

January 8, 2009

To: Project Sponsors Council
From: Richard Brandman, ODOT CRC Project Director
Don Wagner, WSDOT SW Region Administrator
Subject: Public comment from open houses held December 2 and 3, 2008

Introduction

The Columbia River Crossing (CRC) project held open houses on December 2 and December 3, 2008, to inform the public about the current status of the project and to solicit public comments about key project issues under consideration, including:

- Number of add/drop lanes
- Light rail alignment and station design
- Interchange improvements

This memorandum provides a summary of issues identified in the open house public comments, and will be used to help inform project staff and advisory groups of public preferences on design issues to be carried forward into the Final Environmental Impact Statement (EIS).

Copies of all the comments received are available upon request.

Locations and Attendance

The December 2, 2008, open house was held at the Hilton Hotel from 5:30 pm to 7:30 pm at 301 W. 6th Street, Vancouver, Washington. The December 3, 2008, open house was held at the Portland Metropolitan Exposition Center from 5:30 pm to 7:30 pm at 2060 North Marine Drive, Hall D, Portland, Oregon. 104 members of the public signed in at the Vancouver open house and 77 members of the public signed in at the Portland open house, for a total public attendance of 181. More than a third of attendees (65) submitted comments at the meetings, either through a comment form or by speaking with court reporters on hand to transcribe comments. Open house attendees were informed that comment forms would be accepted until 5 pm on December 19. In response, one additional comment form was received after the open house events. In addition to comment forms and transcribed comments, 21 electronic public communications and documents were received by the project office during the open house comment period (December 2 through 19).

For a summary of methods used to advertise the open houses, please see Appendix B.

Methods of Comment Submission

Table 1 below describes the methods used to submit comments during the open house comment period, December 2 through 19.

Table 1.

Method of Comment Submission	Quantity Received
Comment Form from Open House, Vancouver, Dec. 2	32
Comment Form from Open House, Portland, Dec. 3	23
Spoken Comment to Court Reporter, Open House, Vancouver, Dec. 2	8
Spoken Comment to Court Reporter, Open House, Portland, Dec. 3	2
Comment Form received Electronically Dec. 2-Dec. 19	1
Emails and Documents Received Dec. 2-Dec. 19	21
Total	87

What We Heard

The comment form included six open-ended questions about the CRC project, primarily focused on design issues. The open-ended questions fell into the following six categories:

1. Add/Drop Lanes
2. Transit Alignment: Hayden Island
3. Transit Alignment: Vancouver
4. Interchange Design
5. Design and Aesthetics
6. Additional Comments

The full text of each question and representative responses are included in the following pages.

1. Add/Drop Lanes

Question

“The new I-5 Bridge will feature three general purpose lanes. Add/drop lanes are being considered for the bridge and within the project area to improve safety and operations on the highway. What factors do you think are most important to consider as this decision is being made?”

Preferences Reported

49 comments were received regarding add/drop lanes (also known as auxiliary lanes), 30 of which supported or opposed including these lanes in the CRC project (see Table 2). The open houses were open to anyone, and many of those filling out comment forms did not answer the question regarding their place of work and/or residence. As such, it is not possible to determine support or opposition to add/drop lanes by community.

As the comment form question regarding add/drop lanes was open ended, the responses were not identical. To facilitate understanding of preferences given, Table 2 groups similar responses together. For example, the preference category “2 or 2+ add/drop” includes all comments supporting 2 add/drop lanes north and 2 add/drop lanes south as well as comments that stated they supported “at least” that many lanes. The categories “more lanes the better” and “fewer

lanes the better” represent those who used similar phrases to describe, non-numerically, their preferences over the number of add/drop lanes.

As can be seen in Table 2, commenters stating preferences tended to favor more, as opposed to fewer, add/drop lanes. As only 34 percent of commenters stated preferences for the number of add/drop lanes, Table 2 may not be representative of the opinions of open house attendees or the broader community.. Details on open house attendance and the number of comments submitted by category is included in Appendix A. Appendix B describes methods used to advertise the open houses and Appendix C includes a copy of the comment form.

Table 2.

