

# Columbia River Crossing Comment Form

Draft Environmental Impact Statement

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? 97217

Do you: (check all that apply)

|   |  |
|---|--|
| <input checked="" type="checkbox"/> Live in the project area?           | <input type="checkbox"/> Commute through the project area? |
| <input checked="" type="checkbox"/> Work in the project area?           | <input type="checkbox"/> Other                             |
| <input checked="" type="checkbox"/> Own a business in the project area? |  |

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

|   |                                |
|---|--------------------------------|
| <input checked="" type="checkbox"/> Bicycle?      | <input type="checkbox"/> Bus?  |
| <input checked="" type="checkbox"/> Car or Truck? | <input type="checkbox"/> Walk? |
| <input type="checkbox"/> Other                    |                                |

**P-0678-001** We need an enhanced I-405 from Hwy 30 along railroad  
 Comments: across Hayden Island into Vancouver joining I-5 below the  
 Replacement = I-305 junction

**P-0678-002** I do not think the offset light rail  
 over Hayden Island should be permitted.  
 It would further divide our moorage (JBMI)  
 since you want to build a bridge over A+B row  
 + wipe them out.

I dont want our parking lot diminished either  
 if parking space are removed for road improvement  
 we will not meet the # of spaces per residence  
 as require by portland City Code

I live on Brow @ JBMI - I really do not  
 want to be moved for this project. This has  
 been my home for 15 years + I am getting ready to  
 retire.

**P-0678-003** This project, as is, is too huge! It needs to focus on  
 the Freeway + follow up for Pedestrians/Bikes

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

**P-0678-004**

Replace the existing bridges

Supplement the existing bridges with a new structure of I-405 to I-5  
 North of Vancouver  
 to share the interstate traffic

Do nothing—make no changes to the existing bridges

No opinion

- over - This would be an excellent  
 offering for freight commerece

**P-0678-001**

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-0678-002**

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). 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.

Since the publication of the DEIS in May of 2008, and the selection of the LPA by project partners in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the

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

- P-0678-005**  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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| Giggins Bowl Terminus (I-5 and 45th)    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Clark College MOS Terminus              | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Mill Plain MOS Terminus (15th and Main) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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)

Already on mailing list - Sherene Vanegas

Address (Street, City, State, Zip)

1613 N Jantzen Ave  
Portland OR 97217

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

VanegasNW@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 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 050803

projects' improvements, including those to JBMI. Though the project team has been working to stay within the existing right-of-way, some property acquisitions at JBMI would be unavoidable. JBMI will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property.

Please see Chapter 3 (Section 3.3), Property Acquisitions and Displacements, of the FEIS for a description of JBMI properties that would be displaced by project improvements.

**P-0678-003**

The Purpose and Need is based on extensive analysis of the existing and projected transportation problems in the I-5 CRC corridor, and reflects extensive feedback from the public and stakeholder groups. This includes analysis and input during the CRC study as well as the I-5 Transportation and Trade Partnership Study and Strategic Plan that preceded CRC. The Purpose and Need focuses largely on metrics that do not inherently require substantial, or exclusive, increases in highway capacity. The purpose statement is intentionally worded so as to allow consideration of a wide range of solutions including demand management, transit, highway, tolling, and other options for addressing the stated needs. Following the development of the Purpose and Need statement, analysis of a wide range of alternatives, and input from the public, agencies and stakeholders on those alternatives and analysis, it became clear that that the Purpose and Need could not be met by any single type of improvement. It is best met by a multimodal alternative that improves highway, transit, and bicycle and pedestrian facilities in the I-5 corridor, and adds tolling to the highway river crossing.

**P-0678-004**

Please see response to P-0678-001.

**P-0678-005**

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.