

Columbia River Draft Environmental Impact Statement JUN 1 6 2008 CROSSING Comment Formcolumbia River Crossing

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.

	Du: (check all that apply)   How do you regularly travel in the project are a?     Live in the project area?   Commute through the project area?     Work in the project area?   Commute through the project area?     Own a bwiness in the   Other
	Own a business in the project area? Car or Truck ? Walk?
Con	solution that is also esthetically pleasing.
-	solution that is also esthetically pleasing.
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1. W	HICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)
	Replace the existing bridges
	Supplement the existing bridges with a new structure
	Do nothing—make no changes to the existing bridges

## P-1114-001

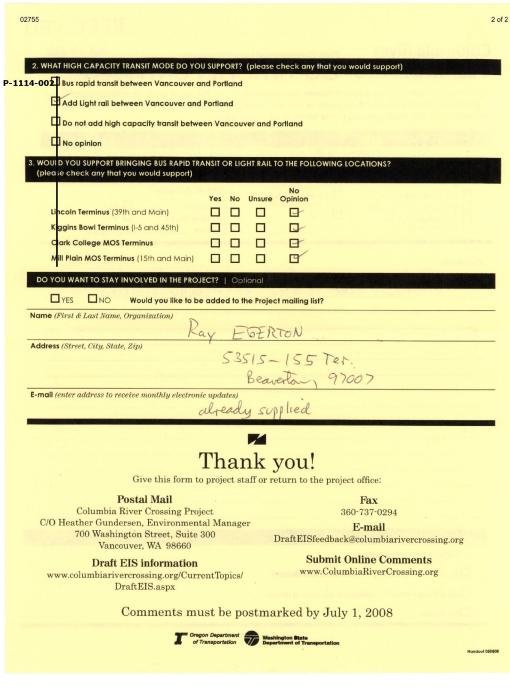
The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bistate Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. 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.

## P-1114-002

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). 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

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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.