Add/Drop Lane Preferences	Quantity Received
“more lanes the better”	6
3 or 3+ add/drop	10
2 or 2+ add/drop	4
1 or 1+ add/drop	4
1 or 0 add/drop	1
no add/drop	1
“fewer lanes the better”	4
Total	30

Representative Responses

Comments regarding add/drop lanes included:

Preferences for More Add/Drop Lanes

- *Traffic safety – 12 lanes safer and less congestion than fewer lanes*
- *Important to have as many add/drop lanes as possible. This will allow those of us who live and shop near the island to do so... efficiently...*
- *... we need to stop thinking about cars and fuels as the same thing... we are going to get to a point where all cars will not be polluting at all and so I want to make sure we have like twelve lanes and really make something*

Preferences for Fewer Add/Drop Lanes

- *... more lanes equals more pollution. With the current six lanes of traffic, afternoon smog is far beyond unhealthful*
- *Automobile use is on the decline, and MAX will reduce it further. I can't see more than one add/drop lane going north and one going south*
- *No more than six lanes [no add/drop lanes]. Portland can't accommodate a surge of new traffic. Need to enforce the 50 mph speed limit to lower accidents*

Additional Considerations

In addition to support and opposition, comments were also received regarding factors to consider when making decisions about add/drop lanes. The comments below are representative of the broad range of factors discussed by commenters.

- *Minimal impact to adjacent neighborhoods, maximum traffic flow*
- *The impact to existing business/recreation...*
- *Visibility of exit signs*
- *Keeping costs in check*
- *Not causing excessive induced demand that then creates need to expand other roads/freeways*

2. Transit Alignment: Hayden Island

Question

“On Hayden Island, the light rail alignment will be located near I-5. In the upcoming months, decisions will be made about station-area design and location. What input do you have about the look, feel and functionality of the future Hayden Island light rail station?”

Representative Responses

Comments regarding transit on Hayden Island were generally included in the Transit, Light Rail, and/or Visual and Aesthetic Qualities comment categories. Comments specific to transit design and location on Hayden Island included:

Design Considerations

- *It needs to have lots of greenery*
- *... various larger objects such as the arc with all the metal shingles at the Expo Center stop [refers to public art consisting of traditional Japanese timber gates strung with metal “internee ID tags” addressing the theme of Japanese relocation during World War II]*
- *No access to train boarding area without ticket...*
- *If possible designs should reflect nature and regional historical elements should be considered*
- *With our rainy weather around here there should be covered waiting areas with enough room to keep smokers away from non-smokers, even outside*

- *Hayden Island station should be well-signed to direct riders and cyclists to area shopping/dining and connecting buses*
- *The Delta Park station seems like it has adequate parking. That is what is most important*
- *I really like the style of the Yellow Line stops along N. Interstate*

Location Considerations

- *Easy access to Jantzen Beach shopping area. I drive there now, but will take MAX*
- *Ease of access for bikes should be considered heavily...*
- *The alignment should best focus on new development and redevelopment. Make sure it is a place that pedestrians will want to stop*

3. Transit Alignment: Vancouver

Question

“In Vancouver, the light rail alignment will end at Clark College. In the upcoming months, decisions will be made about which streets light rail will travel on, station-area design, and the streetscape. What input do you have about these transit design decisions for Vancouver?”

Representative Responses

Comments regarding transit in Vancouver were generally included in the Transit, Light Rail, and/or Visual and Aesthetic Qualities comment categories. Comments specifically regarding transit in Vancouver included:

Design Considerations

- *Follow the redo of the Portland transit mall. Do not take away car travel lanes*
- *Stations should be able to enhance the downtown feel of Vancouver; retail friendly, restaurant friendly!*
- *Stations should fit in with Vancouver themes through art and landscaping. Perhaps highlight Fort Vancouver or Lewis and Clark in station art work. They should be well-lit, visually appealing, and comfortable for waiting*

Location Considerations

- *Get closer to the real campus of Clark College*
- *Consider routes with less impact on existing businesses and homes*

- *The rail should be built to provide maximal growth opportunity for businesses and easy access for commuters. Situations such as at the Rose Quarter Yellow Line, where commuters often jaywalk in the face of traffic, should be avoided*
- *Try not to impact the existing parking/street traffic so using two streets seems like a better option*
- *Couplet would be preferred for having more businesses closer to light rail for both development and access. McLoughlin alignment preferred for cost/construction impact. Also, there are already empty lots at each corner – less property acquisition*
- *Keep it on 16th, not McLoughlin*

4. Interchange Design

Question

“The project will improve six interchanges on I-5. Currently, four improvement options are being considered for Marine Drive. What factors do you think are most important to consider as this decision is being made? What comments do you have about other highway interchanges?”

