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Columbia River Crossing

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COLUMBIA RIVER CROSSING

Public Hearing

ORIGINAL

May 28, 2008

Red Lion Inn at the Quay
Vancouver, Washington

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, WA CSR 57732

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360.693.4111

CRC - 5.28.08

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1 world of the past, when our cherished hope was for more growth,
 2 more goods and services, more development and more
 3 transportation, and everyone's foot on the pedal. I hardly
 4 need to remind you that gasoline is no longer cheap. Motorists
 5 have already begun to throttle back on their driving. These
 6 schemes are predicated on an increase in traffic, but it is
 7 only reasonable to predict that traffic will decline.

8 I am relieved to know that some of our Metro
 9 councilors understand these issues far better than I do and are
 10 leading the way towards the best alternatives. It's
 11 particularly reassuring to have leadership from Robert Liberty,
 12 but I appreciate the knowledge and dedication of all our
 13 officials, and I feel confident that when the facts are all in,
 14 we will do the right thing.

15 Thank you.

16 **P-0921-001** DORIS COTTEN: I would like to have light rail come
 17 over so we could actually get to Portland without a whole bunch
 18 of hassle, since there is no jobs over here, and then make more
 19 jobs.

20 **P-0921-002** It would be nice to take a bike or walk across the
 21 **P-0921-003** bridge. Yeah, the way that -- I told that lady that the next
 22 earthquake we have, that bridge is coming down and she just
 23 laughed at me.

24 What do you think?

25 **P-0921-004** We really need it because the -- well, I lived in

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P-0921-001

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-0921-002

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

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P-0921-004

1 California and they have the best transportation in California
 2 and they've destroyed that. They had a good transportation
 3 there. They had -- we -- we actually needed -- you can put
 4 this down -- we actually need light rail to the beach again.
 5 They had light rail.

6 A couple of years ago, I took the train to the beach
 7 and it was a lot of fun. That was fun. I wish they could have
 8 it back.

9 JULIAN LEVI: So my concern is that I-5 is overused
 10 already and I'm extremely concerned with any disaster that
 11 might happen in the area, for example, earthquakes or any other
 12 massive disaster. It's my considered opinion that we really
 13 need to have a third bridge across. I don't have any
 14 particular place to put it, although I thought that a good area
 15 would be to take the freeway from somewhere like Ridgefield and
 16 go west of Lake Vancouver and continue into Portland through
 17 the -- through the Portland dockyard area and so on.

18 I think that the I-5 bridge obviously needs to be
 19 updated from a seismic point of view. I understand that. But
 20 having a third option would be a tremendous insurance policy
 21 for the future and take a lot of pressure off of I-5.

22 Basically, that's my statement.

23 *****

24 (SPOKEN COMMENTS CONCLUDED.)

25

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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.

P-0921-003

The I-5 bridges, like many older bridges in the region and nation, are not seismically sound and were never designed to survive a significant earthquake. In 1995, ODOT commissioned a study to look specifically at the lift spans of the I-5 bridges, which are considered the most vulnerable sections of the bridges. Vulnerabilities were found in the bearings, piles, piers, and lift span tower truss members. Both the northbound and southbound bridges have been identified as functionally obsolete bridges. This classification means they no longer meet the geometric and/or load capacity criteria of the Interstate system.

P-0921-004

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final

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CERTIFICATE

STATE OF WASHINGTON)
) ss.
County of Clark)

I, Michael R. King, a Notary Public for Washington, certify that the at the time and place set forth in the caption hereof I reported in Stenotype all Spoken Comments adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript, pages 2 to 9, both inclusive, contains a full, true and correct record of all such testimony adduced and oral proceedings had and of the whole thereof.

I further advise you that as a matter of firm policy, the Stenographic notes of this transcript will be destroyed three years from the date appearing on this Certificate unless notice is received otherwise from any party or counsel hereto on or before said date;

Witness my hand and notarial seal at Corbett, Oregon, this 30th day of May 2008.

Michael R. King

Michael R. King, CSR
License No. 2655
My notary commission expires: 2-5-11



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HCT System Study, visit RTC's website at www.rtc.wa.gov. Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.