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MEETING MINUTES

Project Name: CRC **Project No.:** 2733012004
Location: Clark County **Meeting Date:** June 24, 2008 **Time:**
Minutes by: Katie Clements
Attendees: **Company:**

Subject: CRC Task Force Public Meeting: Hearing Testimony

Henry Hewitt: I'm Henry Hewitt, one of the co-chairs of the Columbia River Crossing Task Force and Hal, the other co-chair, agreed early on that we would alternate who was going to chair which meetings and we would alternate meetings between Oregon and Washington but as it's turned out, the last several meetings have been in Washington. He told me it was my turn to chair the meeting so here I am. I'd like to welcome everybody and we do know that there's some problem on the I-5 highway on the Oregon side that's causing traffic delays and that people will probably be late in arriving, particularly those people coming from that direction. The reason for getting started is that at about 4:15 Gov. Gregoire is gonna call in and has a few words that she'd like to give with respect to the project and where we are and I think we at least want to be attentive for that for those of us that are here. In the meantime we'll get started with some of the formalities. Please turn off your cell phones. I've turned mine off and it tends to cause disruption with the technology if we leave the cell phones on. As always, our meeting tonight will be broadcast on CVTV and in Portland on the community media. You can watch the Task Force meetings on the internet through the link to the project (LINK). We have materials that have been distributed and we have a lot of paper tonight. Hopefully everyone either has a copy or can share with somebody who does. By way of background, we began this process in I think the February timeframe of 2006. I was asked to be co-chair and was told it would be a year and a half or two years of meetings, once a quarter. Well here we are more than 3 years later and my notes tell me this is the 23rd meeting, so that's more frequently than quarterly and longer than 2 years. Tonight we will hear a project update, get public input received on the DEIS, there will be time for public comments

We have people signed up and once again I would ask that you to be as brief as you can be and in any event we'll cut you off or have you close down at about 3 minutes so that we can get all the people that we have signed up in the allotted time and excuse me if I mispronounce names. The first person we have is Steve Citron.

Steve Citron: Thank you. My name is Steve Citron and I am a Vancouver resident. I am a PhD Engineer and a fellow of the Society of Automotive Engineers. I am concerned and my comments reflect an interest in congestion over the new bridge compared to the No Build option. So, very simply, one of the statements from CRC is that



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support and need, as early on the project, that is there is a document titled Support and Need for the Project. That document indicates that if we don't do anything, we're likely to have 10-12 hours of stop-and-go traffic jams as we approach 2030 over the I-5 corridor. All of my comments are based on the CRC Traffic Technical Report, good work of Doug's team, and so with that in mind, consider the replacement bridge, consider the bridge influence area, that's Exhibit 7-11 for future reference. On that document if you simply count up little red squares which reflect 0-10 mph of stop-and-go driving in the BIA southbound, you get 80 little boxes. Each little box is 15 minutes, so you get 20 hours. That's 20 hours of stop-and-go congestion southbound with the replacement bridge. If you then do the same thing with the No Build, and I'm not an advocate of No Build, I'm just making a comparison, you get 37 little boxes or 9 ¼ hours: 20 hours replacement bridge or 9 ¼ hours with the No Build. That's an awful lot of money that we're proposing to spend to get congestion that's twice as bad as No Build. And I don't mean congestion at less than 30 mph, I'm referring to congestion of 0-10 mph. Similar comments could be made in regards to this 15 hours at the bridge, that's not a valid statement. If you go stop-and-go, there also the No Build is better than the replacement bridge. Thank you.

Travis Hetticans (SP?): As you know, for more than 2 years I and others have advocated the 605 western beltway option. You assured me that it would be studied as part of this project. It was not. We got lip service, no study and the best, most effective option was eliminated. I believe that violates the federal guidelines and is unconscionable and some of you should be ashamed of yourselves. Even by your own data, by the end of construction, traffic will be slower than is today. That's all I have to say at this time unless you have questions.

