

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? 98060 Work zip code? n/a

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-0617-001 As downtown Vancouver residents who regularly walk in the area, it is very important to us that park spaces and trails be maintained at existing levels or improved. The waterfront area by the Ship of Discovery park should be as "green" - i.e. filled with growing/green plants - as possible rather than concrete. It's also important to maintain pedestrian access to the waterfront, Apple Tree Park + Land Bridge, as historic Reserve.

P-0617-002 Flights from Pearson Airport should not be deemed more important than bridge design. If the airport becomes a park in order to do an optimal bridge design, it should be considered, especially as it has few but very noisy flights.

P-0617-003 Safe and accessible pedestrian access to whichever bridge option is important to us. It would be nice to be protected from car splashing as we walk over the bridge.

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

- P-0617-004 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-0617-001

Avoiding impacts to park and recreation resources is a federally mandated project priority, as well as an important goal of Sponsor Agencies. As described in Chapter 5 of the DEIS and FEIS, public parks and recreation areas are protected by Section 4(f) of the Department of Transportation Act (49 USC 303), which says that a project must avoid any use of such property unless there is no feasible and prudent alternative to using the land, or unless the impact will be de minimis (i.e., an impact that will not adversely affect the features, attributes, or activities qualify the property for protection under Section 4(f)).

Chapter 5 and Chapter 3 (Section 3.7) of the DEIS describes potential impacts to public park and recreation properties, including the Waterfront Trail and Park, Vancouver National Historic Reserve, Old Apple Tree Park, and Leverich Park, among others. Refined designs used for analysis in the FEIS indicate reduced impacts to most of these resources. The CRC project team has worked with local park jurisdictions to further minimize and mitigate these impacts. For more information about the park and recreation resources potentially affected by the project, as well as possible mitigation measures, please see Chapter 3 (Section 3.7) in the FEIS.

P-0617-002

The protection of Pearson Field, although important from the perspective of historic resource protection, the local economy, the provision of public services, and preferences stated by the City of Vancouver, is not the only factor influencing bridge heights over the Columbia River. Possible intrusions into Portland International Airport airspace, maintenance of marine navigation, construction staging, maintaining I-5 traffic, and constraints imposed by the location and alignment of the river crossing all constrain the ultimate design of the bridge. The upstream river crossing alignment was dropped for further consideration in October 2007. The downstream option has a curved alignment primarily for

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

- P-0617-004** 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input 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?

already on - thanks

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

Fax

360-737-0294

E-mail

Draft.EISfeedback@columbiarivercrossing.org

Submit Online Comments

www.ColumbiaRiverCrossing.org

Draft EIS information

 www.columbiarivercrossing.org/CurrentTopics/
 DraftEIS.aspx

Comments must be postmarked by July 1, 2008



Handout 050808

construction staging purposes, and connecting into existing I-5. The curved alignment limits the feasibility of several different structure types.

Since the publication of the DEIS, the Urban Design Advisory Group (UDAG) met multiple times to discuss the design of the bridges and ultimately endorsed the two-bridge concept in January 2009 and also endorsed the open-web concept in September of 2009. The Project Sponsors Council endorsed a two-bridge option in June of 2009, and also endorsed the Pedestrian and Bicycle Advisory Committee recommendations for a covered pathway with the conditions of the maintenance and security plan in September of 2009. Then in February 2011, the CRC Bridge Review Panel recommended that the project discontinue work on the open-web concept and instead select either a composite deck truss, tied arch or cable-stayed bridge type. Following additional analysis and outreach, the governors, in April 2011, announced selection of the composite deck truss as the preferred bridge type. For a more detailed description of the limitations and opportunities that influenced the bridge type selection process, please see Technical Screening Study Final Report December 2008, Aesthetic Screening Study Final Report March 2009, Final Type Study Report October 2009, CRC Project Bridge Review Panel Report, February 2011, CRC: Key Findings and Recommendation Related to Bridge Type, February 2011 and the memo from the governors offices – Moving Forward; CRC Background, Bridge-type Major Factors, Next Steps, April 2011. Much of this information is also summarized in Chapter 2 of the FEIS.

P-0617-003

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-0617-004

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.