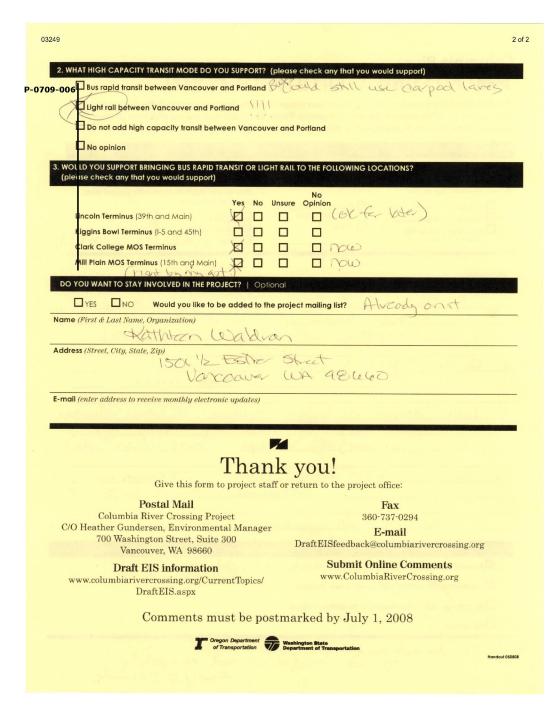


P-0709-001

Following the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team established a Stakeholder Group to provide feedback on the function and design of the Marine Drive interchange. This advisory group was comprised of a wide range of stakeholders with strong interests in the final design of this interchange including, Metro, Tri-Met, the Oregon Department of Transportation, the City of Portland, the Port of Portland, trucking and distributions companies, the Audubon Society, nearby property owners or operators, such as Diversified Marine and the Metropolitan Exposition Recreation Commission, as well as community members from the surrounding Bridgeton, Kenton, and East Columbia Neighborhoods.

Working with this advisory group, the CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for a range of potential interchange designs. The Marine Drive interchange design included in the LPA that is analyzed in the FEIS was developed with this stakeholder advisory group to balance many competing interests, including freight mobility, property impacts to nearby properties, and environmental impacts. For more information regarding this process and its outcome, please see Chapter 2 (Section 2.7) of the FEIS.

Regarding Diversified Marine specifically, the project staff has worked extensively, including taking a facility tour, to better understand the operations of Diversified Marine and determine what their needs are. The project has committed to involve Diversified Marine in discussions that would affect their property, or access to their property, as early and often as possible. In an effort to minimize impacts to Diversified Marine, the transit designers have shifted the light rail alignment to the west to avoid bisecting their property. In addition, the Marine Drive Interchange design provides a new local access that would connect the otherwise



cut-off Diversified Marine to the Interstate and its previously leased storage and staging yard.

P-0709-002

The CRC project has assumed that the Pearson Field will continue to operate as an active air field and we are therefore not advancing any tower bridge types that would require the closure of the air field. Regarding aesthetics, the CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe, and are facilitated by the mayors of both the City of Vancouver and City of Portland. Goals of the UDAG include, achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (e.g., symbols, patterns, etc) that will reflect the history of the area, the Native American communities, early pioneers, and other significant themes. These images will be incorporated into an art master plan. A more detailed discussion of bridge designs can be found in Chapter 3 (Section 3.9) of the FEIS.

P-0709-003

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-0709-004

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

P-0709-005

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and offpeak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological

advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

P-0709-006

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.