



**From:** [East Columbia Neighborhood](#)  
**To:** [Draft EIS Feedback](#);  
**CC:**  
**Subject:** DEIS comment from East Columbia Neighborhood  
**Date:** Tuesday, July 01, 2008 5:48:22 AM  
**Attachments:**

---

- N-020-001** | The East Columbia neighborhood met on June 10, 2008 and voted to submit the following statement:
- The East Columbia Neighborhood supports the alternative of a replacement bridge with light rail, and that would accommodate pedestrian and bicycle transportation.
- N-020-002** | We support the idea of making the bridge aesthetically pleasing and hope that an internationally acclaimed design is chosen for the bridge.
- N-020-003** | We strongly encourage the CRC committee to carefully examine and consider the impacts any bridge project would have on the traffic of NE Marine Drive. Marine Dr. borders the northern edge of our neighborhood and increased truck or freight traffic would be detrimental to the livability of our neighborhood. We are opposed to any reclassification of Marine Dr as anything other than a neighborhood "collector" street. Improved access to I-5 and Hayden Island would greatly improve traffic flow for the residents of our neighborhood.
- N-020-004** | Thank you for the opportunity to submit our statement. We look forward, as a neighborhood, to work with the various agencies on this project as it goes forward.
- Maryhelen Kincaid, Chair
- Board Of Directors: Will Stevens, Karen Myers, Ron Myers, Dick Towle, Gyrid Hyde-Towle, Carolyn May, Christy Perrot, Emma Pletz
- East Columbia Neighborhood Association

### **N-020-001**

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.

### **N-020-002**

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both

[www.ecna07.blogspot.com](http://www.ecna07.blogspot.com) for up to date information

inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

### **N-020-003**

The CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for each interchange design. These analyses were reviewed by the Marine Drive Stakeholder Group who recommended the LPA's Interchange Design for Marine Drive.

Technical analysis and stakeholder input indicated that the Interchange Design best met the varied needs its users and surrounding residential and business community. A detailed description of the design can be found in Chapter 2 of the FEIS.

### **N-020-004**

Since the Draft EIS public comment period, CRC staff have attended multiple meetings of the East Columbia Neighborhood Association. In addition, a member of the neighborhood association served on the Marine Drive Stakeholder Group.