	Columbia River CROSSING Commental Impact Statement
	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? 9866 2. Work zip code? 9866 2.
	Do you: (check all that apply) How do you regularly travel in the project area: (check all that apply) Live in the project area? Commute through the project area? Work in the project area? Other Own a business in the project area? Other Image: travel in the project area? Walk? Image: travel in the project area? Other Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Other Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Image: travel in the project area? Ima
	Comments:
P-	0656-001 eneral - Personally I would be completely satisfied it you just built the
	yellow line extension (bibe path, and left the current bridge as is. I word never drive across it again. I do understand that this is not

againg to happen. But you cannot let readtance from Clark (ourty) SI like in Vancouver) block the extension of hight rail over the river. As far as I'm concerned, that is a deal preaker - production of there is no hight rail, there should be no bridge.

P-0656-002 perifics - As a regular cyclist, I implore yos; please put the bike path next to the light rail, and not next to (under the freework. P-0656-003 And if you want the light rail to surred (and I do), then extend it as fac as possible, and make sure there is pleasy of park and cide capacity clight next to the stations (i.e. the kinggins Bau Terminus with the stop of clark college is the best and, and the Mill Plain Terminus idea is flat out stupiel).

over

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

P-0656-004 Replace the existing bridges

0286

Supplement the existing bridges with a new structure

Do nothing—make no changes to the existing bridges

No opinion

P-0656-001

1 of 2

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.

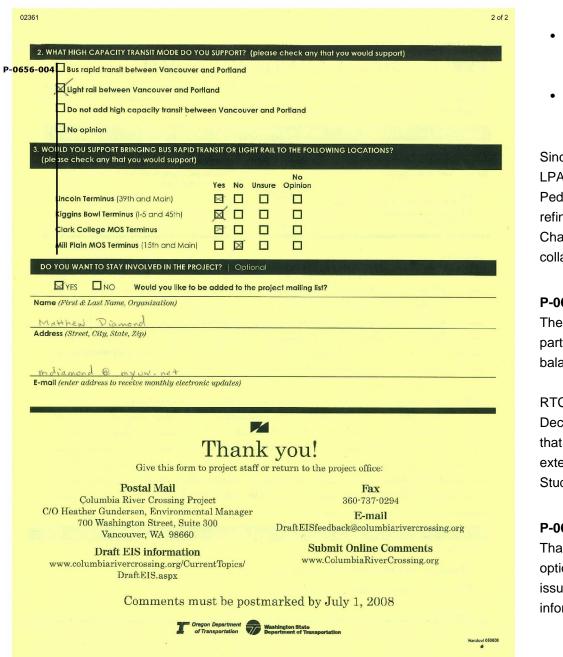
With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians 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-0656-002

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-0656-003

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

P-0656-004

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.