



Columbia River CROSSING Comment Form

Draft Environmental Impact Statement

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? 97203 Work zip code? 97203

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:

and env + environmental concerns

P-0606-001 Technology will hopefully force auto makers to produce smaller more efficient vehicles. You can't force people onto mass transit when it doesn't is not efficient for jobs + for daily routines. Therefore common sense

P-0606-002 for a new, larger and more efficient bridge for trucks and commuters. Metro's suggestion for a toll before a new bridge is backwards thinking and would have been a good fit in 1960. A new

P-0606-003 bridge to carry more vehicles means more revenue in the long run for many reasons. Less cars + people on mass transit, means less shopping (can't carry purchased items). But for the country and the state to keep up they must be able to travel thru the state w/o ridiculous traffic back ups.

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

- P-0606-004**
- 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-0606-001

The Purpose and Need is based on extensive analysis of the existing and projected transportation problems in the I-5 CRC corridor, and reflects extensive feedback from the public and stakeholder groups. This includes analysis and input during the CRC study as well as the I-5 Transportation and Trade Partnership Study and Strategic Plan that preceded CRC. The Purpose and Need focuses largely on metrics that do not inherently require substantial, or exclusive, increases in highway capacity. The purpose statement is intentionally worded so as to allow consideration of a wide range of solutions including demand management, transit, highway, tolling, and other options for addressing the stated needs. Following the development of the Purpose and Need statement, analysis of a wide range of alternatives, and input from the public, agencies and stakeholders on those alternatives and analysis, it became clear that that the Purpose and Need could not be met by any single type of improvement. It is best met by a multimodal alternative that improves highway, transit, and bicycle and pedestrian facilities in the I-5 corridor, and adds tolling to the highway river crossing.

P-0606-002

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

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

- P-0606-004** 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Giggins 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)

already on it

Address (Street, City, State, Zip)

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 060606

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-0606-003

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

P-0606-004

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.