS.aspx

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

**P-0676-004**

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.

**P-0676-005**

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.