

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? 97217 Work zip code? 97217

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 _____
- Bus?
 Walk?

Comments:

P-0215-001 • Concerned about traffic within & on/off during bridge construction.

• Concerned about air pollution from construction equipment.

P-0215-002 • Concerned about off the island going south during December.

• Concerned with getting on the island from Portland (from interstate are or via through Delta Park) during the 5pm rush hour.

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

- P-0215-003** Replace the existing bridges
 Supplement the existing bridges with a new structure
 Do nothing—make no changes to the existing bridges
 No opinion

- over -

P-0215-001

The CRC project is working to minimize temporary impacts during construction that could impede travel in the project area. These temporary effects were described in Chapter 3 (Section 3.1) of the DEIS, and are refined in Chapter 3 (Section 3.1) of the FEIS, which also includes proposed measures to mitigate these impacts.

As the project moves into its final design phase, the CRC project team will complete a construction staging plan that will address, in greater detail, temporary closures, detours, and access on the highway and local streets affected by construction. This construction staging plan will indicate to contractors the proposed sequencing of construction based on DOT standards. Contractors are often given the opportunity to modify the construction staging plan to maximize construction efficiency and economy, but are required to fulfill DOT performance standards for temporary impacts.

Throughout the planning process and through construction, the CRC project is committed to minimizing construction related environmental effects, including local air quality. 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 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. Potential measures for minimizing air quality impacts during construction include the development of a Pollution Control Plan that includes documentation of operational measures that will be used to reduce emissions.

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

- P-0215-003** Bus rapid transit between Vancouver and Portland
- Add 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 type="checkbox"/>	<input type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input 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)

Address (Street, City, State, Zip)

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 650808

P-0215-002

The project will greatly improve access to and from Hayden Island. Please refer to Chapter 3 (Section 3.1) of the FEIS for more information. Not only will the Interstate operate with greater safety and less congestion, the access points on the island will function much better than they do today.

P-0215-003

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.