Representative Responses

38 comments were received regarding interchanges, including comments related to the Marine Drive interchange design. Interchange related comments included:

Marine Drive Related Considerations

- *[I] like the simplicity of the southern alignment option. [It] balances auto and ped/bike and transit access and preserves walking access to Expo Center*
- *Cost!!! The standard alignment is the best option. The others require land acquisition and reduce the access to the expo. Not everyone wants to ride light rail.*
- *The southern options look good with their ability to allow access to waterfront with possibilities for redevelopment*
- *Standard alignment looks good*
- *All parking (and access) at the Expo Center must be preserved. There is too little now and people have been turned away at big events. The Central Alignment option is totally unacceptable*
- *All proposed Marine Drive interchanges [are] unacceptable. Given the volume of truck traffic heading west towards I-5, there is no good way for trucks to get to I-5 North or Rivergate... The best way seems to be what are intended as local streets*

- *High volume for Expo Center events, long add lanes for acceleration (current onramp to I-5 north is not adequate)*
- *I don't like the proposed Marine Drive westbound connection to I-5 via MLK – it requires backtracking on Marine Drive*
- *Impacts to existing businesses along North Portland Harbor – Diversified Marine – access between shipyard and leased storage yard*
- *It is important to streamline the traffic from Marine Drive (east and west) to eliminate the 3-7 pm bottlenecks*

Additional Interchange Related Considerations

- *... add/drop lanes should be separated all the way from a mile south of Marine Drive through Hayden Island to the Columbia River Crossing... This way all the mixing of accelerating and decelerating traffic occurs off the main through lanes*
- *Planting trees should be a major factor in the design of these interchanges*
- *Good signage. Simple Interchange design. Create an interchange that gives traffic the opportunity to flow*
- *... provide a huge buffer area around the wetland at Delta Park. This is critical habitat in an expanding populated area. Pay attention to flyways, runoff, and noise, air and water pollution*
- *Least impact on neighborhood*
- *Getting bicycles and pedestrians across intersections safely*
- *I like the interchanges with sweeping turns similar to 99th Street and 78th Street in Hazel Dell*
- *Minimize traffic idle time on I-5*
- *Minimal wait time to get on the freeway*
- *Do things to mitigate effects of SR 14 South (give it its own lane, merge to two lanes at Mill Plain) and Jantzen Beach North (close during rush hour) now!!*

5. Design and Aesthetics

Question

“What do you think CRC and its Urban Design Advisory Group (UDAG) should consider when planning design and aesthetics for the bridge, transit and highway project elements?”

Representative Responses

34 comments were received on Visual and Aesthetic Qualities, including:

- *Trees – art – make it beautiful*
- *The center should have a clean look, which the various art pieces enhance. It should not look like an art center at first look, but a sophisticated transit interchange*
- *Elevate so island residents, visitors and shoppers don't have to view the traffic on the highway and add parks and pathway underneath with lots of landscaping*
- *Minimalistic design. You should have unobstructed views of the natural beauty*
- *Should remember that it is a gateway between two sister states. Both have unique character and it should make a statement about the transition*
- *I will be happy with a flat bridge... Just some attractive street lamps. I like the open water and sky view when crossing Glen Jackson*
- *Lots of local art work and places for buskers*
- *Look at a series of descending arches taller on the Oregon side and possibly under the bridge on the Washington side*
- *... we need to honor the two airports. And it can be beautiful and not be high. You can make the bottom part of it pretty, you can make the sides interesting.*
- *This will be a monument for 100 years and its design should keep that in mind... I have serious issues with diminishing the design in order to cater to a select few hobby pilots*
- *Pedestrians should have a nice view of Mt. Hood!!!*
- *As few lanes as possible on a two-level (stacked) bridge. Elevated traffic could reduce the increased disruption of the Delta Park habitat*
- *No stacked transit. Concern about pedestrians and transit being 'hidden.' What happens when there is an emergency in 'the box.' The access is unclear*

- *Function over form. It is a bridge*
- *Cheap and ugly is just as bad as overly-expensive. Find a good medium*
- *As a counselor I hope that the pedestrian area has some beautiful things to be looking out but I hope there's safety so we don't have people jumping off*

6. Additional Comments

Question

"Please share any other comments you have about the CRC project."

