

# 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? 97223

#### 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

PIEDMONT NEIGHBORHOOD IN PORTLAND

#### How do you regularly travel in the project area: (check all that apply)

- Bicycle?  
 Car or Truck?  
 Other \_\_\_\_\_  
 Bus?  
 Walk?

#### Comments:

- P-0596-001 I SUPPORT A REPLACEMENT BRIDGE IF IT INCLUDES BOTH  
 P-0596-002 LIGHT RAIL & BRT. BOTH OPTIONS ARE REQUIRED ESPECIALLY  
BECAUSE LIGHT RAIL IN PORTLAND IS SINGLE TRACK, HOUSE  
OWN/ LOCAL TRAINS OPERATE. IN THE FUTURE, LIGHT RAIL  
DEMAND MAY REQUIRE A SECOND TRACK FOR 'EXPRESS'  
TRAINS.
- P-0596-003 WITH THIS THOUGHT IN MIND, THE REPLACEMENT BRIDGE  
SHOULD HAVE THE CAPACITY FOR TWO LIGHT RAIL TRACK  
 P-0596-004 SYSTEMS. THIS IS IN ADDITION TO BRT / BICYCLE &  
PEDESTRIAN LAMES.
- P-0596-005 BRIDGE FUNDING SHOULD ALSO INCLUDE A 1 OR 2%  
COMMUNITY ENHANCEMENT FUND FOR NEIGHBORHOOD-INITIATED  
ENHANCEMENTS W/IN 2 MILES OF THE BRIDGE IMPACT AREA.
- P-0596-006 SUFFICIENT FUNDS SHOULD BE AVAILABLE TO SUCCESSFULLY  
MITIGATE HOME (INCLUDING RENTERS) AND BUSINESS DISPLACEMENT.

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

- P-0596-007  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-0596-001

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-0596-002

Providing express light rail service between Portland and Vancouver would require a third, and possibly fourth track, to be built to allow light rail trains traveling along the Yellow Line to bypass certain transit stops and non-express trains. This would require a significant capital investment and greater community impacts that are not a part of the CRC project.

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

- P-0596-007**  Bus rapid transit between Vancouver and Portland  
 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Higgins Bowl Terminus (I-5 and 45th)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input checked="" 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 &amp; Last Name, Organization)

- ON FILE -

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 Gundersen, Environmental Manager  
 700 Washington Street, Suite 300  
 Vancouver, WA 98660

**Draft EIS information**
[www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx](http://www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx)
**Fax**

360-737-0294

**E-mail**
[DraftEISfeedback@columbiarivercrossing.org](mailto:DraftEISfeedback@columbiarivercrossing.org)
**Submit Online Comments**
[www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org)

Comments must be postmarked by July 1, 2008



Handout 03/09/08

**P-0596-003**

Providing express light rail service between Portland and Vancouver would require a third, and possibly fourth track, to be built to allow light rail trains traveling along the Yellow Line to bypass certain transit stops and non-express trains. This would require a significant capital investment and greater community impacts that are not a part of the CRC project.

**P-0596-004**

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-0596-005**

The CRC project will not have a community enhancement fund, but will mitigate any adverse impact to low-income and minority populations and provide community enhancements as part of the project design. The DEIS evaluated potential effects to low-income and minority populations, and found the project would benefit them by reducing traffic congestion, introducing high-quality reliable transit on Hayden Island and in Vancouver, and improving bicycle and pedestrian facilities.

As engineering progresses, the project team will continue to evaluate the best method to integrate community enhancements into the project design. We are working with surrounding communities to support their goals and provide enhancements as part of the overall project design rather than establish a funding source for activities separate from the project.

**P-0596-006**

Since the publication of the DEIS in May of 2008, and the selection of the LPA by project partners in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the projects' improvements. Though the project team has been working to stay within the existing right-of-way, some property right acquisitions will be unavoidable. Property owners will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. Following the publication of the FEIS, property owners will be notified of impacts to their property and acquisition negotiations will begin. The acquisition and relocation process will follow The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (as amended).

Potential property acquisitions that will be required to construct the LPA are described and summarized in Chapter 3 (Section 3.3) of the FEIS

and listed by property in Appendix D. The process by which acquisitions will occur is described in the Real Property Acquisition and Relocation Plan and summarized in Chapter 3 (Section 3.3) of the FEIS.

**P-0596-007**

Thank you for your comment. 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.