

From: [Luanna](#)

To: [Draft EIS Feedback](#)

CC:

Subject: Comments on Columbia River Crossing draft EIS

Date: Saturday, May 24, 2008 3:38:01 PM

Attachments:



Comments on the CRC Draft EIS

- P-0436-001** As a resident of East Hayden Island, I will be very directly affected by the outcome of this process. I have carefully reviewed the options, and offer the following comments, in order of importance to me.
- P-0436-002** 1. I support Alternative 3 - Replacement Bridge with Light Rail transit. This alternative will provide the best opportunity to encourage mass transit, eliminate congestion, improve safety, reduce waste of fuel and improve air quality.
- P-0436-003** 2. Safe auto and truck access on and off of Hayden Island to the new freeway should be a top priority. Currently, safety is a major concern when entering and leaving I-5 from Hayden Island. Auxilliary lanes connecting Hayden Island to Portland and Vancouver should be a key part of the design.
- P-0436-004** 3. North Hayden Island Drive and North Jantzen Avenue should be full public roads to the west of the Jantzen Beach shopping area.
- P-0436-005** 4. I support extension of Tamahawk Island Drive under the new segment of I-5 through Jantzen Beach Center.
- P-0436-006** 5. I support full turning intersections at the second entrance to Jantzen Beach SuperCenter (east of Linen and Things and Home Depot).
- P-0436-007** 6. I support a light rail transit station to the west of I-5, adjacent to Tomahawk Island Drive.
- P-0436-008** 7. The light rail station should be of high quality, and include appropriate protection from the weather, and be handicap accessible. Parking should be adequate to encourage light rail usage and reduce congestion.
- P-0436-009** 8. Now is the time to ensure adequate protection of natural resources. The Thunderbird site would make a good park. Riparian protection and improvements under the old and new bridges for environmental concerns should be a priority.
- P-0436-010** 9. Better river-side recreation access under I-5 is important. I support including

P-0436-001

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

P-0436-002

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.

P-0436-003

As described in Chapter 3 (Section 3.1) of the DEIS, ODOT's Safety Priority Index System (SPIS) ranked two locations within the CRC project area, the Hayden Island Interchange and the North Portland Harbor Bridge, within the top 5% of the highest scored sites or, high crash

- P-0436-010** | walking paths, community use areas, and ramps for access to boating areas.
- P-0436-011** | 10. I support well designed biking and walking access connecting Hayden Island with Portland and Vancouver.
- P-0436-012** | 11. The Hayden Island Concept Plan should be considered at every relevant step of the way. Particularly important in the siting of the stormwater treatment facility.
- P-0436-013** | 12. I support right turn ability for cars on N. Jantzen Drive east of I-5.

Luanna Grow
 Waterside
 707 N Hayden Island Dr. #317
 Portland, OR 97217
 503-452-4554

locations, in the state for 2004 to 2006. Within Washington, five locations along I-5 in the project area have been categorized by WSDOT as high accident locations, as reported in the DEIS.

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC project's purpose and need. As described in Chapter 3 (Section 3.1) of the DEIS and FEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structure high enough for marine traffic, which eliminates the need for a lift span
- The addition of safety shoulders for stalled vehicles and incident responders
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges
- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river.

Additional potential safety measures, such as eliminating interchanges or reducing posted speeds, were considered during earlier phases of the CRC project but were dropped from further consideration because they did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions.

P-0436-004

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.

P-0436-005

The LPA includes an extension of N Tomahawk Island Drive under I-5.

P-0436-006

See response to comment P-0436-004.

P-0436-007

The LPA includes a light rail station on Hayden Island, west of I-5. Transit stations will be covered, ADA-compliant and will be designed to meet community standards. CRC's Portland Working Group (PWG) is assisting in developing guidelines and providing input to the project about design of the Hayden Island station. A park and ride lot on Hayden Island is not anticipated to be provided by the CRC project.

Please see Chapter 2 of the FEIS for more information on light rail station locations and design.

P-0436-008

The redevelopment of the vacant Thunderbird Hotel parcel into a park is not included as part of the CRC project. The CRC project has identified this site as a possible construction staging location, and if used, could potentially sell this site to the City of Portland for development following construction.

P-0436-009

Although there is very little functioning Columbia River riparian habitat in the project area, riparian vegetation, including herbaceous plants, shrubs, and small trees that are present, may be trampled or removed during project construction. Please see Chapter 3 (Section 3.16) for a

discussion of mitigation measures, including replanting impacted areas, that would address riparian impacts. In addition, Chapter 3 (Section 3.15) discusses compensatory mitigation measures that would also provide benefits to in specific riparian areas.

P-0436-010

As described in the DEIS, there will be new recreational facilities provided as part of the CRC project. These facilities include new bicycle and pedestrian pathways that extend over the river connecting in with existing and planned pathways and improved east-west connections throughout the project area, as well as the Community Connector over I-5 that will provide a location for passive recreational uses. Additionally, both the City of Portland and City of Vancouver may have opportunities to develop areas vacated following construction of the project into park and recreational facilities. A more detailed description of these connections and potential facilities can be found in Chapter 3 (Section 3.7) and Chapter 5 of the FEIS.

P-0436-011

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

P-0436-012

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. Our project team is closely coordinated with the project team for the Hayden Island Plan. We have also been coordinating with the potential developers of Hayden Island's new "lifestyle" shopping center, and with the team of the incipient West Hayden Island Plan.

P-0436-013

Please see response to comment P-0436-004.