

## P-0663-001

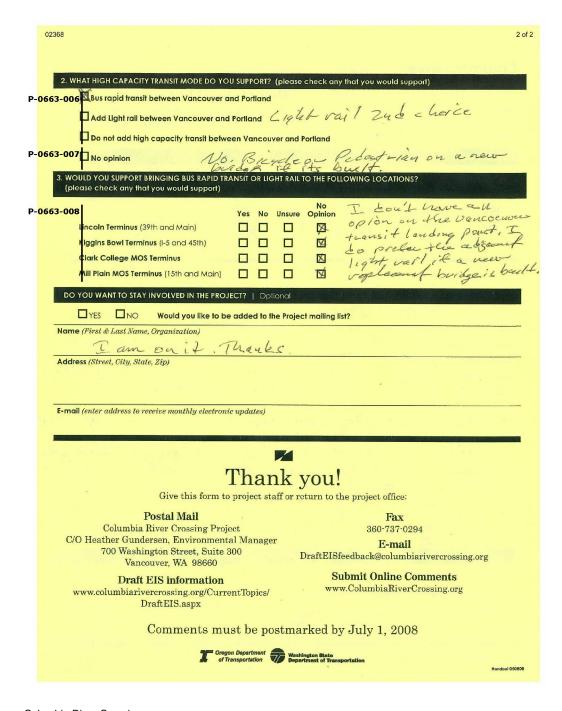
Thank you for taking the time to submit your comments on the I-5 CRC DEIS. Please see Chapter 3 (Section 3.3), Property Acquisitions and Displacements, of the FEIS for a map and description of the floating homes that would be displaced by the LPA.

## P-0663-002

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

# P-0663-003

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). Additionally, local sponsors, taking into consideration input from the community, selected the adjacent light rail alignment over North Portland Harbor and Hayden Island to minimize the impacts to the



floating home community and minimize the footprint of the improvements over the island.

# P-0663-004

As described in Chapter 1 of the DEIS, the project's Purpose and Need reflects "previous planning studies, solicitation of public input, and coordination with stakeholder groups." This outreach, and prior planning studies, identified bicycle and pedestrian access across the Columbia River as an important element of this project. This need is included in the project's Purpose and Need. As such, any alternative (except No-Build) evaluated in the DEIS must address this need to improve bicycle and pedestrian infrastructure.

#### P-0663-005

Please refer to response to comment P-0663-002.

# P-0663-006

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-0663-007

Please refer to response to comment P-0663-004.

# P-0663-008

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.