

**From:** [Olson, Carolyn](#)  
**To:** [Draft EIS Feedback](#);  
**CC:** [Wetzel, Alice Ann](#); [Gillam, John](#);  
**Subject:** CRC Draft EIS Comments attached  
**Date:** Tuesday, July 01, 2008 4:42:43 PM  
**Attachments:** [1883\\_001.pdf](#)  
[1884\\_001.pdf](#)  
[1885\\_001.pdf](#)  
[1886\\_001.pdf](#)

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**L-024-001** Attached are the transmittal letter and three comment documents from the City of Portland Bureau of Planning and the City of Portland Planning Commission.

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**L-024-001**

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



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Tom Potter, Mayor  
Gil Kelley, Director

July 1, 2008

Ms. Heather Gundersen  
Environmental manager  
Columbia River Crossing  
700 Washington Street  
Vancouver, WA 98660

Dear Ms. Gundersen:

Thank you for the opportunity to comment on the Draft environmental Impact statement for the Columbia River Crossing. Attached are the comments of the Bureau of Planning and the City of Portland Planning Commission.

Enclosed is the Planning Commission's letter regarding the Columbia River Crossing, a list of questions from the Planning Commission and comments on the Draft environmental impact statement.

Should you have any questions, please direct them to Joe Zehnder (503-823-7815) or Alice Ann Wetzel (503-823-9711) of my staff.

Sincerely,

Gil Kelley  
Director

cc: John Gillam, Office of Transportation  
Alice Ann Wetzel, Bureau of Planning



**L-024-002**

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

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| Bureau of Planning<br>Comments on the Columbia River Crossing Draft Environmental Impact Statement |                  |         |  |
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|  | Section-<br>Page | Comment |  |
|  | 1                | 1-6     | Change Portland Planning Bureau to Portland Bureau of Planning   |
|  | 2                | 2-33    | Support location of Hayden Island station adjacent to 1-5 in accordance with the Hayden Island Concept Plan.   |
|  | 3                | 2-35    | Support tolling as a transportation demand management tool and financing mechanism with highest variable toll rate to promote use of light rail transit.   |
|  | 4                | 2-36    | Support transportation demand management measures incorporated in the DEIS and the investigation of more strenuous measures for inclusion in the project.  |
|  | 5                | 2-41    | Support construction and operation of light rail transit before completion of replacement bridges.   |
|  | 6                | 3-67    | Endorse development of a high quality "gateway" transit station adjacent to I-5 in a design that addresses potential safety issues.  |
|  | 7                | 3-71    | Support light rail transit as the high capacity transit mode for the project.  |
|  | 8                | 3-73    | Support tolling of both the I-5 and I-205 bridges across the Columbia River.   |
|  | 9                | 3-81    | Support construction of light rail facilities first to promote use of alternate modes of transit and for continuation of bicycle/pedestrian access across the river.   |
|  | 10               | 3-98    | Encourage the CRC to investigate opportunities to replace floating home slips lost due to the construction of the CRC and to maintain affordable floating homes in the Hayden Island community.  |
|  | 11               | 3-128   | All build options will have impacts by displacing businesses and floating homes. Encourage the CRC to work with local businesses to find opportunities to relocate on land freed up after the construction if desired by the business.   |
|  | 12               | 3-130   | Although the supplemental bridge alternative has a smaller footprint than the replacement bridge, the replacement bridge provides the opportunity on Hayden Island for Tomahawk Island Drive to be continued through the Jantzen Beach SuperCenter creating a Hayden Island main street, which is supported in the Hayden Island Concept Plan.                                       |
|  | 13               | 3-132   | Freight is an important user of the I-5 corridor through the Marine Drive interchange and it is necessary to provide facilities to meet the continued freight mobility needs.  |
|  | 14               | 3-132   | Support ample long-term capacity to foster freight mobility and economic development at the Marine Drive / I-5 interchange, where Oregon's multimodal freight hub (marine/rail/pipeline) and largest heavy industrial districts merge with I-5, based on Portland Comprehensive Plan policy 5.4 (p. 40) and River Renaissance Strategy policies 4.1 and 4.2 (2004, p. 404).          |
|  | 15               | 3-132   | Portland's River Plan North Reach discussion draft (May 23, 2008, p. 85) recommends support for Columbia River Crossing as an economic development priority to leverage industrial reinvestment in the Working Harbor. CRC was the most often cited public investment priority for economic development cited in project interviews with 60 Working Harbor industry leaders in 2006. |
|  | 16               | 3-135   | Support the continued study of the alignment of Marine Drive interchange that best meets the needs of the freight community, local street and  |

**L-024-003**

Thank you for this information, the name has been updated in the FEIS.

