

# Columbia River CROSSING

Draft Environmental Impact Statement

## Comment Form

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JUN 19 2008

Columbia River Crossing

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? 97227 Work zip code? \_\_\_\_\_

Do you: (check all that apply)

- Overlook Neighborhood*
- 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-1137-001** | Don't overbuild the bridge to pressure other I-5 widening

**P-1137-002** | I support higher tolls to  $\frac{1}{2}$  other ways to promote carpooling & mass transit

**P-1137-003** | Less focus on private motor vehicles!  
 Decrease our carbon footprint. The more lanes we build, the more people will drive.

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

- 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-1137-001

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.

### P-1137-002

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

**2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)**
**P-1137-004**  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 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"/> |
| Hill 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 &amp; 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 Gunderson, Environmental Manager  
 700 Washington Street, Suite 300  
 Vancouver, WA 98660

**Fax**

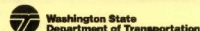
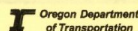
360-737-0294

**E-mail**

DraftEISfeedback@columbiarivercrossing.org

**Draft EIS information**
[www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx](http://www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx)
**Submit Online Comments**
[www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org)

Comments must be postmarked by July 1, 2008



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**P-1137-003**

The LPA includes light rail transit, bicycle and pedestrian improvements, a new highway toll, other TSM/TDM measures, as well as highway capacity and safety improvements. The induced growth analysis (summarized in the FEIS, Section 3.4 and detailed in the Indirect Effects Technical Report) indicates that the likelihood of substantial induced traffic and sprawl from the CRC project is very low. In fact, because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the inclusion of new light rail, and the active regulation of growth management in the region, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. The analysis of greenhouse gas (GHG) emissions indicates that GHG emissions from roadways would increase as population increases but that the LPA would be expected to reduce greenhouse gas emissions compared to No-Build (see FEIS Section 3.19.10 and the Energy Technical Report).

**P-1137-004**

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.