



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? _____ Work zip code? _____

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? Bus?
 Car or Truck? Walk?
 Other _____

Comments:

P-0162-001

To relieve egress from I-5 - NB + SB - restructuring Jantzen Beach traffic corridors to a system of 1-ways, clockwise or counter clockwise, eliminating a need for traffic to cross each other will promote the same.

Relocating heavy vehicles over 10 tons to the right two lanes, except when passing, will also advance traffic flow.

P-0162-002

Older Americans (at least 65 and the disabled community, as determined by the Social Security Administration, Office of Veteran Affairs, Railroad Retirement Board, Maritime Association, Federal and state entities, including territories, possessions & District of Columbia) should require a free passage. Otherwise such populations will be

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

- Replace the existing bridges
 Supplement the existing bridges with a new structure

excluded from using the road that we all own.

P-0162-003

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

Vancouver has consistently voted down light rail, again and again. A lot of the political (is) toward the crossing project is to save us something we don't want.

P-0162-001

The LPA includes several improvements to local roads and circulation on Hayden Island. See Chapter 2 of the FEIS for a description of these local road improvements.

P-0162-002

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

P-0162-003

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments.

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

- 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 type="checkbox"/>
Kiggins 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"/>
Mill 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 & Last Name, Organization)

Kenneth T. Cooney

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
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Vancouver, WA 98660

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

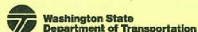
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.