

00001

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

00075

1 is needed now are three discretely
2 separated Columbia River Crossings into
3 Oregon. Let the CRC start thinking
4 outside the box.

5 Thank you.

6 HAL DENERINK: Thank you, Bob.

7 Okay.

8 SPEAKER: I did participate
9 early in this process and early in this
10 process I did urge the consideration of a
11 heavy rail or a rail alternative that
12 would be truly between communities and not
13 a street car as we are being left with.



14 The prospect of a 45-minute-plus
15 commute just getting -- once you get over
16 the bridge on the existing street car is
17 not very -- it is not a positive thing.
18 We really needed another alternative with
19 this type of light rail. It's not very
20 attractive.

21 But from the same point of view, if
22 we were to look at our overall commitment
23 as a community to transportation and if we
24 were to look at it in the bigger picture
25 of things, I really believe that the

00076

1 Portland and the Urban Planners really do
2 have the right thing in mind.

3 We may think that the people from
4 Metro were crazy and everything, coming in
5 late and we may not like their opinions,
6 but some of the things said really did
7 make sense.

8 The idea of the flexible tolling, if
9 we really look at modifying our behaviors,
10 really does make sense. We are not going
11 to, through this, alleviate the stress
12 that is already been put upon
13 neighborhoods that are directly adjacent
14 to the I-5 corridor.

15 Those neighborhoods, from all the
16 alternatives that I could see, will
17 continue to be poisoned with the effluent
18 of a transportation corridor. I do not
19 see substantial mitigation being rendered
20 to them, and I think that's wrong. You
21 know, it is has been mentioned again and
22 again that we need to do that, but it's
23 wrong.

24 Anthropologists -- if you look at our
25 terrific marriage with the car -- over

00077

1 here it seems that we are even more
2 married to the car than the Portland area.
3 We are throwbacks. I don't know what's
4 wrong with us here. We are provincial.
5 We do not get it, and the people in
6 Portland seem to have got it. And we've
7 got to realize that we are going to have
8 to have some sort of dependance upon
9 communal transportation.

10 Thank you.

11 HAL DINGERINK: Thank you. Karen.

12 KAREN AXELL: My name is Karen
13 Axell. I live on East 29th Street in
14 Vancouver. I am against any form of light
15 rail and I did testify to that also six to
16 seven years ago at the I-5 transportation
17 project and 13 years ago when we all in
18 Clark County voted against light rail.

19 It is too expensive. There are no
20 clear funding options projected. It does
21 not reduce congestion. Figures show that
22 less than one percent shift from cars to
23 light rail the per rider cost is too
24 high.

25 They show that -- it seems to be

00115

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE OF REPORTER

STATE OF WASHINGTON)
County of Clark)

I, Cathy S. Taylor, a notary public
for the State of Washington do hereby
certify that I transcribed to the best of
my ability said proceedings written by me
in machine shorthand and thereafter
reduced to typewriting; and that the
foregoing transcript constitutes a full,
true and accurate record of said
proceedings and of the whole thereof.

Witness my hand and notarial seal
this 16th day of June, 2008.

Cathy S. Taylor, RPR, CSR
Notary Public for the State of Washington
My Commission expires April 15, 2009