

N-005-001

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

N-005-002

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1 think that's really prudent. I -- I've seen some
2 calls for, like, 11 trillion in investments, which
3 could easily grow to 15 trillion, the way things
4 work out.

5 So, I think -- I think just following a
6 prudent course and infrastructure. And that's why I
7 favor what's been called the "Western Arterial."
8 Thank you.

9 **MR. HEWITT:** Thank you.

10 Pamela Ferguson.

11 **MS. FERGUSON:** Thanks for having us here

12 tonight. My name is Pamela Ferguson. I live on
13 Hayden Island; 2270 North Broughton Drive. I've
14 been a resident of Hayden Island for about five
15 years. I -- I represent the -- I'm the president of
16 the homeowners' association for the manufactured
17 home community on Hayden Island, which is about 440
18 homes. Over 1,500 homeowners live in the community.
19 Largely, an unrepresented group, usually, in these
20 proceedings. I don't know of anyone here from my
21 community tonight, unfortunately, even though they
22 have been very well educated over the past three
23 years. The CRC team have made sure that they have
24 always attended our homeowners' association
25 meetings, our High Noon meetings. There's been open

N-005-001

N-005-002

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N-005-002 1 houses. They've attended picnics that we've had
2 outside. Our community is informed, and well
3 informed, thanks to the CRC team. So we -- we -- I
4 want to commend them for that.

N-005-003 5 What do we want? We talk about it a lot.

N-005-004 6 We want -- we want less lifts, or no lifts on the
7 bridge. We want better public transit. We want
8 transit all the way over to Vancouver so we can get

N-005-005 9 there fairly easily. We want access to Marine
10 Drive. It's very important for people that live on
11 Hayden Island to have access to Marine Drive so we
12 can get on and off and get to businesses in that

N-005-006 13 area. We want less congestion. I live in a
14 community with mostly senior citizens. And their
15 joke -- their standing cocktail party joke is: "I
16 hope when I have my heart attack I don't have my
17 heart attack between 3:00 p.m. and 7:00 p.m.,
18 because I'll never be saved. There's no one that
19 can get to me by that time because of the traffic on
20 I-5." Because, as you know, Hayden Island is --
21 we're dependent upon I-5. It's our only way on and
22 off the Island.

N-005-007 23 We want better bike and pedestrian access
24 facilities. It's very confusing for residents of
25 Hayden Island even to take their bicycle to the Expo

N-005-003

As discussed in Chapter 3 (Section 3.2) of the DEIS, the Columbia River and the North Portland Harbor are designated Federal Navigable Waterways, and therefore the U.S. Coast Guard must approve construction or alteration of the I-5 bridges. During hours where bridge lifts are restricted (weekdays, between 6:30 and 9:00 a.m. and between 2:30 and 6:00 p.m.), vessels must either wait or make relatively sharper turns in a short stretch of river and use channels that may have lower height clearance, narrower width, or shallower depths, which represents a safety hazard. The project team, in consultation with the U.S. Coast Guard, established a vertical minimum of 95 feet of clearance so that new structures could be built without a lift-span. Higher vertical clearances would have violated restricted airspace for flight navigation. Under the No-Build Alternative, the lift span restrictions would continue to cause delays and potential hazards to river traffic. The CRC project, as proposed, will require fewer piers, creating less of an obstacle to river navigation than either the existing crossing or the supplemental crossing. Taller vessels would not be restricted by the hours of lift-span operation and would not have to navigate a difficult path around the lift-span channel.

N-005-004

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.

N-005-005

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N-005-007 1 Center or Delta Park. It's just difficult to get
2 here.

N-005-008 3 Of course, we have had many spirited
4 conversations about the tolls. We're not opposed to
5 tolls, as long as the residents of Hayden Island
6 don't have to pay them. We figure we're right in
7 the middle of everything. Why do we have to pay?
8 But we're amenable; we'll have more discussion of
9 that.

N-005-009 10 I'm in support of -- my community is
11 largely in support of a replacement bridge with
12 light rail. And, of course, we're also in support
N-005-010 13 of our Hayden Island plan; another team of people
14 that've done great work on Hayden Island. And --
15 and we ask you to consider the option for the good
16 of Hayden Island community. Thank you.

MR. HEWITT: Thank you.

Bob Shepps.

MR. SHEPPS: I'm Bob Shepps. I live at
1975 North Jantzen Avenue, which for those of you
who don't know, is just across the river.

With all due deference to the boards of
High Noon and Tomahawk Island, who are on the east
side of I-5 -- those of us who are on the west side
of I-5 who will be directly impacted by losing

Access to Marine drive will be improved due to the redesigned interchange. For more information on design of the Hayden Island and Marine Drive interchanges see Chapter 2 (Section 2.2) of the FEIS.

N-005-006

With the LPA, access on and off the island will be greatly improved, there will be far less congestion, and accidents will not cause as much delay.

N-005-007

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

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N-005-008

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

N-005-009

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.

N-005-010

Our work will continue to be coordinated with other projects, including the Hayden Island Plan and the West Hayden Island Plan. Hayden Island is, indeed, a unique place that should be enhanced with the introduction of light rail transit. The project has benefited from the support and participation of numerous stakeholders from the island.