

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? 98684 Work zip code? 97227

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-0705-001** I FOR ONE AM AGAINST LIGHT RAIL COMING TO VANCOUVER. IT IS MY ~~OPINIA~~ OPINION THAT THE COST OF LIGHT RAIL OUTWEIGHS THE BENEFITS THAT IT AFFORDS THE FEW. IN OTHER WORDS, ONLY A FEW BENEFIT FROM IT. IN ALL 5 ALTERNATIVES, AUTOMOTIVE USE WILL STILL OUT NUMBER TRANSIT USE AT BEST 3 TO 1. CLARK COUNTY HAS CONTINUALLY VOTED AGAINST LIGHT RAIL AND IN ALL 5 ALTERNATIVES LIGHT RAIL AND OR HIGH CAPACITY TRANSIT (SPECIALIZED ROUTES) IS TACKLED ON. I AM AGAINST THE FACT THAT THERE IS NOT AN OPTION LISTED THAT DOES NOT HAVE MASS TRANSIT ATTACHED TO IT. WE THE PEOPLE OF CLARK COUNTY HAVE SAID NO AND TO LIGHT RAIL AND THERE SHOULD BE AN OPTION THAT SUPPORTS OUR CONTINUED POSITION.
- P-0705-002**

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

- P-0705-003** 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-0705-001

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-0705-002

As described in Chapter 1 of the DEIS, the project's Purpose and Need reflects "previous planning studies, solicitation of public input, and coordination with stakeholder groups." This outreach, and prior planning studies, identified improving transit service along the I-5 corridor as an

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

- P-0705-003** Bus rapid transit between Vancouver and Portland - *AT BEST ONLY BUT FOR THE MOST PART - NO.*
- 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Giggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input checked="" 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)

ROBERT MOON

Address (Street, City, State, Zip)

12117 NE 3RD ST VANCOUVER, WA 98684

MOOND06383@HOTMAIL.COM

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
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Vancouver, WA 98660

Fax

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DraftEISfeedback@columbiarivercrossing.org

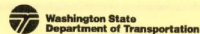
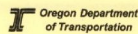
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 030808

important element of this project. This need is included in the project's Purpose and Need. As such, any alternative (except No-Build) evaluated in the DEIS must address this need to improve transit service.

Regarding light rail, there has been significant support for light rail during throughout public process. Numerous recent surveys have shown strong support for light rail in Vancouver. These include the Public Opinion Poll, and Focus Groups of October 2006 (facilitated by Davis, Hibbits, & Midghall Opinion Research Firm), and a phone survey conducted by Intercept Research Corp in 2007, and reported in the Columbian on August of the same year. In the 2006 poll, 50% of Clark County residents preferred extending light rail into Vancouver to other transit expansion options or doing nothing, while the 2007 survey found that nearly two out of three Vancouver residents supported extending light rail. Furthermore, light rail has been endorsed by every Sponsoring Agency, whose Boards are comprised of the elected leadership of the area.

Though outer parts of Clark County lack urban densities and mixes of uses, the same can be said for outer portions of Multnomah and Washington Counties. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments.

P-0705-003

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.

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.