

# 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? 98660 Work zip code? Portland

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 MAX (park+ride)
- Bus?  
 Walk?

Comments:

P-0709-001 South of Expo/Marine Drive option -  
 Opens up area east of Expo MAX stop  
 that could be used for Park+Ride  
 (currently - not much parking for this site)  
 Design Light Rail to avoid impacts to  
 alignment. Diversified Marine

P-0709-002 Like decoration below bridges (CR) over Columbia  
 & make this part beautiful, & keep low  
 (like 205) & the top. (Saves Park+Ride)

P-0709-003 LOVE LIGHT RAIL option!! It opens up  
 unroadway to Airport, Portland, etc.

P-0709-004 Thanks for all good info!! (:) )

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

- P-0709-006  Replace the existing bridges Don't mess with old ones please!  
 Supplement the existing bridges with a new structure  
 Do nothing - make no changes to the existing bridges  
 No opinion

P-0709-005 We do not need to - over -  
 stop using cars - we need non-polluting  
 fuel/sustainable

### P-0709-001

Following the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team established a Stakeholder Group to provide feedback on the function and design of the Marine Drive interchange. This advisory group was comprised of a wide range of stakeholders with strong interests in the final design of this interchange including, Metro, Tri-Met, the Oregon Department of Transportation, the City of Portland, the Port of Portland, trucking and distributions companies, the Audubon Society, nearby property owners or operators, such as Diversified Marine and the Metropolitan Exposition Recreation Commission, as well as community members from the surrounding Bridgeton, Kenton, and East Columbia Neighborhoods.

Working with this advisory group, the CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for a range of potential interchange designs. The Marine Drive interchange design included in the LPA that is analyzed in the FEIS was developed with this stakeholder advisory group to balance many competing interests, including freight mobility, property impacts to nearby properties, and environmental impacts. For more information regarding this process and its outcome, please see Chapter 2 (Section 2.7) of the FEIS.

Regarding Diversified Marine specifically, the project staff has worked extensively, including taking a facility tour, to better understand the operations of Diversified Marine and determine what their needs are. The project has committed to involve Diversified Marine in discussions that would affect their property, or access to their property, as early and often as possible. In an effort to minimize impacts to Diversified Marine, the transit designers have shifted the light rail alignment to the west to avoid bisecting their property. In addition, the Marine Drive Interchange design provides a new local access that would connect the otherwise

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

- P-0709-006**  Bus rapid transit between Vancouver and Portland *But could still use carpool lanes*
- 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"/> <i>(ok for later)</i>
Higgins Bowl Terminus (I-5 and 45th)	<input 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"/> <i>now</i>
Hill Plain MOS Terminus (15th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <i>now</i>

**DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional**

YES  NO Would you like to be added to the project mailing list? *Already on it*

Name (First & Last Name, Organization)

*Kathleen Waldman*

Address (Street, City, State, Zip)

*1501 1/2 Esther Street  
Vancouver WA 98660*

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 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

cut-off Diversified Marine to the Interstate and its previously leased storage and staging yard.

**P-0709-002**

The CRC project has assumed that the Pearson Field will continue to operate as an active air field and we are therefore not advancing any tower bridge types that would require the closure of the air field. Regarding aesthetics, 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. All UDAG meetings are open to the public to attend and observe, and are facilitated by the mayors of both the City of Vancouver and City of Portland. 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. This work includes identifying significant iconography (e.g., symbols, patterns, etc) that will reflect the history of the area, the Native American communities, early pioneers, and other significant themes. These images will be incorporated into an art master plan. A more detailed discussion of bridge designs can be found in Chapter 3 (Section 3.9) of the FEIS.

**P-0709-003**

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-0709-004**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**P-0709-005**

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological

advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

**P-0709-006**

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.