

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? _____

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-0172-001 | Provide sound walls ~~where~~ at North Portland Harbor

P-0172-002 | Light rail immediately adjacent to new bridge



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

- P-0172-003 | 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-0172-001

Potential noise and vibration impacts that would result from the CRC project were disclosed in the Chapter 3 (Section 3.11) of the DEIS, and have been updated in Chapter 3 (Section 3.11) of the FEIS.

The FHWA with input from the DOT's set the traffic noise abatement criteria for highway noise, which are implemented by the state DOT's. Noise walls, to the extent that they are effective at reducing noise and can be constructed at a reasonable cost, are the most common type of mitigation for highway noise when project related noise levels exceed the abatement criteria. The DEIS proposed potential locations for new or replacement noise walls that are preliminarily considered reasonable and feasible by state criteria. Information on the noise walls used to mitigate project related highway noise impacts can be found in the DEIS (pages 3-301 through 3-305). The analysis performed for the FEIS is based on more refined designs and updated traffic modeling (Chapter 3 Section 3.11).

The criteria in the FTA Guidance Manual for Transit Noise and Vibration Impact Assessment are based on documented research on community reaction to noise. The amount that the transit project is allowed to change the overall noise environment is reduced with increasing levels of existing noise. There are two levels of impact included in the FTA criteria; moderate impact and severe impact. The criterion for moderate impact varies according to the existing noise level, the predicted project noise level, and the percentage of people highly annoyed by the project noise. The severe impact also varies according to the existing and projected noise levels, but is set at levels where a higher percentage of people would be highly annoyed by the project noise. Project noise in the no impact range is not likely to be annoying to most people. While the FTA recommends mitigation be considered for all impacts, impacts in the severe category should be avoided or, if no other alternative exists, then mitigation should be implemented. Based on the analysis performed for

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

- P-0172-003** Bus rapid transit between Vancouver and Portland
- Add Light rail between Vancouver and Portland *only if immediately adjacent to I-5*
- 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input 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)

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

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DraftEISfeedback@columbiarivercrossing.org

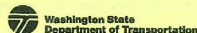
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

the DEIS and updated in the FEIS, light rail operations are predicted to result in several moderate noise impacts, depending on the alternative, however no severe noise impacts were identified under the Clark College terminus (page 3-294). As identified in FEIS Chapter 3 (Section 3.11) these impacts could be mitigated by providing interior sound insulation to residences along the transit alignments and/or sound walls in some locations.

As described in the DEIS and FEIS, the FTA has also developed impact criteria for acceptable levels of ground-borne vibration. Light rail operations could result in some vibration impacts along 17th Street and Washington Street, all of which could be mitigated by installing vibration isolation between the rails and ground. This too has been updated for the FEIS in Chapter 3 (Section 3.11).

Mitigation would occur during project construction.

P-0172-002

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-0172-003

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. Though not immediately adjacent to I-5, of the two Hayden Island alignments that advanced furthest in the planning process, the alignment closest to I-5 was included in the locally preferred alternative (LPA).