

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? 98686 Work zip code? 98663

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-0564-001 | I was pro light rail until I saw the options.
P-0564-002 | It is too disruptive through established business areas
P-0564-003 | with little benefit to Vancouver residents.
P-0564-004 | 2 way on C Street better - wider + will be torn up anyway
or
2 way on Washington
P-0564-005 | Completely Oppose Broadway - light rail - It would displace parking + adversely affect most businesses during construction.
P-0564-006 | 16th St. is absurdly costly + goes right thru residential area.
P-0564-007 | Why are only ~~Vancouver~~ Portland firms designing this project?

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

- P-0564-009 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-0564-001

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-0564-002

The American Public Transportation Association (APTA) estimates that each dollar invested in public transportation generates \$4 - 9 in local economic activity. Every \$10 million in capital investment generally produces a \$32 million increase in business sales (APTA 2007). These figures indicate that economic development opportunities have, and will continue to arise from investment in transit. Case studies of transit projects in the United States reveal that transit may increase both residential and commercial property values and attract transit-oriented

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

- P-0564-009** 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input checked="" 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)

Patricia George

Address (Street, City, State, Zip)

6813 NE 142nd St
Vancouver WA 98686

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

Submit Online Comments

www.ColumbiaRiverCrossing.org

Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Comments must be postmarked by July 1, 2008



Handout 050408

development (TOD). Increased pedestrian activity near transit stations can also improve economic vitality within transit corridors. A discussion of TOD can be found in Chapter 3 (Section 3.4) of the DEIS and in the Chapter 3 (Section 3.4) in the FEIS.

The DEIS and FEIS identify the potential for TOD around the new light rail stations on Hayden Island and in downtown Vancouver. This development is often pedestrian friendly, compact, and mixed-use, and could change the type and character of retail businesses in these areas to serve this change in urban character.

P-0564-003

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. 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.

P-0564-004

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. 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-0564-005

The CRC project has reviewed existing on-street and off-street parking facilities and programs within the project area. During the Fall of 2008, the project conducted a utilization study of existing parking facilities, to determine the current demand for the parking spaces that would be displaced as well as for nearby parking spaces that would not be directly impacted. This study helped determine which parking spaces could be removed with little impact on adjacent uses and which spaces should be

replaced or mitigated. For a more detailed description of parking losses and proposed mitigation, please see Section 3.1 of the FEIS. The CRC project is working to minimize temporary impacts during construction that could impede travel in the project area. These temporary effects were described in Chapter 3 (Section 3.1) of the DEIS, and are refined in Chapter 2 and Section 3.1 of the FEIS, which also includes proposed measures to mitigate these impacts.

As the project moves into its final design phase, the CRC project team will complete a construction staging plan that will address, in greater detail, temporary closures, detours, and access on the highway and local streets affected by construction. This construction staging plan will indicate to contractors the proposed sequencing of construction based on DOT standards. Contractors are often given the opportunity to modify the construction staging plan to maximize construction efficiency and economy, but are required to fulfill DOT performance standards for temporary impacts.

P-0564-006

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. VWG explored McLoughlin, 16th Street and 17th Street as possible alternative east/west connections, the latter having not been analyzed in the DEIS. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG was nearly evenly split on the 17th Street or McLoughlin alignment as the east/west connection to the Clark College Park and Ride. The 16th Street alignment was dropped from considerations due to

cost, speed and safety considerations.

Upon learning about the VWG's split vote of the east-west alignment, members of City of Vancouver Council and C-TRAN's Board of Directors directed CRC staff to more thoroughly investigate both the McLoughlin and 17th Alignments. From November 2009 until February 2010 CRC project staff conducted extensive technical work and public outreach regarding the alignment options. Based on this additional research and public input, the City of Vancouver City Council and C-Tran Board of Directors voted to adopt the 17th alignment.

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-0564-007

See discussion of McLoughlin alignment, above.

P-0564-008

Consulting firms from Portland and elsewhere, as well as sponsoring agency representatives from Vancouver and Portland, are working to design the Columbia River Crossing project. The prime consultant and its subcontractors were selected through a competitive bid process to retain the most qualified and cost effective project design team.

P-0564-009

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