Representative Responses

Commenters answered this question with a variety of opinions, issues, and concerns, including:

Tolling Considerations

- *The only factor that matters that will improve the quality of life for all concerned is to toll commuters out of their cars and subsidize MAX to lesson pollution and the environmental impacts of the Vancouver commute*
- *Any tolling 'must' include tolling or charging fees to all vehicle modes of transport – including bicycles and transit passengers or no tolling should occur at all...*
- *As long as there is a toll provision on this project I will work to defeat it*

Modal Considerations

- *Add dedicated high speed passenger rail*
- *No light rail in Clark County... Without including light rail, we would have \$2.16 billion available to expand SR-500 and add a bridge that connects to Cornelius Pass in Oregon*
- *... my preference is to simply add light rail lines adjacent to the existing bridge. Only when it becomes painful will people find a way to change to mass transit*
- *... what consideration has been given to the possibility that changes in transport cost in dollars and in global warming gas may result in great shift toward freight by rail thereby greatly affecting tonnage of truck traffic – especially for longer haul items?*
- *I think the region would more greatly benefit from a third Interstate Bridge downstream in the BNSF route. This could be the start of improving inter-city passenger rail. With the present proposal, we are not adding any lane capacity*

- *Design the light rail tracks to be able to have buses drive over the same lane. This would move the current bus traffic off the main I-5 travel lanes*
- *Maybe the old bridge could be used for peds if you could shore up the supports and span the lift device*
- *Express buses from Vancouver suburbs to light rail stations would help*
- *I understand that it's desirable for the Vancouver terminus of the bike route to be downtown – but for biking purposes it is much better to be on the east side of the bridge. The headwinds can be quite fierce on the west side*

Other Considerations

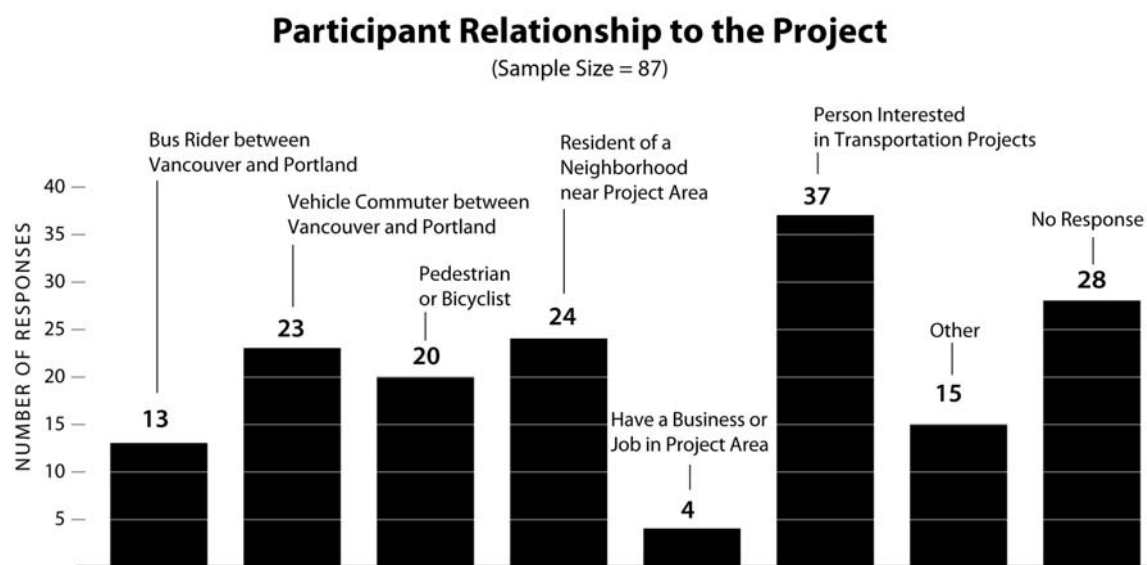
- *I would like to see a design used that makes a minimum footprint on the existing floating home community*
- *What are the potential environmental impacts – especially for neighborhoods as Kenton that will be exposed to more noise, pollution from car exhaust, dirty air quality and dirt, why aren't these topics being addressed?*
- *What is the impact to Columbia River soil contamination from drilling the piers into hazardous muck?*

