

B-028-001

1 Randy Salisbury.

2 **MR. SALISBURY:** My name is Randy
3 Salisbury. I'm a principal at DSP Architecture in
4 Vancouver.

5 I'm looking forward to the day when I can
6 cross the bridge without worrying about the
7 supporting wood pilings installed in 1917, failing.
8 I'm looking forward to the day when I don't have to
9 worry about whether or not I'll be late to a meeting
10 due to a bridge lift. Most of all, I'm looking
11 forward to leaving my gas-using car at home and
12 simply riding MAX when I need to do business in
13 Portland. Thank you.

14 **MR. HEWITT:** Thank you.

15 **(Whereupon, a short break was taken.)**

16 **MR. HEWITT:** Ed Tomayer, Michelle Hamann,
17 and Shawn Bacon. So we'll get those three here.
18 And we'll ask to come up here to the other table,
19 John Bartles, Representative Chip Shields, and Ken
20 Morgan. And we'll start with Ed. Grab the mike,
21 please.

22 **MR. TOMAYER:** Good evening. My name is Ed
23 Tomayer. I live at 701 Columbia Street in
24 Vancouver.

25 I strongly support a new bridge with light

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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.

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