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 JUN 05 2008
 Columbia River Crossing

COLUMBIA RIVER CROSSING

ORIGINAL

Public Hearing

May 28, 2008

Red Lion Inn at the Quay
 Vancouver, Washington

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, WA CSR 57732

Rider & Associates, Inc.
 360.693.4111

CRC - 5.28.08

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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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P-0926-001

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need.

Beyond the CRC project, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County and evaluation of needs for future river crossings.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro, and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and six interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

