


P-0884-001

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.

From: parafriend@comcast.net 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 04, 2008 10:08:58 AM
Attachments:

Home Zip Code: 97211
 Work Zip Code: 97211

Person:
 Lives in the project area

Person commutes in the travel area via:
 Bicycle
 Car or Truck
 Walk
 Other - use max from expo

P-0884-001

1. In Support of the following bridge options:
 Replacement Bridge
2. In Support of the following High Capacity Transit options:
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: No Opinion

Contact Information:
 First Name: Leslie
 Last Name: Sawyer
 Title:
 E-Mail: parafriend@comcast.net
 Address: 55 NE Bridgeton Av #8
 Portland, OR 97211

Comments:

P-0884-002 | I am already on your e-mail list

P-0884-003 | I would like to see it as a beautiful addition to the city. I know there are limitations, but it would be nice to make this pleasing to look at. I spend many hours sailing on the river and would like something nice to see from there.

P-0884-004 | I would really like a max link north to Vancouver as well as a "safe" way to ride a bicycle across to shop and go to activities in Vancouver.

P-0884-005 |

P-0884-002

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

P-0884-003

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 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.

P-0884-004

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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.