



Columbia River CROSSING Draft Environmental Impact Statement
Comment Form *Columbia River Crossing*

RECEIVED
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 via fax

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? 98660-1918 Work zip code? 97215-1749

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area: (check all that apply)	
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Own a business in the project area?		<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
		<input type="checkbox"/> Other	

Comments:

- P-0810-001** Comments are my individual responses to the CRC Draft EIS
 I prefer a replacement bridge with Light Rail. The only advantage of a no-build option is if we think it's better to wait and craft a better option. A supplemental bridge costs nearly as much, and doesn't eliminate the lift on the road, towers from airspace, and the S-curve for boats. BRT would be a viable option only if LRT was not now at Vanport waiting for linking. BRT would require another mode transfer, decreasing speed and ridership.
- P-0810-002** the logical route for LRT north of downtown is along I-5. Recall I-5 did not split Vancouver, as is often heard; the military reserve did, and Vancouver grew on both sides. I-5 only followed West Reserve Street which had split Vancouver from the Reserve. Given what we now know, we'd likely do that again.
- P-0810-003** the Clark College terminus. There is already some unused land from DOT, not impacting residences, and this terminus is by several public facilities including Marshall Center, Lupke, Clark College, and the V.A. Eventually, we'll need to extend LRT to South Hazel Dell's connection with the county rail line for Battle Ground commuters, probably Vancouver Mall, and the 99th Street bus facility for northbound commuters. If college parking is an issue, permits and/or building a new college ramp are possible.

 Downtown Vancouver, south of McLoughlin, should benefit from LRT, so I support LRT through it. The Mill Plain terminus is my second choice, featuring the Museum as MAX does the Pioneer Courthouse in Portland.
- P-0810-004** must be tolled, I-205 must also to balance traffic. If Seattle can toll I-90 to support SR520's bridge, I-205 can be tolled to support a nearby Interstate.
- P-0810-005** the worst of the 4 terminus options in the DEIS. A large parking facility does not belong abutting a well-tended residential area and nearby schools. Furthermore, that terminus would badly change Uptown, which wouldn't benefit from "renewal" like Portland's Interstate Avenue pre-MAX. A Mill Plain MOS terminus could aid the area twixt Mill Plain and McLoughlin. Though I oppose a Lincoln Park and Ride, any proposed structure should include a C-store to increase on-site security, defray cost with rent, and replace the one extant.

 The Kiggins surface lot could be upgraded to support Clark or Mill Plain MOS. I'd even accept a small temporary surface lot as WSDOT opening only on Main assuming the west part of WSDOT became parkland. I emphasize temporary, meaning until LRT extends to Hazel Dell.

- over

P-0810-001

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-0810-002

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

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

- P-0810-006**
- Replace the existing bridges
- Supplement the existing bridges with a new structure
- Do nothing—make no changes to the existing bridges
- No opinion

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

- 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?

Name (First & Last Name, Organization)

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



Thank you!

Give this form to project staff or return to the project office:

Postal MailColumbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660**Draft EIS information**www.columbiarivercrossing.org/Current/Topics/
DraftEIS.aspx**Fax**

360-737-0294

E-mail

DraftEISFeedback@columbiarivercrossing.org

Submit Online Comments

www.ColumbiaRiverCrossing.org

extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0810-003

Please see response to comment above regarding Clark College terminus. The adopted light rail alignment will route through downtown Vancouver on a Washington-Broadway couplet, travelling east on 17th Street to the terminus at the Clark College station and park and ride.

Extensions past Clark College are not part of the CRC project and will be considered if necessary in the future.

P-0810-004

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205. However, under existing and No-build conditions, trips already, and would continue to, divert to I-205 because of the unreliability and congestion in the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift back to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. Thus the net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project as without it. Section 3.1 of the DEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors. Tolling I-205 is not part of this project, but could be implemented separately if Oregon and Washington, in partnership with the Federal Highway Administration, determine it is needed to advance regional transportation objectives.

P-0810-005

This project does not propose to extend light rail into Uptown Vancouver. The LPA includes the extension of light rail from the Expo Center MAX Station in Portland to a terminus station at Clark College in Vancouver.

Light rail will not extend farther north than McLoughlin Blvd. The light rail will run north & south on Broadway and Washington streets and east/west on 17th Street to the terminus station.

P-0810-006

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.