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JUN 05 2008  
Columbia River Crossing

COLUMBIA RIVER CROSSING

Public Hearing

ORIGINAL

May 29, 2008

Portland Expo Center  
Portland, Oregon

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, OR CSR 90-162

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CRC - 5.29.08

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NOTE: DVD & Brochure of DMU attached with Weller/Secunda comments.

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CRC HEARING

May 29, 2008

P-0927-001

JUDITH TIFFANY: I want to support the bridge with the light rail going across. One thing about the bridge, the I-5 corridor, this is the only lifting bridge in the whole system. This is a massive corridor transportation area. We should not be having a lifting bridge in the middle of the freeway.

P-0927-002

Also, it would be really nice to be able to walk or take a bicycle across the bridge, which is not possible at the present time.

P-0927-003

Along with the new bridge, there will actually be a side area so that if somebody stalls out, they could be pushed over to the side instead of closing the whole bridge down.

P-0927-004

And I want to talk about having light rail go to Vancouver. I really resent the fact that people who don't take public transportation think that only the criminal element ride the MAX. People that work hard all their lives take two hours to get to work and two hours to get home, work in places that serve these people that think that they don't need light rail. They need to think about it because, you know, people who work retail and service cannot afford cars.

P-0927-005

And why do we need any more cars on the road anyway? I think that we need fewer cars on the road and more mass transit. Everywhere in the world they have mass transit to

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### P-0927-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. The Locally Preferred Alternative (LPA) will include light rail, and the bridge will not have a lift span.

### P-0927-002

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 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-0927-003

As described in Chapter 3 (page 3-50) of the DEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA,

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**P-0927-005**

1 get people to work. People do not take their car, one person  
 2 in a car, drive it to work, have to be provided with a parking  
 3 space for it all day long and then drive it home. It's just  
 4 ludicrous. We should have public transportation. People do  
 5 not need to have their cars sitting at work all day or paying  
 6 \$4 a gallon for gas.

**P-0927-006**

7 I also think that for safety reasons, the  
 8 information -- the connection between I-5 and 500 will be  
 9 really nice to have that changed because there is a middle  
 10 school there. And at the present time, cars get off the  
 11 freeway to go onto the next freeway and the kids have to cross  
 12 that street where those cars are going by, and it's very, very  
 13 dangerous. I used to live near there, so I know that.

**P-0927-007**

14 I just think that -- the other thing I think is that  
 15 the people who worked on this project, all the people have put  
 16 a lot of time and effort into it. They don't have an agenda.  
 17 They just want to do the very best thing for this community as  
 18 possible. And for people to come in and say do they have an  
 19 agenda, that there is -- it's -- it would be impossible. How  
 20 would they have an agenda? How would they make a profit off of  
 21 it? It's just --

22 What we need is to support the Columbia River  
 23 Crossing team. They've put a lot of hard work into it. They  
 24 know what's going on. And if you keep track of what's going  
 25 on, you would know what's going on, too.

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includes a range of safety and design improvements including the  
 addition of safety shoulders for stalled vehicles and incident responders.

**P-0927-004**

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.

**P-0927-005**

The evaluation of the five alternatives in the DEIS was preceded by an


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CERTIFICATE

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3  
4 State of Oregon )  
5 County of Multnomah ) : ss.

6  
7 I, Michael R. King, a Certified Shorthand Reporter  
8 for Oregon, hereby certify that at the time and place set forth  
9 in the caption hereof, I reported in stenotypy all Spoken  
10 Comments adduced and other oral proceedings had in the  
11 foregoing matter; that thereafter my notes were reduced to  
12 typewriting under my direction; and the foregoing transcript,  
13 pages 3 to 16, both inclusive, constitutes a full, true and  
14 correct record of such testimony adduced and oral proceedings  
15 had and of the whole thereof.

16 Witness my hand at Corbett, Oregon, this 30th day  
17 of May 2008.

18  
19   
20 Michael R. King, C.S.R.  
21 C.S.R. No. 90-162



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extensive evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the existing highway system more efficiently without any capital investment. These options were evaluated for whether and how they met the project's Purpose and Need, and the findings were reviewed by project sponsors, the public, agencies, and other stakeholders. Alternatives that included only TDM/TSM strategies, or provided only transit improvements, would provide benefits, but could only address a very limited portion of the project's purpose and need. This extensive analysis found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area. Alternatives that did not include such improvements did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. The DEIS evaluated alternatives with more demand management (higher toll) and increased transit service with less investment in highway infrastructure improvements (Alternatives 4 and 5) compared to the toll and transit service levels included in Alternatives 2 and 3. The additional service and higher toll provided only marginal reductions in I-5 vehicle volumes, and they came primarily at the cost of greater traffic diversion to I-205. This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed considerably better on a broad set of criteria.

**P-0927-006**

Please see Chapter 2 of the Final EIS for a description of improvements

proposed to the SR 500 interchange.

**P-0927-007**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.