**L-024-004**

The location of the Hayden Island transit station included in the LPA is adjacent to I-5 near Tomahawk Island Drive. For more information about current plans for the design of the Hayden Island Station, or for a description of how the Portland Working Group has been involved in its design, please see Chapter 2 of the FEIS and Appendix B.

**L-024-005**

The CRC project proposes to include a variable rate toll. The goal of variable-rate tolling is to reduce congestion and maximize the flow of traffic through this corridor. With a variable rate toll, a lower toll is charged when traffic demand is lower and a higher toll is charged when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway.

**L-024-006**

Many well coordinated TDM/TSM programs are already in place in the Portland-Vancouver Metropolitan region and supported by agencies and adopted plans. In most cases, the impetus for the programs is from state-mandated programs: Oregon's Employee Commute Options rule and Washington's Commute Trip Reduction law.

The physical and operational elements of the CRC project provide the greatest TDM opportunities by promoting other modes to fulfill more of the travel needs in the project corridor. These include: major new light

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| Bureau of Planning<br>Comments on the Columbia River Crossing Draft Environmental Impact Statement |                  |   |
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|  |                  | neighborhood connectivity as well as and support greater employment transit-oriented development at the Expo Center light rail station.<br><br>The Bureau of Planning does not support the middle alignment of the Marine Drive interchange which bi-sects the Expo Center. |
|  | 17 3-138         | Support the development of transit-oriented development along the proposed light rail transit corridor, especially at the Jantzen Beach SuperCenter. Support the continued access to the SuperCenter during its redevelopment and the construction of the CRC.              |
|  | 18 3-151         | Neighborhood Plans: In Portland, the City formally adopts neighborhood plans; they do become the comprehensive plan for the neighborhood and are incorporated into the City's comprehensive plan.   |
|  | 19 3-160         | Both the supplemental and replacement bridge options will require the displacement of floating homes; it is hoped that alternative sites on Hayden Island are found for replacement slips.  |
|  | 20 3-171         | Support light rail transit because it has the least amount of noise impact on Hayden Island.  |
|  | 21 3-175         | Support adjacent alignment of transit facilities, it impacts fewer floating homes.  |
|  | 22 3-176         | Support measures that limit construction impacts on the Hayden Island, Bridgeton and Kenton neighborhoods.  |
|  | 23 3-179         | Support potential mitigation measures for low income populations as discussed in the DEIS.  |
|  | 24 3-183         | Encourage that all efforts are made during construction to prevent any interruption in service for water, electricity, communications, emergency services to Hayden Island and North Portland.  |
|  | 25 3-205         | Support the inclusion of the Bridgeton multi-use trail in the planning for the CRC in such a manner that enhances the access to the trail through the project area and to the CRC bicycle/pedestrian facilities.  |
|  | 26 3-265         | Visual Impact of the bridge structure and the CRC should be done in such a manner that an iconic gateway to Oregon and Washington is created in the project design, enhancing the views to Mount Hood and the Columbia River upstream and downstream.                       |
|  | 27 3-307         | Support noise mitigation insulation and other measures for floating homes from the noise impacts of the highway and the transit.  |
|  | 28 3-324         | Support the energy saving measures proposed in the DEIS.  |
|  | 29 3-349         | Support the installation of a limited number of piers in the Columbia River and North Portland Harbor to protect native in-water species.   |
|  | 30 3-349         | Support the treatment of stormwater from the bridges to improve water quality and protect in-water species.   |
|  | 31 3-349         | Support LRT because it will emit fewer pollutants to the water and environment.   |
|  | 32 3-352         | Support looking at mitigating adverse impacts to the environment in a holistic larger area than replacing small areas in a piecemeal manner.  |
|  | 33 3-352         | Support an aggressive riparian planting effort at the completion of the project to provide for uplifted enhanced habitat areas in the riparian  |

rail line in exclusive right-of-way, as well as express bus and feeder routes; modern bicycle and pedestrian facilities that accommodate more bicyclists and pedestrians, and improve connectivity, safety, and travel time; park and ride lots and garages; and a variable toll on the highway crossing.

