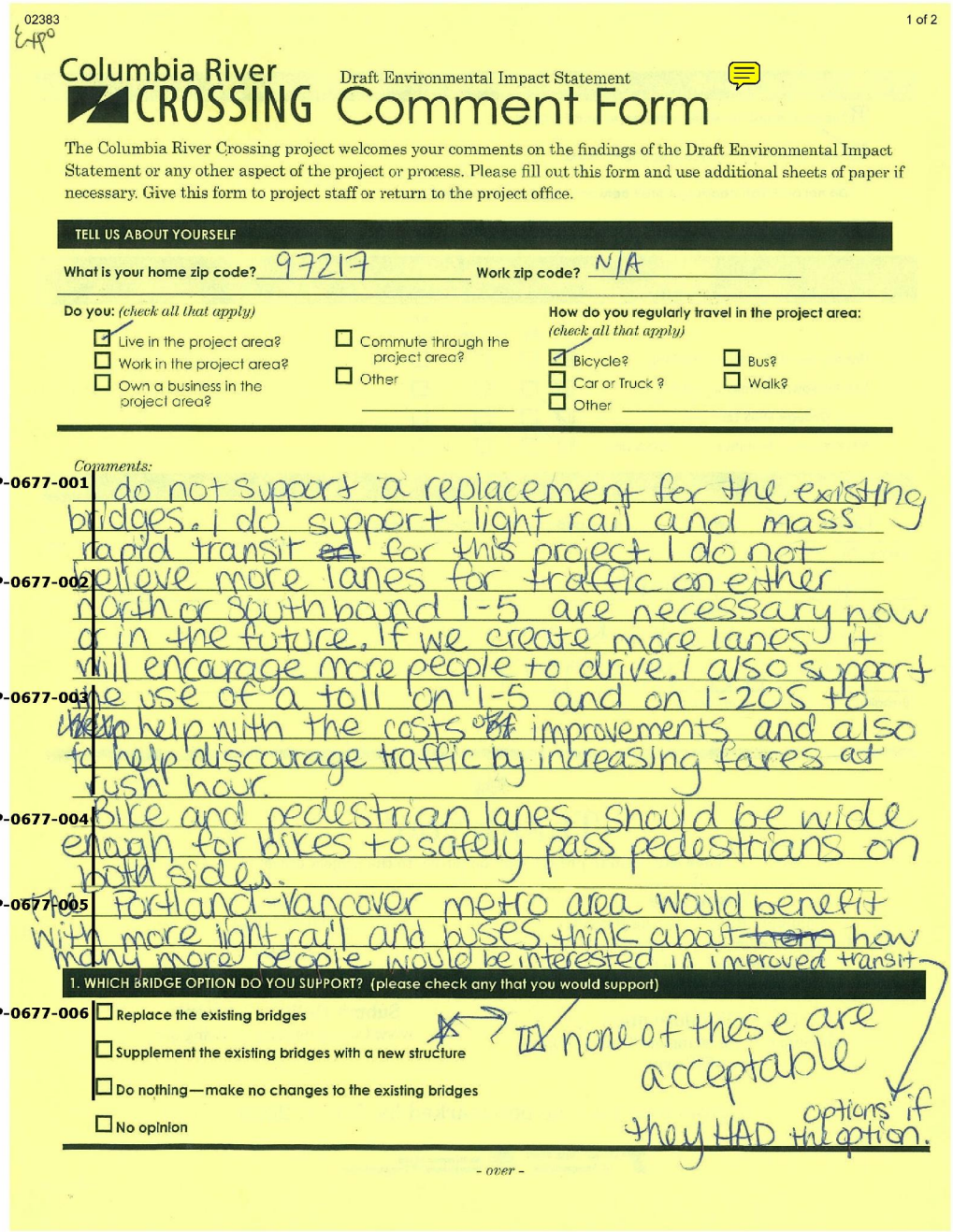


02383 1 of 2

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? 97217 Work zip code? N/A

Do you: (check all that apply)
- [x] 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)
- [x] Bicycle?
- [ ] Car or Truck ?
- [ ] Other
- [ ] Bus?
- [ ] Walk?

Comments:

P-0677-001 I do not support a replacement for the existing bridges. I do support light rail and mass rapid transit ~~ed~~ for this project. I do not believe more lanes for traffic on either

P-0677-002 north or southbound I-5 are necessary now or in the future. If we create more lanes it will encourage more people to drive. I also support

P-0677-003 the use of a toll on I-5 and on I-205 to help help with the costs of improvements and also to help discourage traffic by increasing fares at rush hour.

P-0677-004 Bike and pedestrian lanes should be wide enough for bikes to safely pass pedestrians on both sides.

P-0677-005 The Portland-Vancover metro area would benefit with more light rail and buses think about ~~them~~ how many more people would be interested in improved transit

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

P-0677-006
- [ ] Replace the existing bridges
- [ ] Supplement the existing bridges with a new structure
- [ ] Do nothing—make no changes to the existing bridges
- [ ] No opinion

[x] none of these are acceptable options if they HAD the option.