Appendix A – Summary of CRC December 2008 Open Houses

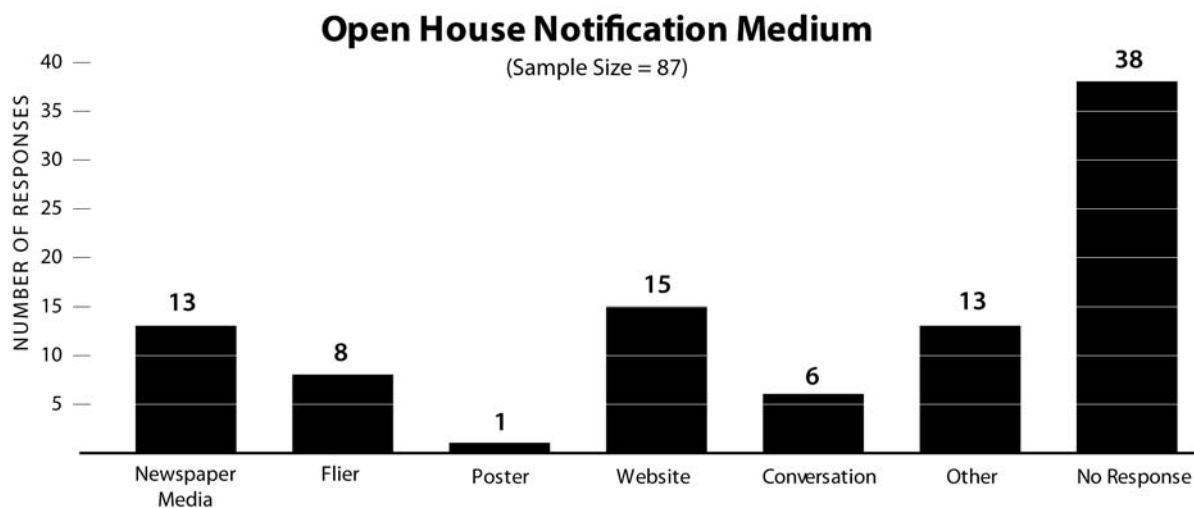
Demographics of Commenters

The comment forms included four closed-ended questions (see below) soliciting information about commenters. Those submitting comments were encouraged to mark all responses that applied to them, so the number of responses can exceed the total number of commenters. For a sample comment form, please see Appendix C. The four questions, and a summary of responses to these questions, are included below. The tallies below also include responses that were in the form of emails and comments to court reporters:

“What is your relationship to the project area?”



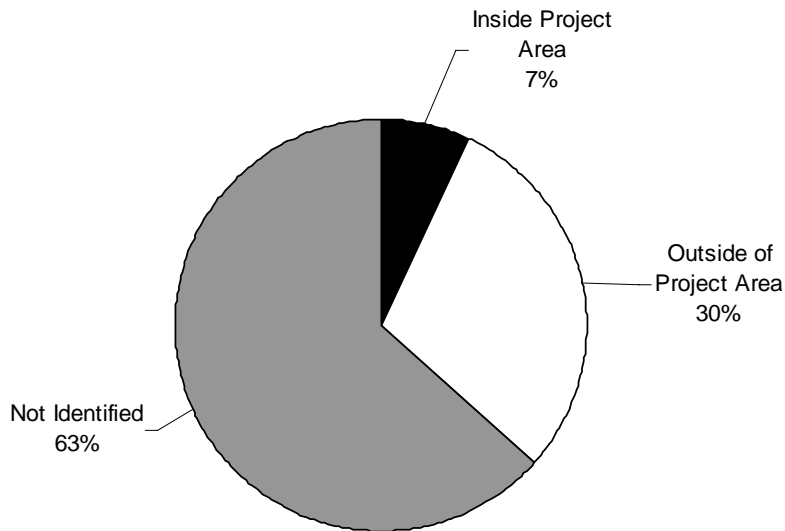
“How did you learn about the open house?”



"What is your zip code at home?"