In addition to these fundamental elements of the project, facilities and equipment would be implemented that could help existing or expanded TSM programs maximize capacity and efficiency of the system. These include: replacement or expanded variable message signs or other traveler information systems in the CRC project area; expanded incident response capabilities; queue jumps or bypass lanes for transit vehicles and other designated vehicles where multi-lane approaches are provided at ramp signals for entrance ramps; and expanded traveler information systems with additional traffic monitoring equipment and cameras.

The CRC project has crafted a multi-pronged TDM program to address capacity demands during construction of the project. The program promotes alternate modes of transportation for those crossing the bridge and includes increased carpool, vanpool and transit options and promotion of pedestrian and bicycle trips.

#### L-024-007

Due to construction constraints and the necessity for light rail to travel on the same structure as the vehicle lanes, it is not possible to begin operation of the light rail extension prior to completion of the bridge crossing.

#### L-024-008

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members from North Portland and Hayden Island – residents, business owners, transit dependent populations, and commuters – who have interest in light rail planning to form the Portland

| Bureau of Planning   |              |   |
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| Comments on the Columbia River Crossing Draft Environmental Impact Statement |              |   |
|  | Section-Page | Comment   |
|  |              | margins of the project area and beyond.   |
| L-024-035  <br>L-024-036   | 34 3-390     | Support the treatment of stormwater from the bridges to improve water quality.  |
| L-024-037  | 35 3-399     | Support the inclusion of seismic design standards and/or upgrades for the bridges to provide the greatest protection in the event of a severe earthquake.   |
|  | 36 3-401     | Support the inclusion of seismic design standards and/or upgrades for the interchanges at Marine Drive and Hayden Island to provide the greatest protection in the event of a severe earthquake.  |
| L-024-038  | 37 3-402     | The term "de-watering" is used and there is no definition. It would assist the reader if it was defined.  |
| L-024-039  | 38 3-426     | Support the continued collaboration with the Bureau of Planning on the Hayden Island land use plan.   |
| L-024-040  | 39 3-426     | Support the improved freight transportation access to the Port of Portland and Portland International Airport and the industrial business in the I-5 corridor.  |
| L-024-041  | 40 3-429     | Attention and care must be taken to provide for continued water, sewer and other services on Hayden Island during the construction of the CRC project. Currently water is provided to the Island via a pipe attached to the North Portland Harbor bridge. This service should not be disrupted during construction. |
| <b>General Comments</b>  |              |   |
| L-024-042  <br>L-024-043   | 41           | Need to create <i>signature</i> open space at north edge of Hayden Island on Columbia River.  |
|  | 42           | Emphasize creation of <i>gateway</i> light rail station on Hayden Island.   |
| L-024-044  <br>L-024-045   | 43           | Explore creation of a visually iconic bridge structure over North Portland Harbor.  |
|  | 44           | Support the recommendations in the Design Guidance for the Columbia River Crossing Project prepared by the Urban Design Advisory Committee.   |

Working Group (PWG). The PWG meets regularly to develop recommendations and provided feedback to the CRC project, the City of Portland and TriMet on a variety of topics, including station area planning. Recommendations provided by the PWG, with consideration of community input and the Hayden Island Plan, were used to develop a set of design principles that would meet the needs of users by maximizing accessibility, while providing a safe and aesthetically-pleasing station environment. For a description of how the PWG has been involved, please see Appendix B, Public Involvement, of the FEIS.

#### L-024-009

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 light rail to Clark College as part of the project's Locally Preferred Alternative (LPA). For a more detailed description of the transit improvements associated with the LPA, see Chapter 2 of the FEIS.

#### L-024-010

Tolling I-205 is not part of this project, but could be implemented separately. With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for approval to toll a facility.

#### L-024-011

Please see the response to L-024-006.