- over -

P-0677-001

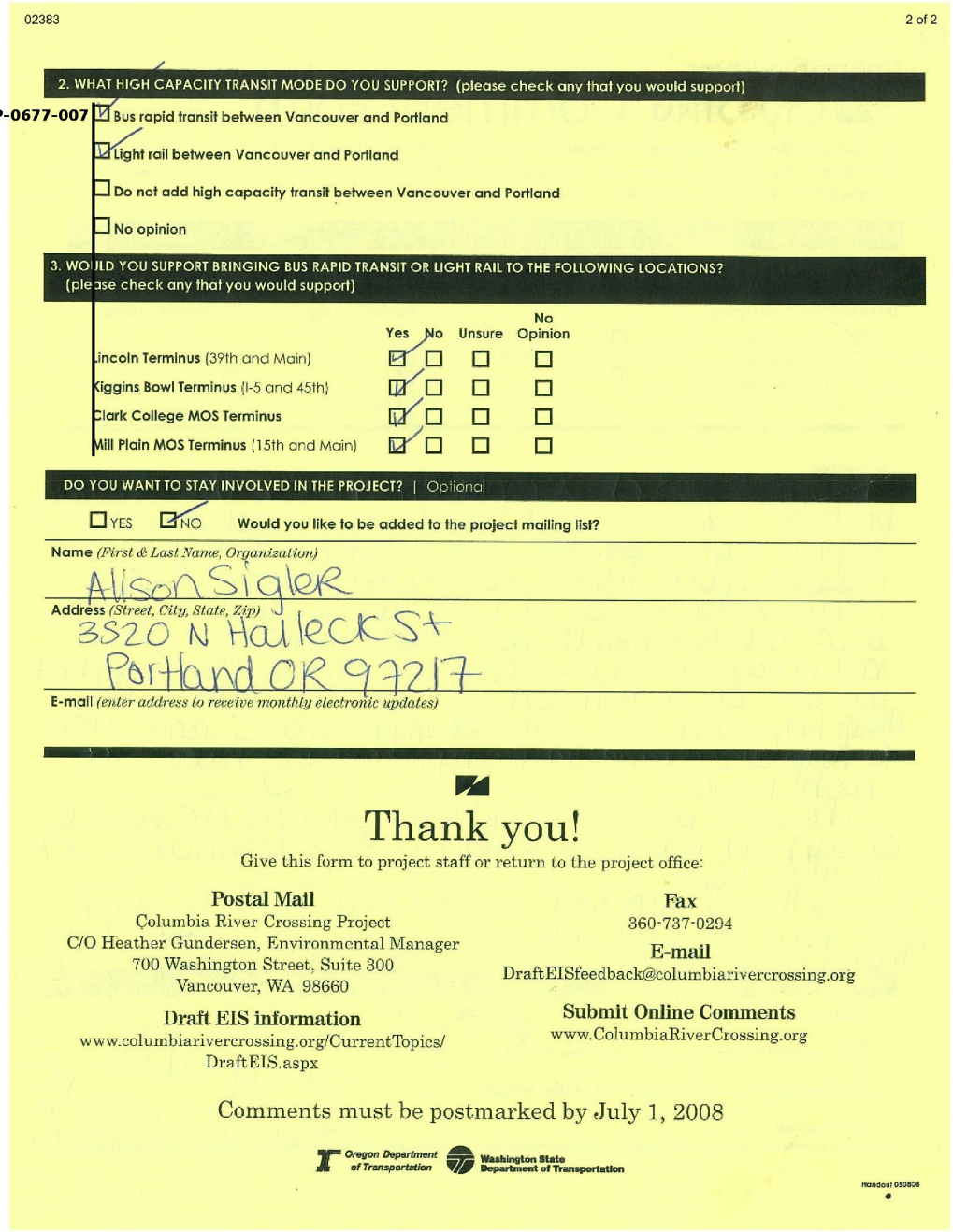
Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor 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-0677-002

The proposed new add/drop lanes (i.e., lanes that connect two or more interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68 to 75% of I-5 traffic enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.



02383 2 of 2

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

P-0677-007

- [x] Bus rapid transit between Vancouver and Portland
- [x] 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)	☑	☐	☐	☐
Kiggins Bowl Terminus (I-5 and 45th)	☑	☐	☐	☐
Clark College MOS Terminus	☑	☐	☐	☐
Mill Plain MOS Terminus (15th and Main)	☑	☐	☐	☐

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)*
Alison Sigler

Address *(Street, City, State, Zip)*
3520 N Halleck St
Portland OR 97217

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

Oregon Department of Transportation | Washington State Department of Transportation

Handout 050806

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, 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. In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.

P-0677-003

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.

P-0677-004

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-0677-005
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.

P-0677-006
Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0677-007
Thank you for taking the time to submit your comments on the I-5 CRC DEIS.