Residential Locations of Commenters*

(Sample Size = 87)

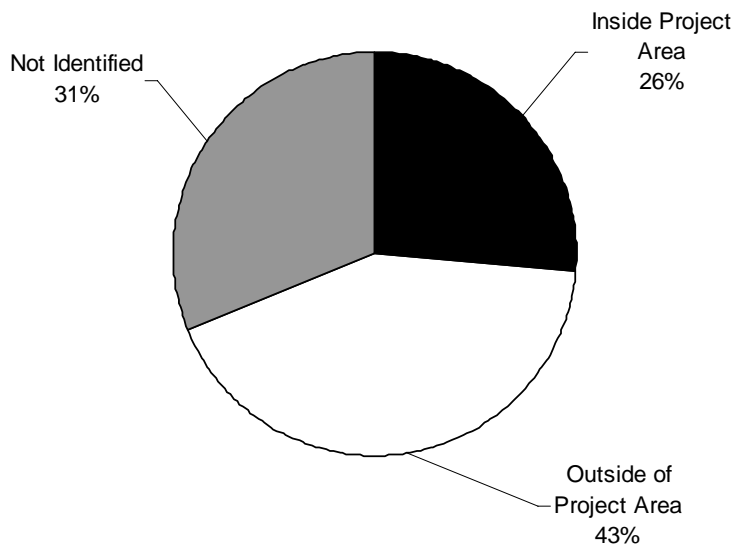


*Inside the project area include those that listed their zip code as one of the following: 98660, 98661, 98663, and 97217. The "not identified" category includes those who did not provide a zip code.

"What is your zip code at work?"

Work Locations of Commenters*

(Sample Size = 87)



*Inside the project area include those that listed their zip code as one of the following: 98660, 98661, 98663, and 97217. The "not identified" category includes those who did not provide a zip code.

Comments Received by Category

CRC project staff track the number of comments received by comment category (see Table 3, below). As would be expected, the number of comments received by category during the open house comment period (December 2 through 19) reflects the questions included on the comment form (the following five comment categories received the highest number of comments and directly relate to comment form questions; Auxiliary and Add/Drop Lanes, Transit, Interchanges and Highway Alignment, Visual and Aesthetic Qualities, and Light Rail). Other comment categories receiving at least 20 comments include Project Costs, Congestion and Traffic, Neighborhoods, and Bicycle & Pedestrian. Table 3 includes all categories receiving more than five comments.

Table 3.

Number of Comments	Comment Category
49	Auxiliary and Add/Drop Lanes
44	Transit
38	Interchanges and Highway Alignment
34	Visual and Aesthetic Qualities
34	Light Rail
26	Project Costs
23	Congestion and Traffic
23	Neighborhoods
23	Bicycle and Pedestrian
18	Range of Alternatives
18	Stacked Transit/Highway Bridge (two structures) and non-Stacked (three-structures)
18	Highway Safety
18	Process
15	Tolling
12	Marine Drive Interchange
11	Land Use and Economic Activity
10	Existing Bridge
10	Clark College MOS Transit Terminus
8	Air Quality
8	Energy, Electric and Magnetic Fields
8	Ecosystems
8	Transit Safety
7	Aviation
7	Truck Freight
7	Geology and Soils
7	Railroad Operations and Infrastructure
7	Schedule
7	SR 500/4th Plain Interchanges
6	Funding and Financing
6	North Vancouver Alignment Option: Two-way on McLoughlin Blvd

Appendix B - Notice Provided for CRC December 2008 Open Houses

Notification for the December open houses included the use of electronic, face to face, and print copy announcements. The project began notification efforts approximately one month prior to the events. The communications team – consisting of staff from the transportation departments, transit agencies, cities and consultants – was primarily responsible for notification efforts.

Newsletter inserts for Vancouver neighborhood associations

A one-page flier was created to give to the City of Vancouver for distribution to neighborhood associations' November newsletters. The City of Portland does not provide an equivalent service, but groups there were contacted via other means.

Twelve thousand copies of the insert were dropped at the City of Vancouver in late October. Neighborhood associations have to specify they want the insert included in their newsletters. Below are the neighborhood associations that elected to include the insert, followed by the number of copies in parentheses.

