

# 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? 98683 Work zip code? Same

#### 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-0669-001** I do not want light rail in Vancouver, it is not necessary because we have an effective bus system.

**P-0669-002** please do consider Vancouver Washington on their opinions and needs as many of us commute into portland for recreation and business not only employment.

**P-0669-003** please do make changes that are pedestrian and cycle friendly but not in an extensive expensive way. Simple. Safety.

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

- P-0669-004**  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-0669-001

Travel times vary by time of day, direction of travel and travel mode. Travel times improve for transit in the LPA compared to the 2030 No-Build Alternative. More specifically, the LPA:

- Improves transit travel times region-wide,
- Improves transit travel times relative to automobile travel times, and
- Improves reliability of transit travel times.

The in-vehicle and total transit travel times for all of the origin and destination pairs that were studied would improve with the LPA, compared to the 2030 No-Build Alternative, with savings ranging from 3 to 24 minutes in the southbound direction during the morning peak period. For example, with the LPA a transit trip between Downtown Vancouver and Hayden Island would save a total of 3 minutes, while a trip between Clark College and Pioneer Square would save 24 minutes. During the afternoon/evening peak period in the northbound direction, travel time savings would range from 5 to 28 minutes. For example, a transit trip between Hayden Island and Vancouver would save an estimated 5 minutes, while a trip between Pioneer Square and Clark College would save 28 minutes (dropping from 72 minutes with the No Build Alternative to 44 minutes with the LPA). Transit reliability between major origins and destinations is higher due to the availability of light rail that travels in an exclusive guideway. For more information, please see FEIS Chapter 3 (Section 3.1).

### P-0669-002

Multiple methods have been used to engage the public so as to address the needs of a wide variety of people and the project decision-making process. Public feedback has helped guide the outreach effort. Examples include workshops with facilitated small-group discussions, open houses where participants can talk one-on-one with staff, public hearings, presentations and discussion at community and neighborhood-

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

- P-0669-004**
- Bus rapid transit between Vancouver and Portland
- Add 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"/>
Giggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input 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)

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

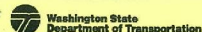
### Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/  
DraftEIS.aspx

### Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

sponsored meetings, often at the group's request, and advisory group meetings where CRC seeks recommendations from a citizen committee. These events and meetings have taken place at a variety of locations, days of the week and times of the day to meet the needs of the entire community. For more information on the project's public outreach, please see Appendix B of the FEIS.

### P-0669-003

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 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-0669-004

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 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.