

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? _____

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-0216-001

Concerned about impact this will have on Tawawa Beach moorage. I live there and am currently a board member of our association. We are interested in having meetings with our residents and to let our community know how ~~we~~ we will be impacted by this project.

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

P-0216-002

- 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-0216-001

Chapter 3 (Section 3.3) of the DEIS disclosed all known floating home displacements that would result from the two highway and two transit alternatives crossing the North Portland Harbor (pages 3-105 and 3-112, respectively). The DEIS also listed potential mitigation measures tailored to suit the unique situation of the floating home community (page 3-119).

For the FEIS analysis, the CRC project team has worked to better understand the organization of the floating home communities in the North Portland Harbor. As presented in Chapter 3 (Section 3.5) and Chapter 6: Public Involvement of the FEIS, the team coordinated with floating home owners, moorage owners, Boards and management, to gather address and ownership information for each floating home. The impacts to individual floating homes are described in Chapter 3 (Section 3.3) of the FEIS and listed in Appendix E.

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.

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

- P-0216-002** 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Higgins 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)

Address (Street, City, State, Zip)

1999 N Santzen Ave

Portland, OR 97217

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

pam.pariseau@cramerst.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

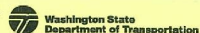
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

P-0216-002

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 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.