#### L-024-012

In the course of conversations with potentially affected property owners,

CRC staff received inquiries about the potential for constructing a new marina to accommodate displaced floating homes. To better understand issues related to new marina permitting and construction, project staff conducted research on the development of marinas. This research found likely challenges to developing a new floating home marina, including the challenge of receiving permits through local jurisdictions and environmental resource agencies. The project is not pursuing construction of a floating home marina.

As with any other acquisitions, the CRC will obtain independent appraisals to determine fair market value for each home that must be displaced but cannot be relocated. Qualified acquisition agents will work closely with each floating home owner to try to arrive at mutually agreeable terms for the purchase of each home. The agents will also provide relocation assistance to all displaced occupants.

**L-024-013**

Businesses displaced by the CRC project would likely be relocated near the beginning of construction, as opposed to waiting until construction is complete, though alternate arrangements could be negotiated. The use of land vacated by the DOT after construction would also be determined through negotiations with individual property owners and local jurisdictions.

**L-024-014**

The CRC project includes several improvements to local roads and circulation on Hayden Island. See Chapter 2 of the FEIS for a description of these local road improvements.

**L-024-015**

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; TriMet; 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.

As discussed in Chapter 2 (Section 2.7) of the FEIS, 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. More detailed information regarding this process and its outcome is available in the Marine Drive Interchange Alignment Recommendation Process: Final Summary Report and Stakeholder Recommendation, available online in the project's electronic library at [www.columbiarivercrossing.org](http://www.columbiarivercrossing.org) or by contacting the project office.

**L-024-016**

Please see the response to L-024-015.

**L-024-017**

Thank you for sharing this information. This comment has been noted.

**L-024-018**

Please see the response to L-024-015.

**L-024-019**

Much like that which is characterized in the Hayden Island Plan, the project team foresees transit oriented development surrounding the Hayden Island Station. The station is being designed so that access, lighting, and other factors contribute to such.

**L-024-020**

Construction of the CRC project may require the closure of the easterly accesses to the Jantzen Beach SuperCenter. Access points from Hayden Island Drive and Jantzen Drive would remain open to the maximum extent possible during construction, though short temporary closures may be required. Should the redevelopment of this site occur during the construction of the CRC project, the project would coordinate with the developer regarding access issues and other construction related effects.

**L-024-021**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. The FEIS has been updated to clarify the relationship between neighborhood plans and the City's Comprehensive Plan.

**L-024-022**

Please see the response to L-024-012.

**L-024-023**

Light rail was selected as part of the LPA for a variety of reasons, including the fact that light rail transit would produce less noise than Bus Rapid Transit.

**L-024-024**

The LPA includes an adjacent alignment of light rail across North Portland Harbor and Hayden Island.



**L-024-025**

Throughout the planning process and through construction, the CRC project is committed to minimizing construction related environmental effects. Potential temporary effects, and potential measures to avoid/reduce those effects, were described in each section of Chapter 3 of the DEIS. Measures the CRC project proposes to mitigate these effects are described in each section of Chapter 3 of the FEIS. These mitigation measures have been developed through consultation with federal, state, and local agencies, and community stakeholders. These measures are intended to ensure that construction activities will comply with regulatory requirements and will minimize impacts to people living and working in the project area during construction.

**L-024-026**

Please see Chapter 3 (Section 3.5) of the FEIS for more definitive commitments to Environmental Justice mitigation.

**L-024-027**

As described in the DEIS (Chapter 3, page 3-194) and in the FEIS, the CRC project is committed to minimizing potential temporary utility service outages and impacts to emergency services during construction. The project is especially aware of the sensitive circumstances on Hayden Island, where many vital utilities, such as water, sewer, and electricity, are located on bridge structures that will be replaced during construction. The project team, through coordination with the utility owners and construction staging planning, has been developing a Conceptual Utility Relocation Plan that indicates how utilities will be relocated, where they will be relocated to, how much the relocation will cost, and who is responsible for the relocation (i.e., the DOT or the utility owner). This plan will also propose a schedule for when the utilities should be relocated in coordination with the construction to minimize any potential temporary impacts to utility services. The project team will also work

closely with the utility owners to ensure that any temporary outages are communicated to their customers.