- Airport Green (225)
- Arnada (705)
- Burton/Evergreen (350)
- Carter Park (1050)
- Cascade Highlands (1,185)
- Countryside Woods (800)
- Ellsworth Springs (1,200)
- Esther Short (650)
- Evergreen Highlands (370)
- Father Blanchet (470)
- First Place (290)
- Fisher's Creek (800)
- Hough (1,175)
- Image (1,450)
- Kevanna Park (600)
- Meadow Homes (225)
- North Garrison Heights (850)
- Northcrest (260)
- Northfield (230)
- Northwood (210)
- Oakbrook (800)
- Ogden (1,525)
- Rose Village (2,200)
- Shumway (600)
- Southcliff (155)
- Vancouver Heights (1,670)
- West Minnehaha (1,300)

Display advertising

- Display advertisements were placed in regional and community newspapers in Clark County and Portland. Ads ran between Sunday November 23 and Friday November 28, 2008 in the following:
 - The Reflector (11/26)
 - The Skanner (11/26)
 - The Columbian (11/23)
 - The Oregonian (11/25)
 - El Hispanic News (11/27)
 - Portland Observer (11/26)
 - The Asian Reporter (11/25)
 - Portland Tribune (11/28)

Email notification

- To project database: An email announcement went to the CRC contact database, which contains almost 4,000 email addresses. The emails were sent on November 4 and November 26 as part of the monthly email update.
- To neighborhood leaders: An email announcement was sent to neighborhood chairs on October 31 for neighborhoods in the Portland and Vancouver bridge influence area. A reminder email was sent November 26. The announcements asked the chairs to forward the email to their neighborhood members. An attachment of the newsletter insert was included for their distribution.
- To CRC advisory groups: CRC advisory groups received an email update on November 24.

Partner agency newsletters / websites

An announcement was placed in newsletters and on websites of the project's partner agencies.

Agency websites:

- C-TRAN
- Washington State Department of Transportation (WSDOT)
- Oregon Department of Transportation (ODOT)
- City of Vancouver
- Portland Office of Neighborhood Involvement, included in the email notification newsletter

Newsletter:

- TriMet

Community meetings

CRC project staff announced the open houses at outreach meetings. They distributed the newsletter insert at the following meetings:

- Lions Club, Portland Oaks Bottom Chapter
- West Vancouver Freight Alliance
- Port of Portland Commission
- Portland Transportation Futures open house, sponsored by the Columbia Corridor Association
- Say Hey! Partners in Diversity
- Bridgeton Neighborhood Association

Emails were sent Oct. 31 announcing the open houses and requesting meetings with the 16 neighborhood associations within the bridge influence area. These include:

- | | |
|----------------------------|---------------------|
| 1. Bridgeton | 9. Hough |
| 2. Hayden Island | 10. Hudson's Bay |
| 3. Kenton | 11. Lincoln |
| 4. Arnada | 12. Northwest |
| 5. Carter Park | 13. Rose Village |
| 6. Central Park | 14. Shumway |
| 7. Columbia Way (inactive) | 15. West Hazel Dell |
| 8. Esther Short | 16. West Minnehaha |

In addition, staff contacted two neighborhoods outside the bridge influence area who nonetheless consider themselves part of the project area:

- East Columbia
- Piedmont

Traveling display

The traveling display was revised to include the open house event information. The display was located at the Marshall Community Center for two weeks in November. It then went to the St. Johns Community Center in north Portland.

Vancouver business outreach

The CRC project began door to door outreach to businesses along the potential Vancouver light rail alignments. Staff stopped in at business locations to drop off newsletter inserts containing open house information and to answer questions.

Press release

A press release containing an announcement of the open houses was sent to the CRC media contact list on November 18.

Web site calendars

The project posted open house information on community web sites and web calendars. Oftentimes, the community web calendar listings are also printed. The project submitted postings to the following web calendars:

- The Columbian
- Vancouver Voice
- The Oregonian
- St. Johns Review
- St. Johns Sentinel
- Beaverton Valley Times
- Portland Mercury
- Willamette Week
- Camas Washougal Record
- Battle Ground Reflector
- Daily Insider
- Bridgeton Neighborhood
- East Columbia Neighborhood blog
- CRC web site
- www.yourstreet.com
- www.neighborhoodnotes.com

Transit station fliering

Project staff distributed open house fliers to bus riders at major transit stations including the Salmon Creek Transit Center on November 17 and the 99th Street Transit Center on November 19.

Poster and flier distribution

Posters and newsletter insert fliers were placed at various community locations. The targeted areas for distribution included the following commercial areas. A detailed list of locations is attached below.

