



Columbia River 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? 98660 Work zip code? 98661

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-0593-001 Consider selecting a prominent designer like Calatrava to design the structure that is both functional and a piece of art.
- P-0593-002 I am concerned about the quality of life impacts to me and other residents of the West Coast Bank Building.
- P-0593-003 I want light rail downtown.

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

- P-0593-004 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-0593-001

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. For example, this work has included identifying significant iconography (e.g., symbols, patterns, etc) that will reflect the Native American communities in the area, early pioneers, and other significant themes in local history. These images will be incorporated into project designs and public art installations. More discussion of bridge designs can be found in of the FEIS Chapter 3 (Section 3.9).

There is a possibility that the bridge over the North Portland Harbor could include iconic design elements or vary in bridge type from the main river crossing. However such a design would have to be balanced with other considerations, including the potential increased cost associated with a high-profile bridge over the North Portland Harbor and the desire to have an integrated structure with a free-flowing design. The construction of two significantly different bridge types would likely detract from the overall visual quality of the project and may introduce incompatible elements to Hayden Island.

P-0593-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. Since the project began, we have been concerned about all property owners, residents, and others who may be directly impacted by

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

- P-0593-004** 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins 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

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

Submit Online Comments

www.ColumbiaRiverCrossing.org

Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
 DraftEIS.aspx

Comments must be postmarked by July 1, 2008



Handout 020008

the construction and operation of the facilities. We have worked very hard to avoid displacing properties and to minimize adverse impacts. The West Coast Bank Building is very close to the right-of-way, and has been the subject of numerous planning meetings. During construction, there will be adverse impacts, though these will receive mitigation. For a discussion of construction noise and air quality mitigation, please see Chapter 3 (Section 3.10 and 3.11, respectively). Many of the presumed long-term adverse impacts in downtown Vancouver will be addressed during design, for example, through the inclusion of noise walls.

P-0593-003

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-0593-004

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.