



Columbia River Crossing
CROSSING Draft Environmental Impact Statement
Comment Form JUN 16 2008
 Columbia River Crossing

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? 97007 Work zip code? ///

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-1113-001 | HAVING EXAMINED THE BLUEPRINTS FOR OPTIONS TO THIS PROJECT, AND DISCUSSED THE ISSUES WITH VERY INFORMATIVE STAFF IN BEAVERTON LIBRARY TODAY, I WOULD SAY MY BIAS IS TO REPLACE THE EXISTING BRIDGES.

P-1113-002 | I AM ALL FOR PRESERVING HISTORIC STRUCTURES NORMALLY, HOWEVER IN THIS CASE I BELIEVE a) ROAD SAFETY and b) TRAFFIC FLOW EFFICIENCY, ARE MORE IMPORTANT FOR THE FUTURE

THANK YOU FOR AN INFORMATIVE EXHIBITION, — WHICH MUST HAVE TAKEN MUCH CAREFUL THOUGHT & ORGANISATION. WELL-PRESENTED & PROFESSIONAL!

THANK YOU ALSO, FOR REFRESHMENTS!

Maia Egerton
 MAIA EGERTON, B.A. Email: maiaegerton@hitmail.com

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

- P-1113-003 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-1113-001

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-1113-002

As indicated in Chapter 3 (Section 3.8) of the DEIS, the 1917 (northbound) I-5 bridge structure is listed on the NRHP. The 1958 (southbound) bridge, as a bridge on the National Interstate System, was determined not to be significant at a national level and is not considered eligible for the NRHP. However, the two bridges together are an important element of the historic fabric both for the region and for downtown Vancouver.

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)
P-1113-003 Bus rapid transit between Vancouver and Portland

- Add 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input 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 & 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

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 Vancouver, WA 98660

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

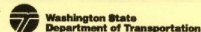
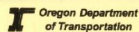
Draft EIS information

 www.columbiarivercrossing.org/CurrentTopics/
 DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050808

Because the 1917 bridge is listed on the NRHP, it is afforded special protection under section 4(f) of the Department of Transportation Act. This law prohibits the USDOT from funding any project that would have an adverse impact on significant historic resources, unless it can be demonstrated that there are no prudent and feasible alternatives that would avoid that impact.

The Supplemental River Crossing, which maintained the existing bridges with seismic retrofits and was analyzed as a component of two of the five alternatives studied, was determined feasible, but not prudent. It would not satisfactorily meet the project need. In addition, the alterations necessary to make the existing bridges safe, reliable, and fully multi-modal, as described in Chapter 4 of the DEIS and FEIS, would undermine the historic integrity of the bridges. The Sponsoring Agencies therefore decided to remove and replace the existing bridges.

Proposed mitigations for the adverse effects of the NRHP-listed I-5 bridge can be found in Chapter 3 (Section 3.8) of the FEIS.

P-1113-003

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.