

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? _____

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-0566-001 I am not in favor of Light Rail becoming part of downtown Vancouver and moving North up Main Street, Washington or Broadway.

P-0566-002 Light Rail is a very permanent eyesore that will significantly change the "flavor" of the current historic downtown Vancouver. The constant desire for 'economic redevelopment' is unnecessary.

There are many hard-working and dedicated business owners and residents who should not be ~~com~~ uprooted because of this incessant need for redevelopment.

P-0566-003 The best transit option is Bus Rapid Transit changes can be made as necessary. That's not

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

- P-0566-004 Replace the existing bridges
 Supplement the existing bridges with a new structure
 Do nothing—make no changes to the existing bridges
 No opinion

possible with Light Rail

- over -

P-0566-001

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-0566-002

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-0566-004 Bus rapid transit between Vancouver and Portland *Absolutely!*
- 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 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? *Yes!!*

Name (First & Last Name, Organization)

SUZAN HOFFMANN

Address (Street, City, State, Zip)

3407 I STREET

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



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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-0566-003

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-0566-004

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