

# Columbia River Crossing

Draft Environmental Impact Statement

## CROSSING 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? SAME

#### 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?

P-0101-001

Comments: RE I-5 CONNECTION FROM MARINE DR TO N<sup>6</sup>S FREEWAY EXIT I AM IN FAVOR OF THE OPTION CONNECTING NORTH VANCOUVER WAY TO MLKS THAT IS ENDORSED BY THE TRUCKING INTERESTS. I WOULD ALSO LIKE TO SEE A CONNECTOR STREET ~~RUNNING~~ FROM MARINE DRIVE CROSSING NORTH VANCOUVER WAY THAT ~~FOR~~ RUNS ALONG THE DEVELOPED PARTS OF YELLOW TRUCK, ESSENTIALLY A DIRECT ROUTE FROM MARINE DRIVE TO THE RAMP UP TO MLKS. APPROX AT CANTERLINE ST OR SLIGHTLY WEST

P-0101-002

WOULD ALSO LIKE TO SEE AN EXIT TO THE DELTA PARK MAX FROM I-5 THAT COULD ACCESS N INTERSTATE.  
 ↑ SOUTH BOUND

P-0101-003

DO NOT FAVOR TRYING TO "GINGER BREAD" THE BRIDGE DESIGN. LET'S KEEP IT SIMPLE, GRACEFUL, AND FUNCTIONAL.

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

- P-0101-004  Replace the existing bridges  
 Supplement the existing bridges with a new structure  
 Do nothing—make no changes to the existing bridges  
 No opinion

RECEIVED

JUN 23 2008

Columbia River Crossing

- over -

### P-0101-001

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.

The LPA includes a complete reconfiguration of the Marine Drive interchange, including a direct connection from Marine Drive to Martin Luther King Jr Blvd. For more information, please see FEIS Chapter 2 (Section 2.2).

### P-0101-002

I-5 southbound would have an exit to N Denver Avenue where motorists could access the Delta Park/Vanport Max station and Interstate Avenue southbound.

### P-0101-003

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. The goals of the UDAG include, achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. The UDAG has repeatedly emphasized the preference for a streamlined bridge with ornamentation playing functional, not merely aesthetic, roles.

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

- P-0101-004**  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 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 & Last Name, Organization)

RICK PAGE

Address (Street, City, State, Zip)

905 N. HARBOUR DR, UNIT 14  
PORTLAND OR 97217

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

RICKPAGE2@COMCAST.NET

## 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

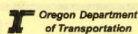
**Draft EIS information**

www.columbiarivercrossing.org/CurrentTopics/  
DraftEIS.aspx

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

**P-0101-004**

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.