



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 Electric Vehicle
- Bus?
 Walk?

Comments:

P-0614-001 Nothing but use the Portland proposed toll to build supplemental light rail and seismically retrofit existing bridges. With increasing oil costs it makes sense to provide alternative transport which does not directly use fossil fuels. This also helps reduce carbon emissions in line with the carbon reduction laws recently passed by Washington Legislature

P-0614-002 Ideally light rail should cross at I-5 to, perhaps, Mill plain, then run east to the I-205 bridge to cross back and connect at the airport, thus serving the entire community. Along Mill plain there are various spots that might serve as park + rides, such as a stacked parking structure on land adjacent to the library, or at the Tower Mall, etc.

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

- P-0614-003 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-0614-001

Analysis has indicated that the LRT and toll combined with the proposed highway improvements will reduce the number of autos crossing the river, compared to the No-Build Alternative. The LRT uses electricity that comes from a variety of sources, including renewable sources as well as fossil fuels. The project has been projected to result in lower GHG emissions than the No-Build Alternative (see the FEIS, Chapter 3, Section 3.19).

P-0614-002

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.

P-0614-003

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.

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

- P-0614-003** 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)

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input 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? *I already am*

Name (First & Last Name, Organization)

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 Gunderson, 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

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.