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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON



00038

1 activity from Downtown Portland and
 2 surrounding suburbs into our area. We do
 3 not need light rail in Vancouver.
 4 HAL DENGELINK: Thank you, Susan.
 5 Okay. At this point, we are ready to
 6 change out with the next three folks.
 7 Robert Ross, Carol Panfilio and Leonard
 8 Bauhs, B-a-u-h-s. And now, Lisa.
 9 LISA GHORMLEY: My name is Lisa
 10 Ghormley. I live at 3705 H Street. I
 11 also have a business at 207 East
 12 McLoughlin, which is slated for removal in
 13 the DEIS.
 14 Most of the information that I
 15 gathered for the section about freight
 16 mobility, I got from the DEIS. If light
 17 rail is chosen, I feel the cost to the
 18 citizens and the surrounding neighborhoods
 19 of Vancouver is too high, the cost of our
 20 livability.
 21 In Alinement Option Number Five,
 22 light rail will bisect three of the four
 23 major freight corridors listed for the
 24 Port of Vancouver -- Mill Plain, Fourth
 25 Plain and 39th Street.

B-050-001

B-050-002

B-050-003

B-050-001

It is not expected that the business at 207 E McLoughlin Boulevard would be displaced by CRC project improvements. Light rail will travel along 17th Street, not McLoughlin Boulevard, to Clark College and therefore would avoid displacing businesses on McLoughlin.

B-050-002

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

B-050-003

00039

1 The light rail must use signal
 2 priority for its operation. The
 3 surrounding lived with and grappled with
 4 freight running through them for decades.
 5 Bisecting the already busy freight
 6 corridors with light rail that has signal
 7 priority will place more time delayed
 8 freight that is idling and creating
 9 increased pollution in our surrounding
 10 neighborhoods.
 11 This increase in delays will generate
 12 more traffic on a lesser used arterials of
 13 Mill Plain, Fourth Plain and 39th Street.
 14 Lesser corridors will conversely be
 15 dealing with cut-through traffic due to
 16 the removable lane on Main Street for
 17 automobiles.
 18 Thank you.
 19 HAL DINGERINK: Thank you.
 20 Debra.
 21 DEBRA ELLIOTT: Hello. My name is
 22 Debra Elliott. I live at 400 Northwest
 23 Columbia Street in the West Vancouver
 24 neighborhood. I am from the Lincoln
 25 neighborhood.

B-050-003

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008. The transit alignment associated with the terminus would cross Mill Plain Blvd in two places: Broadway and Washington. These intersections, which would allow traffic to cross the light rail guideway would be signalized, as they are now. The traffic modeling indicated that a limited number of intersections along Mill Plain Blvd would degrade, as more people move into the region, freight trips increase, and downtown Vancouver sees continued development. Light rail would have a small impact on traffic operations on Mill Plain Blvd during the AM and PM peak hours. Freight does not typically travel during the AM and PM peak in an effort to avoid commute traffic. Through coordination with the CRC project team and the City of Vancouver, it was decided that modeling done for the FEIS would assume no signal pre-emption for transit in downtown Vancouver. Traffic delays on Mill Plain Blvd are described in Chapter 3 (Section 3.1) of the FEIS.

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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