



# Columbia River Draft Environmental Impact Statement CROSSING 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? 98532 Work zip code? 98661

**Do you:** (check all that apply)

Live in the project area?  Commute through the project area?  Other \_\_\_\_\_

Work in the project area?  Own a business in the project area?

**How do you regularly travel in the project area:** (check all that apply)

Bicycle?  Bus?  Car or Truck?  Walk?  Other \_\_\_\_\_

*Comments:*

**P-0604-001** YOU SHOULD STOP LISTENING TO THE 10 BUSINESS OWNERS THAT ARE CRYING AND LISTEN TO THE TENS OF THOUSANDS OF COMMUTERS THAT WOULD LIKE THE NEW BRIDGES OR TUNNEL TO MAKE IT LESS CONGESTED IN THEIR DAY TO DAY TRAVELS.

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

**P-0604-002**

Replace the existing bridges

Supplement the existing bridges with a new structure

Do nothing—make no changes to the existing bridges

No opinion

TUNNEL - over -

**P-0604-001**

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-0604-002**

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of

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

- P-0604-003**  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)**

<b>P-0604-004</b>	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Higgins 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 &amp; Last Name, Organization)

Address (Street, City, State, Zip)

JROSS@NWLABORERS.ORG

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 Gunderson, Environmental Manager  
 700 Washington Street, Suite 300  
 Vancouver, WA 98660

**Draft EIS information**
[www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx](http://www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx)
**Fax**

360-737-0294

**E-mail**
[DraftEISfeedback@columbiarivercrossing.org](mailto:DraftEISfeedback@columbiarivercrossing.org)
**Submit Online Comments**
[www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org)

Comments must be postmarked by July 1, 2008



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the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

**P-0604-003**

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-0604-004**

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 light rail to Clark College as part of the project's Locally Preferred Alternative (LPA). For a more detailed description of the transit improvements associated with the LPA, see Chapter 2 of the FEIS.