

# Capt. Matt Greer

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 Columbia River Crossing Task Force  
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Task Force Members,

I am writing as a resident of a floating home in Hayden Island's North Portland Harbor, a director on the board at Jantzen Beach Moorage, Inc. and as a small business owner in the City of Portland.

I strongly favor the bridge alternative with light rail adjacent to the new bridge over the North Portland Harbor for several reasons.

First, the disruption to our moorage will be significant if it is dissected due to our vast infrastructure of docks, plumbing, and electrical connections. The engineering to re-route these lines would be expensive, if not impossible.

Second, as a general contractor and tax payer, I know that it is markedly less expensive to use one footing for two things; building one bridge support for two different structures seems like an opportunity to cut costs.

Finally, the disruption to navigation, not only with current around pilings, but also land-locking sailboats and other high clearance vessels between two separate bridges troubles me. If two different bridges were to span the North Portland Harbor, high clearance vessels located between them would not be able to access open water; a hazard to navigation and commerce.

Currently, from Jantzen Beach Moorage, high clearance vessels must travel down river and through the Vancouver Railroad Bridge which requires a 30 minute call ahead for opening and is subject to rail traffic. With the existing fixed span bridge over the north portland harbor it is impossible to head east upriver with a high clearance vessel. Are any of the bridge plans taking vessel clearance into consideration?

Thank you for your time.

Regards,



Capt. Matt Greer, Director JBMI

## B-015-001

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.

## B-015-002

As indicated above, a light rail alignment adjacent to Interstate 5 across Hayden Island was adopted as part of the LPA. JBMI would not be bisected and therefore utilities and infrastructure would not have to be reconstructed or rerouted to accommodate the separated facilities. Some infrastructure changes will likely have to occur in response to the displacement of the most eastern rows of JBMI.

**B-015-003**

Due to the differences in vertical profile between the existing North Portland Harbor bridge, the ramps connecting the Marine Drive and Hayden Island Interchanges, and the transit bridge over North Portland Harbor, these structures cannot be combined. There will be a total of four separate structures over North Portland Harbor, with ramps tying into some of these structures. For more information about the design of these structures, please see Chapter 2 of the FEIS, Description of Alternatives.

**B-015-004**

The bridge designs are taking vessel clearances into consideration. The North Portland Harbor bridges will not reduce existing vertical clearances associated with the existing I-5 bridge. Two new, narrow highway ramp bridges will be built adjacent to, and higher than, the existing North Portland Harbor Bridge. The proposed new light rail bridge will be located about 200 to 300 feet downstream from the highway bridge, and will be at a similar elevation as the I-5 mainline bridge.