

1 likely to come, design it for bidirectional travel,  
 2 so if the old bridge is toppled by the earthquake,  
 3 and the newer bridge is not. I do not support a  
 4 wider bridge. We're not going to need a wider  
 5 bridge once gasoline is much more expensive.

6 A final point: As for tolls, I do not  
 7 support setting up a surveillance system to track  
 8 everyone's travels so that voyeurs and the federal  
 9 government can keep track on everyone's travels.  
 10 The way to do this fairly is to pay it through the  
 11 gas tax; what the gas really costs. Those who drive  
 12 more, pay more. Those who drive more inefficiently,  
 13 pay more. And that's a much more equitable way to  
 14 do it than recording everyone's license plate.

15 MR. HEWITT: Thank you.

16 Peggy Anderson.

17 P-0955-001 MS. ANDERSON: Peggy Anderson. I live at  
 18 5585 East Evergreen Boulevard in Vancouver,  
 19 Washington. That's right near Exit 3. 🚗

20 I retired here to Vancouver in 2006, and I  
 21 have used my bike to commute across the I-5 Bridge  
 22 most of the time, because I don't like the noise on  
 23 the 205 Bridge.

24 P-0955-002 Personally, what I would really like to  
 25 see is the extension of light rail to Kiggins Bowl

### P-0955-001

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

### P-0955-002

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at [www.rtc.wa.gov](http://www.rtc.wa.gov).

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**P-0955-002** 1 Terminus in Vancouver, regardless of which bridge  
2 option is selected. I think this would ease  
3 congestion and help us go green, and also litigate  
4 the gas situation that we are facing in the future.

**P-0955-003** 5 If -- if I have my option -- I don't I  
6 don't think my option exists. Because I think you  
7 need to look at maybe an arterial bridge for the  
8 local traffic and for light rail and bike and  
9 pedestrian paths. Because, if you look at all of  
10 the -- all -- on and off ramps between Delta Park  
11 and Mill Plain, you see where a lot of congestion  
12 exists, especially during peak hours. I come off  
13 the light rail and ride my bike, and I see all of  
14 the cars backed up on Marine Drive. And I really  
15 think if you had an arterial situation, you could  
16 ease that in and maybe not have to build such an

**P-0955-004** 17 expensive bridge. If an arterial bridge is not an  
18 option, I would favor the supplemental bridge  
19 crossing option, which I think would be less

**P-0955-005** 20 expensive. Where possible, put the bike lane as far  
21 from traffic as you can in the Hayden Island area,  
22 just for peace.

**P-0955-006** 23 And if tolls are the way you have to pay  
24 for this -- although I've heard an argument that  
25 maybe says we shouldn't even consider this -- I

**P-0955-003**

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 of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

**P-0955-004**

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

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P-0955-006

1 would suggest that you start that as soon as  
 2 possible. I also think that would ease congestion  
 3 and encourage people to carpool and maybe look --  
 4 look at alternative means of transportation. Thank  
 5 you.

6 **MR. HEWITT:** Thank you.

7 Now, if this group of three will go back  
 8 to their seats, we will ask Dana Carlile, Molly  
 9 Haynes, and Dave Johnston to come to the table here  
 10 (indicated).

11 And our next speaker will be Tamsen  
 12 Wassell.

13 **MS. WASSELL:** Hello. My name is Tamsen  
 14 Wassell, and I live on Hayden Island. But I'm here  
 15 today as the president of the Tomahawk Destiny  
 16 Association, a homeowners' association of 72  
 17 households on Hayden Island.

18 **UNIDENTIFIED SPEAKER:** Can't hear. Can't  
 19 hear.

20 **MR. HEWITT:** I was supposed to tell you to  
 21 speak into the microphone.

22 **MS. WASSELL:** I was hoping that technology  
 23 would be in place for that.

24 Our -- our membership has strongly  
 25 supported the board resolution that states the

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-0955-005

The new 16-foot wide multi-use path would extend to the Marine Drive interchange, connecting to the Expo Center light rail station and the light rail bridge over North Portland Harbor. These new trails would provide safer and more direct bicycle and pedestrian connections that are farther from traffic. Chapter 2 of the FEIS has more information on specific road design in this area.

#### P-0955-006

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

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