North Portland area:

- N. Killingsworth St. / Portland Community College, Cascade Campus
- N. Interstate Ave.
- N. Denver Ave.
- Hayden Island
- N. Mississippi Ave.
- NE Alberta Street
- St. Johns/Lombard

Vancouver area:

- Downtown Vancouver
- Uptown Village
- Clark College area
- St Johns Ave.
- Highway 99

Posters and fliers were distributed to the following community gathering places. Every effort has been made to track distribution of these, but many more fliers than could be counted were distributed to additional places via the project's advisory group members.

Portland

Hayden Island

Columbia Crossings leasing office
Jantzen Beach Moorage Inc.
Jantzen Beach SuperCenter
Safeway and Starbucks

N. Denver Ave. (Kenton)

Kenton Firehouse / North Portland
Neighborhood Services
Kenton Family Hair Salon
Windermere Realty
Po'Shines Restaurant
Kenton Laundromat

N. Interstate Ave.

Revolver Bicycle Co.

N. Killingsworth St.

Piedmont Deli
Portland Community College - Cascade Student Union building
Multnomah County Library
Cascade Cycling
Ethos Café

NE Alberta St.

King School
Sabin Community Dev. Corp.
Food Co-Op
Community Cycling Center
Random Order Coffee
Tacqueria Mercado Don Pancho
Black United Fund

N. Mississippi Ave.

Mississippi Pizza
Rebuilding Center
Albina Youth Opportunity School
North Portland Bikeworks
Fresh Pot Café

Community Centers

Peninsula Park Community Center
University Park Community Center

Vancouver

Uptown Village

Ice Cream Renaissance
Main St. Day Spa
Starbucks
Vancouver Pizza
Mon Ami

Downtown Vancouver

Java House
Starbucks
Dolce Gelato

Highway 99

Jiffy Lube
Wash and Tan Laundromat
Steakburger
Hazel Dell Lanes

Clark College Area

Clark College
Fort Vancouver Library
Veteran Affairs Hospital
St. Johns Food Store

Vancouver Waterfront

Water Resources Center
Savon Café

Appendix C – Sample Comment Form for CRC December 2008 Open Houses

Thank you for sharing your comments with us.

Please return the completed form to the address listed on the other side, drop it directly into the comment box at the open house, or give it to a staff member. Comments can also be emailed to feedback@columbiarivercrossing.org. Please provide comments by Friday, December 19, 2008.

1. Add/Drop Lanes

The new I-5 Bridge will feature three general purpose lanes. Add/drop lanes are being considered for the bridge and within the project area to improve safety and operations on the highway. What factors do you think are most important to consider as this decision is being made?

2. Transit Alignment: Hayden Island

On Hayden Island, the light rail alignment will be located near I-5. In the upcoming months, decisions will be made about station-area design and location. What input do you have about the look, feel and functionality of the future Hayden Island light rail station?

3. Transit Alignment: Vancouver

In Vancouver, the light rail alignment will end at Clark College. In the upcoming months, decisions will be made about which streets light rail will travel on, station-area design, and the streetscape. What input do you have about these transit design decisions for Vancouver?

4. Interchange Design

The project will improve six interchanges on I-5. Currently, four improvement options are being considered for Marine Drive. What factors do you think are most important to consider as this decision is being made?

What comments do you have about other highway interchanges?

5. Design and Aesthetics

What do you think CRC and its Urban Design Advisory Group (UDAG) should consider when planning design and aesthetics for the bridge, transit and highway project elements?

6. Additional Comments

Please share any other comments you have about the CRC project.

**7. What is your relationship to the project?
(check all that apply)**

- Bus rider between Vancouver and Portland
- Vehicle commuter between Vancouver and Portland
- Pedestrian or bicyclist
- Resident of a neighborhood near the project area
- Have a business or job in the project area
- Person interested in transportation issues
- Other? _____

**8. How did you learn about this open house?
(check all that apply)**

- Newspaper/Media (which one? _____)
- Flier I picked up/received (where? _____)
- Poster I saw (where? _____)
- Web site (which one? _____)
- Conversation

9. What is your zip code at home? _____

10. What is your zip code at work? _____

THANK YOU

Please give this form to a staff person, drop it in a comment box at the open house, or send it to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660

Fax: 360.737.0294

Email: feedback@columbiarivercrossing.org

Would you like to be added to the project mailing list? Yes No

Name: _____ Organization (Optional): _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Visit the CRC project Web site for more information: www.ColumbiaRiverCrossing.org