

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? 98661 Work zip code? 4860 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-0537-001 just do it! old bridge is not safe, need new bridge with current engineering technology.
- P-0537-002 need mass transit (Rail + Bus) between Vancouver downtown and Portland downtown. Please consider Express Rail as well as Express Buses.
- P-0537-003 I moved my business to downtown Vancouver in 1994 in anticipation of Light Rail and downtown revitalization.
- P-0537-004 I think this would move freight + people better and improve air quality.
- P-0537-005 Better bike paths a must, time to park the car whenever possible. GREAT presentation!

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

- P-0537-007 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-0537-001

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-0537-002

Providing express light rail service between Portland and Vancouver would require a third, and possibly fourth track, to be built to allow light rail trains traveling along the Yellow Line to bypass certain transit stops and non-express trains. This would require a significant capital investment and greater community impacts that are not a part of the CRC project.

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

- P-0537-007** Bus rapid transit between Vancouver and Portland
- 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)

Rose Anderson, Bainbridge Jewelry

Address (Street, City, State, Zip)

1111 Main St. #109, Vanc. WA 98660

ro-anderson@comcast.net

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



Handout 050808

P-0537-003

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-0537-004

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0537-005

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0537-006

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.

P-0537-007

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