**L-024-028**

The CRC project team, in coordination with the CRC Pedestrian and Bicycle Advisory Committee, has looked at improved east-west connections for bicycles and pedestrians at six interchanges in the project area, at Evergreen Blvd, and the 29th and 33rd Street overpasses in Vancouver. A more detailed description of the facilities currently proposed can be found in Chapter 2 (Section 2.2) of the FEIS.

Improvements to the Victory Boulevard Interchange would be limited to two of the ramps. Local roads would connect the Bridgeton Neighborhood to the Kenton Neighborhood. Any new local roads constructed would be required to adhere to Portland street standards, including provision of bicycle and pedestrian access as required.

**L-024-029**

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. 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 (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated

into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

**L-024-030**

Please see Chapter 3 (Section 3.11) of the FEIS for a discussion of noise impacts and mitigation, including for floating homes.

**L-024-031**

Please see Chapter 3 (Section 3.12) of the FEIS for an updated discussion of proposed measures to conserve energy during construction and operation of the project facilities.

**L-024-032**

The CRC project has sought to limit the number of bridge piers in these water bodies. Please see Chapter 3 (Sections 3.15 and 3.16) of the FEIS for a discussion of bridge piers and their impacts.

**L-024-033**

For new bridges constructed as a part of the LPA, stormwater treatment of runoff will occur. Please see Chapter 3 (Section 3.14) of the FEIS and the Water Quality and Hydrology Technical Report for more information about proposed stormwater management techniques.

**L-024-034**

Please see the response to L-024-009.

**L-024-035**

As described in Chapter 3 of the FEIS, the LPA includes two large compensatory mitigation projects, one in Oregon and one in Washington. Additional mitigation areas will be discussed with local agencies prior to

seeking permits for constructing the LPA, and will comply with local regulations. Opportunities to replant riparian vegetation and to plant additional shrubs and trees in the project area to improve habitat conditions will be identified through ongoing discussions with the regulatory agencies. See Section 3.14, 3.15, and 3.16 of the FEIS for a discussion of the planting of vegetation, and Sections 3.15 and 3.16 for a discussion of compensatory mitigation projects.

**L-024-036**

Please see the response to L-024-033.

**L-024-037**

New bridges and interchanges called for under the LPA will be designed in accordance with project specific design criteria and current codes to ensure they will withstand seismic forces as described in Chapter 3 (Section 3.17) of the FEIS.

**L-024-038**

Thank you for your comment. Dewatering is defined in Chapter 3 (Section 3.14) of the FEIS.

**L-024-039**

Much coordination occurred with city staff and community members in developing the Hayden Island Plan and CRC project, both before and following the selection of the LPA.

**L-024-040**

The ability to move freight efficiently in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of

representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

**L-024-041**

Please see the response to L-024-027.

**L-024-042**

While the project will seek to collaborate with the City and the community on the provision of open space, the project itself is not likely to construct a "signature open space" on Hayden Island or in Vancouver. The project is committed to partnering toward these goals, and working to make the appropriate design and acquisition decisions, enabling future development of open spaces.

**L-024-043**

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members from North Portland and Hayden Island – residents, business owners, transit dependent populations, and commuters – who have interest in light rail planning to form the Portland Working Group (PWG). The PWG meets regularly to develop recommendations and provided feedback to the CRC project, the City of Portland and TriMet on a variety of topics, including station area

planning. Recommendations provided by the PWG, with consideration of community input and the Hayden Island Plan, were used to develop a set of design principles that would meet the needs of users by maximizing accessibility, while providing a safe and aesthetically-pleasing station environment. For a description of how the PWG has been involved, please see Appendix B, Public Involvement, of the FEIS.

#### **L-024-044**

Following the publication of the DEIS, CRC developed design concepts for providing signature bridge elements for the North Portland Harbor bridges in coordination with the Urban Design Advisory Group (UDAG). Two signature concepts on the collector distributor (CD) ramps were forwarded for consideration. The first was a single arch that crosses each of the CD ramps and the second concept used single pylon asymmetrical cable stayed bridges on each of the ramps. The final recommendation for these ramps will rely on a bridge type study that includes technical and cost elements combined with recommendations by CRC project working groups, City of Portland, ODOT, FHWA, and FTA.

#### **L-024-045**

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. 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 (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.