

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? 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-0586-001 NO LIGHT RAIL IN DOWNTOWN IT WILL NOT MOVE LOTS OF ~~TRAFFIC~~ TRAFFIC OFF I-5 BUT CONNECT DOWNTOWN AREA

P-0586-002 WE NEED TO PARALLEL I-5 WITH A RAIL TRAVEL WITH VERY FEW STOPS & LET C-TRAN DO THEIR JOB - MAYBE TRACKS IN DOWNTOWN CONNECTIONS TO THE MAIN OF EITHER LIGHT RAIL OR RAPID TRANSIT SYSTEM

P-0586-003 PLEASE DO NOT ONLY THINK OF A-G R. ONLY FOR OUR OWNERS ONE SIDED DREAM - HE HAS INVESTED LOTS OF TIME - VERY LITTLE MONEY IS TAKEN AWAY - THINK OF COUNTY & STATE NOT JUST DOWNTOWN

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

- P-0586-004 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-0586-001

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.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-0586-002

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov. Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

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

- P-0586-004** 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 checked="" type="checkbox"/>	<input 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)

JOE MORRISON OREGON

Address (Street, City, State, Zip)

1916 MAKO ST.

VAN 98660

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

Draft.EISfeedback@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-0586-003

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-0586-004

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.