Ed Barnes: Mr. Chairman my name is Ed Barnes. I live at 4009 NE 50th Ave. I relinquish my time up front so that people who haven't spoken can before but I'd like to have the opportunity again if you have time, sir. Thank you.

P-0782-001 Barbara Nelson: I'm Barbara Nelson from Janzten Beach Moorage. I've been a resident of Janzten Beach Moorage for 17 years and also on the Board of Directors. This bridge decision has literally been hanging over our heads for many years. It has put our lives on hold until it happens. It affects 177 homes, most of us our full-time residence. Our utilities are interconnected, our parking, our neighborhoods, our friends. However many homes you choose to affect, you do affect all of us because we are one community. I also work part-time at the Janzten Beach Welcome Center and talk to many people about the beauty of both of our states. We do not need a signature bridge design. We need a bridge that will relieve congestion, improve air quality and improve our lives in this beautiful Columbia River area. We need a simple design that will allow us to see the mountains, Mt. Hood, Mt. Rainier, Mt. St. Helens, can all be seen on a clear day from a bridge the height it would be built. The river is a wonderful view with sailboats, barges, and pleasure craft of all kinds. Even the white-capping on a windy day is wonderful to see. We from the Moorage mostly prefer the replacement option with the adjacent light rail option. This would have a smaller impact on our moorage. The sooner it can happen, the sooner we can re-establish our moorage and begin to get on with our lives. It has been a long time. Is Peg here? She had our real comments from our moorage but she left before we did but is probably stuck in the traffic jam. We mainly support the adjacent because it does take a smaller footprint but we need everyone to help with this sooner because it is put down as tax lots and it doesn't say that that is our parking for all of our cars. It doesn't give our addresses. They know our addresses when they send our tax bills but they only say that it will affect some floating homes. Anyway, I hope Peg gets here so she can say the part she was supposed to say.

P-0782-001

Chapter 3 (Section 3.3) of the DEIS disclosed all known floating home displacements that would result from the two highway and two transit alternatives crossing the North Portland Harbor (pages 3-105 and 3-112, respectively). The DEIS also listed potential mitigation measures tailored to suit the unique situation of the floating home community (page 3-119).

For the FEIS analysis, the CRC project team has worked to better understand the organization of the floating home communities in the North Portland Harbor. As presented in Chapter 3 (Section 3.5) and Chapter 6: Public Involvement of the FEIS, the team coordinated with floating home owners, moorage owners, Boards and management, to gather address and ownership information for each floating home. The impacts to individual floating homes are described in Chapter 3 (Section 3.3) of the FEIS and listed in Appendix E.

In the course of conversations with potentially affected property owners, CRC staff received inquiries about the potential for constructing a new marina to accommodate displaced floating homes. To better understand issues related to new marina permitting and construction, project staff conducted research on the development of marinas. This research found likely challenges to developing a new floating home marina, including the challenge of receiving permits through local jurisdictions and environmental resource agencies. The project is not pursuing construction of a floating home marina.

As with any other acquisitions, the CRC will obtain independent appraisals to determine fair market value for each home that must be displaced but cannot be relocated. Qualified acquisition agents will work closely with each floating home owner to try to arrive at mutually agreeable terms for the purchase of each home. The agents will also provide relocation assistance to all displaced occupants.

P-0782-002

CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. The 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.

UDAG members have suggested that a simple, modern design would be appropriate for this location. They recognize the vivid view opportunities (for downtown Vancouver, the Columbia River, Mount Hood, etc). The new design is much higher than the existing bridges and will cause much less visual interference for travelers, providing the scenic views of which you speak.

P-0782-003

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). Additionally, local sponsors, taking into consideration input from the community, selected the adjacent light rail alignment over North Portland Harbor and Hayden Island to minimize the impacts to the floating home community and minimize the footprint of the improvements over the island.