



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? Tigard - Linnton

Do you: (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?

How do you regularly travel in the project area: (check all that apply)

- Bicycle? Bus?
 Car or Truck? Walk?
 Other boat

Comments:

P-0154-001

Need have Hayden Island Shuttle before, during and after construction to ease local traffic woes. During construction run shuttle to light rail in Delta Park. Keep as many people out of cars as possible to ease traffic.
 Either move Highway to avoid Safeway grocery store or build new store before construction, possible site for New Safeway near future light rail station. People would shop and then head for home.

P-0154-002

Can Santzen Beach Moorage get easements underneath bridges in order to get JBMI intact. How much uplands would JBMI lose to construction. JBMI uplands used for parking, mitigation could be in the form of new car ports with double stack ^{car ports} mechanisms, electric-hydraulic used in new condos downtown Portland

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

P-0154-003

- 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-0154-001

The CRC project is working to minimize temporary impacts during construction that could impede travel in the project area. These temporary effects were described in Chapter 3 (Section 3.1) of the DEIS, and are refined in Chapter 3 (Section 3.1) of the FEIS, which also includes proposed measures to mitigate these impacts. As the project moves into its final design phase, the CRC project team will complete a construction staging plan that will address, in greater detail, temporary closures, detours, and access on the highway and local streets affected by construction. It is currently not expected that a shuttle would be provided between Hayden Island and Delta Park during construction, though other measures such as clearly signing detours and avoiding closures of arterial roadways during peak periods could minimize construction-related traffic impacts.

The LPA would require the displacement of the Safeway store on Hayden Island. The CRC project will continue to explore ways to encourage grocery and pharmacy services to locate on the Island to replace these lost services.

P-0154-002

ODOT and TriMet do not plan to provide easements for floating homes to be moored beneath the structures. Since the publication of the FEIS, project staff has worked to minimize impacts to JBMI. Though floating homes would still be displaced, JBMI would not be bisected by any project improvements. Current designs indicate that approximately 20 percent of JBMI's upland property would need to be acquired to construct the LPA. It is expected that the eastern access and parking in this area would be eliminated. Access to the property, as well as parking, would need to be rearranged to mitigate for these impacts.

P-0154-003

Preferences for specific alternatives or options, as expressed in

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

- P-0154-003** 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"/>
Mill 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)

Jan Zweerts resident of JBMI

Address (Street, City, State, Zip)

1859 N. Santzen Ave Portland OR 97217

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

jmzweerts@aol.com

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

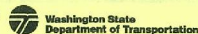
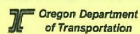
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050608

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.