

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)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other _____
<input type="checkbox"/> Own a business in the project area?	

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

<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
<input type="checkbox"/> Other _____	

Comments:

P-0659-001 *My understanding, as a resident of Hayden Island: Under the options that supplement the existing bridges, there would no longer be access to the island from Marine Dr. or MKK for Blvd. (grade differences)*

This would be totally unacceptable! It would require Island residents & visitors to enter I-5 at Delta Park or another access point, making travel on Marine Dr. or MKK very awkward & inefficient.

This loss of access to Hayden Island would be highly detrimental to the residents, and likely to Hayden Island businesses also.

Do not damage the Island by an option that restricts access to the Island!

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

P-0659-002 Replace the existing bridges *(for above reason) See pg. 3-48 #5*

Supplement the existing bridges with a new structure

Do nothing—make no changes to the existing bridges

No opinion

- over -

P-0659-001

Two design options are included in the FEIS for the North Portland Harbor Bridges. The preferred option, LPA Option A, includes local vehicular access between Marine Drive and Hayden Island on a local multimodal bridge. This new structure would include two lanes of arterial traffic, light rail transit, and a multi-use path for bicyclists and pedestrians.

LPA Option B does not include auto lanes on the local multimodal bridge, but instead provides direct access between Marine Drive and the island with collector-distributor lanes adjacent to I-5. Option B essentially provides an arterial-like crossing over the North Portland Harbor by providing a separate bridge structure, adjacent to the mainline, for an auxiliary lane that connects the Hayden Island and Marine Drive Interchanges. As described in Chapter 2 (page 2-24) of the DEIS, this auxiliary lane allows vehicles to travel between Hayden Island and the Oregon mainland without merging into mainline interstate traffic. This auxiliary lane provides that local connection.

P-0659-002

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

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

- P-0659-002** 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 checked="" type="checkbox"/>
Giggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 list.*

Name (First & Last Name, Organization)

Frank Howatt

Address (Street, City, State, Zip)

438 N. Hayden Bay Dr. Portland OR 97217-7954

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

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Vancouver, WA 98660

Fax

360-737-0294

E-mail

Draft.EISfeedback@columbiarivercrossing.org

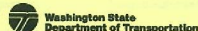
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

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.