

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? 97213 Work zip code? 97213

Do you: (check all that apply)

Live in the project area? Commute through the project area? Bicycle? Bus? Walk?

Work in the project area? Other DO BUSINESS ON Car or Truck? Other _____

Own a business in the project area? 1327th SIDE

Comments:

P-0670-001 WHAT IS THE COSTS FOR BICYCLE & PEDESTRIAN INFRASTRUCTURE?

P-0670-002 WHY IS IT BEING HIDDEN FROM THE PUBLIC AND NOT ON THE GRAPHS?

P-0670-003 MISSING FROM THE "POTENTIAL FUNDING SOURCES" IS A BICYCLE TOLL AND/OR TAX, AND HIGHER TRANSIT FARES AND/OR A TRANSIT FARE SURCHARGE!

P-0670-004 WHAT IS THE COST PER BICYCLE MILE? WHAT IS THE COST PER BICYCLIST MILE TRAVELED?

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

P-0670-005 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-0670-001

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-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; and these costs are integrated with project costs, as in many cases the same infrastructure serves multiple modes. The bikeway across the river, for example, is underneath the deck of the north bound bridge.

P-0670-002

Most of the bicycle and pedestrian facilities included in the LPA are integrated with bridge structure, making it difficult to precisely assign costs between transportation modes. However, in response to questions such as yours, an estimate of these costs has been developed and may be requested from the CRC office.

P-0670-003

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and

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

- P-0670-005** 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 checked="" type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?

ALREADY ON THE 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

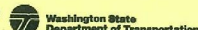
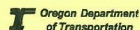
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050608

Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

P-0670-004

See response to P-0670-002. At this time, no calculation for a cost per bicycle mile exists.

P-0670-005

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