

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? 98663 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

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

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

- P-0847-001** Having recently purchased a home in the Arnada neighborhood, I am very excited about this project. My preferred option is to build a replacement bridge with light-rail stacked within the body of the bridge structure.
- P-0847-002** Light-rail is the only realistic solution because it is more quiet, efficient and cheaper to operate than BRT and does not require a vehicle change to commute to Portland. Previous experience with light-rail has proven that it encourages significant high-quality high-density growth and BRT may not have these same positive benefits.
- P-0847-003** Stacked light-rail within the bridge structure is preferred only if it reduces the costs vs. a third bridge. I do not have a preference about the light-rail alignment through downtown below Mill Plain. My preferred alignment north of downtown is to have a rail stop at Mill Plain / 15th St. and have the guide-way travel east along 16th St, over or under I-5 and have a terminus at Clark College. I prefer the 16th Ave route vs. the McLoughlin route because it does not make sense to reconfigure McLoughlin since it is already highly functional and built up. 16th St. has a lot of vacant land that is ideal for high-density development. At the Mill Plain station location I there should be an underground parking garage with a large public park above with a water feature like Jamison Park in the Pearl district in Portland to encourage more families into the area. I also like the idea of adding light-rail from the Mill Plain station north to the Lincoln neighborhood so long as strict design principals are adopted so that the light rail guide way does not in any way create a East-West dividing line and actually encourages more pedestrian crossing. The light rail guide way should be completely surrounded by solid surfaces (no gravel in-fill) to make it look as attractive as possible and less like a railroad. Also, strict attention must be given to environmental aspects such as lots of lighting to discourage crime. My preferred alignment North of Mill Plain is one way on Broadway and one way on Washington Streets.
- P-0847-004**
- In summary, I strongly feel that this project should extent light-rail to downtown Vancouver, even if we can only get it as far as Clark College. And the replacement bridge option is the only viable option to meet the region's future growth potential.
- P-0847-005**

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

- P-0847-006** Replace the existing bridges ** WITH LIGHTRAIL * NOT BRT!*
- Supplement the existing bridges with a new structure ** 16th St to Clark College alignment*
- Do nothing—make no changes to the existing bridges ** And Mill Plain to Lincoln with alignment on Broadway + Washington Sts.*
- No opinion

- over -

P-0847-001

The Stacked/Transit Highway Bridge (STHB) option, which would allow transit, bicyclists, and pedestrians to travel beneath the highway bridge deck, was included as part of the LPA. The DEIS indicated that the two bridges required for this bridge option would put less bridge sub-structure in the Columbia River, likely resulting in less environmental impact. After publication of the DEIS, additional engineering studies were conducted that confirmed the feasibility of the STHB design.

The STHB is described in greater detail in Chapter 2 (Section 2.2) of the FEIS. Impacts associated with a STHB are discussed throughout Chapter 3 of the FEIS.

P-0847-002

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.

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA

P-0847-003

Please see response to comment P-0847-001.

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

- P-0847-004** Bus rapid transit between Vancouver and Portland *NO!*
- 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"/>
Kiggins 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)

DAVID LOMAS

Address (Street, City, State, Zip)

1900 C St, Vancouver, WA 98663

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

davidmlomas@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

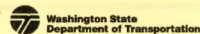
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

P-0847-004

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. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus station will serve a community and senior center, a community college, and the Veterans Administration campus.

The CRC project is using design strategies that have been proven to reduce the potential for crime at stations and on trains. In addition, CRC has received input from advisory groups, jurisdictions, and the public to design a system that will enhance safety and security. Recommendations include, but are not limited to, locating stations near residential and commercial buildings, controlling pedestrian access to stations through the strategic placement of entrances and exits, fencing, lighting, and landscaping, lighting stations so that all activity is easily visible, and designing a clear line of sight into and out of the station. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Safety will be designed into every phase of the project.

The CRC project is working with the City of Vancouver and Portland police, C-TRAN and TriMet security to guarantee passenger safety at stations and Park and Ride facilities, as well as on light rail trains. The project team has developed a security plan for the transit component of the project, which outlines a variety of potential safety measures, including, working with local government to develop supportive land-uses near transit stations, enforcing fare payment, installing Closed-Circuit TV (CCTV) at light rail stations, Park & Rides, and on trains, and patrolling stations and trains by Transit security and local police officers. For more information about how safety and security associated with light rail is being addressed in by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.

P-0847-005

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.

P-0847-006

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.