

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? 98662 Work zip code? 98662

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 travel for non-commute purposes

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

- Bicycle?
- Car or Truck?
- Other
- Bus?
- Walk?

Comments:

P-0656-001 General - Personally, I would be completely satisfied if you just built the yellow line extension / bike path, and left the current bridge as is. I would never drive across it again. I do understand that this is not going to happen. But you cannot let resistance from Clark County (I live in Vancouver) block the extension of light rail over the river. As far as I'm concerned, that is a deal breaker - ~~if~~ if there is no light rail, there should be no bridge.

P-0656-002 specifies - As a regular cyclist, I implore you; please put the bike path next to the light rail, and not next to / under the freeway.

P-0656-003 And if you want the light rail to succeed (and I do), then extend it as far as possible, and make sure there is plenty of park and ride capacity right next to the stations (i.e. the Kiggins Bowl Terminus with the stop at Clark College is the best one, and the Mill Plain Terminus idea is flat out stupid).

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

- P-0656-004**
- 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-0656-001

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-0656-002

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians

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

- P-0656-004** 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"/>
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 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)

Matthew Diamond

Address (Street, City, State, Zip)

E-mail (enter address to receive monthly electronic updates)

mdiamond@myuw.net

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 050808

and bicyclists on the river crossing

- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

P-0656-003

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0656-004

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.