

1 rail.

2 MR. HEWITT: Thank you.

3 Is it Joe, or Kirk?

B-026-001

4 MR. SCHAEFER: I'm Joseph Schaeffer. I'm

5 a land use planner here on behalf of Diversified

6 Marine, which is the shipyard just across Marine

7 Drive from our parking lot here today. Diversified

8 Marine builds tugboats and small ferries and does

9 repair work on -- on boats of that nature. And we

B-026-002

10 support the replacement bridge with the light rail

11 option.

12 However, there's a very important

13 condition for us, and that relates to the design of

B-026-003

14 the Marine Drive interchange. Two of the proposed

15 designs include a very large margin ramp on Marine

16 Drive, which effectively closes all access, not only

17 to our property, but also eliminates any street

18 access between the different sides of I-5. That,

19 naturally, would displace the business, and for

20 obvious reasons, we're opposed to that.

21 The third option for the Marine Drive

22 interchange is what's called the southern alignment,

23 which moves most of that Marine Drive traffic to the

24 south side of the Expo Center here and would allow a

25 local street bridge to be put in closer to our

### B-026-001

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

### B-026-002

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-026-003

Please see response to comment B-038-003.

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**B-026-003** 1 property and the waterfront that would allow us to  
2 have street access to the property, and also allow  
3 access from on one side of I-5 to the other.

**B-026-004** 4 We still might be taken out by the light  
5 rail line, but we're working with TriMet on that,  
6 and we have some hope that we can avoid that impact.

**B-026-005** 7 But if the -- if the standard option or the diagonal  
8 option for the Marine Drive interchange is approved,  
9 we're just going to be wiped out. That -- It's that  
10 simple.

11 **MR. HEWITT:** Thank you.

12 Bob Carroll.

13 **MR. CARROLL:** I'm Bob Carroll. I'm a  
14 resident of Vancouver; the Lincoln area. I'm a  
15 member of the IBEW Local W48. I'm also a business  
16 owner in Vancouver.

17 I support the replacement bridge with the  
18 rapid transit light rail options. Even if there is  
19 less traffic on the bridge, because of gas prices  
20 and stuff, I believe there will be an even larger  
21 increase in rapid transit.

22 I worked up in New York City for two and a  
23 half years; all I used was -- was the trains and the  
24 subways, and that was a great way to get around. So  
25 I greatly support that.

#### **B-026-004**

Thank you for your comment. In an effort to minimize impacts to Diversified Marine, the transit designers have shifted the light rail alignment to the west to avoid bisecting the property. Moving the Expo Center transit station was not necessary to avoid impacting this property.

#### **B-026-005**

See discussion of the Marine Drive interchange, above.

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