I'm strongly in support of bringing light rail into Vancouver. When deciding where the light rail line should end in Vancouver, I think we need to look, not only to short-term costs, but to long-term plans, not only to get people into Portland, but for the city of Vancouver as a whole. I feel that the Mill Plain and Clark College options are unacceptable, because, while it gets light rail across the river, it does not get it to the people that actually are going to be using it. I feel that it does need to go north. I feel like the Lincoln Terminus is the best option, because it passes through the uptown village area past the businesses so that it is part of a full plan that does not just get people through residential areas into Portland, but can build a larger system for Vancouver on its own and linking Vancouver and Portland. Thank you.

**MR. HEWITT:** Thank you.

Shawn Bacon.

P-0956-001 **MS. BACON:** Hello. My name is Shawn Bacon. My address is 4423 Southeast 45th --

**MR. HEWITT:** Come up closer and speak up.

**MS. BACON:** Sorry.

**MR. HEWITT:** Thank you.

**MS. BACON:** My address is 4423 Southeast

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**P-0956-001**

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

P-0956-001 45th in Portland.

P-0956-002 And my favorite option would be a no-build at the moment. I'd like to see light rail going to Vancouver, because I think, you know, more people that can be using transit into Portland, it would be easier than being on the bridge, and traffic in general. But the bridge options are so expensive that it doesn't seem like it makes sense. There

P-0956-003 doesn't seem like any options, other than just the new bridges all together. And it -- Although the

P-0956-004 information downstairs doesn't make it obvious that there's not a huge benefit to building a new bridge, my understanding from reading other people's writing is that the distinction between no-build and building this new bridge is not huge. And the information given that makes a case basically says we'll have 15 hours of high traffic if we don't make this bridge. Which, to me, seems ridiculous. I'm, like, what conditions could possibly create 15 hours of traffic congestion? So, to me, it feels biased towards saying that this is the only real option, if you want to have reasonable traffic, which, you know, we don't really have control over reasonable traffic unless we build differently and don't allow people to continue to sprawl, which we've done.



**P-0956-002**

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-0956-003**

Evaluation of the five alternatives in the DEIS was preceded by screening of a wide array of possible solutions to the CRC project's Purpose and Need. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies solicited the public, stakeholders, other agencies, tribes and other experts for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, such as new transportation corridors across the Columbia River, various transit modes, tolling, other demand management measures, and

P-0956-005

So, to me, the emphasis needs to be on how are we going to be able to live together in the future with transportation that the environment and we can really afford. And so, that makes -- means making big changes instead of saying, "Well, I have a hard time getting to work, and I don't like it." Because, really, soon -- very, very soon that's not going to be the only issue. We can't continue the way we have and all work together and live together reasonably on the planet.

So, to me, we need to have that be a bigger focus instead of continuing in our -- the way we've always done things and hope that if we have more lanes, somehow it won't be as bad and life will be good. So I'd like to see some real statistics on what the differences will be between our options and what other things we could do with this money, besides what we're going to do if we make a bridge. Thank you.

**MR. HEWITT:** Thank you.

I think, at this table (indicated), next will be Sharon Nasset, Jim Karlocks, and Ed Barnes. Three familiar faces. And our next speaker is Chip Shields.

**MR. SHIELDS:** Thank you Mr. Co-chair,



techniques for operating the existing highway system more efficiently. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need. Components that increased capacity or helped reduce travel demand without increasing capacity were advanced for further evaluation. See Appendix C of the DEIS for an explanation and the results from early screening processes. The DEIS analyzed the full range of reasonable alternatives, which included the four build alternatives, and variations on each based on their individual components and various options. The range varied from No-Build, to alternatives that provided varying levels of highway improvements, different high capacity transit modes, different transit alignments and termini, and different tolling options. Many other components and combinations were evaluated prior to beginning the DEIS, but were dropped when analyses and input indicated that they would not adequately meet the Purpose and Need.

**P-0956-004**

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. In 2005, 135,000 vehicles crossed the Columbia River on the Interstate Bridge, which led to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 mph. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as

increased population and employment, transportation improvements, and new developments on the transportation system.

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 seven 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.

**P-0956-005**

The Purpose and Need is based on extensive analysis of the existing transportation problems in the I-5 CRC corridor, and reflects extensive feedback from the public and stakeholder groups. The Purpose and Need focuses largely on metrics that do not inherently require substantial, or exclusive, increases in highway capacity. On-going analysis has demonstrated that the Purpose and Need is best met by a multimodal alternative that improves highway, transit, and bicycle and pedestrian facilities, and adds tolling to the highway river crossing.Based on modeling and analysis, the CRC LPA is expected to significantly increase transit ridership and reduce the number of vehicles crossing the river. This shift toward transit, reduction in auto crossing, reduced congestion, removal of bridge lifts, and lower accident rates, are all factors that contribute to lower CO2 emissions with the project than without it.  These factors will also make it easier for the region to meet goals for reducing GHG emissions.As the only continuous north-south Interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economy.  The I-5 crossing also provides the primary transportation link between

Vancouver and Portland, and the only direct connection between the downtown areas of these cities. As described in the DEIS, serious problems face this important crossing, including growing congestion, impaired freight movement, limited public transit options, high auto accident rates, substandard bicycle and pedestrian facilities, and vulnerability to failure in an earthquake. The fact that other important issues face our communities does not diminish the importance of addressing the problems plaguing the I-5 crossing. CRC assumes funds allocated to other projects would remain dedicated to those projects, and anticipates needing to find new funds to finance the project. Funding for the project will come from a variety of sources including federal grants that would not be available to other transportation projects in the region, State of Oregon, State of Washington, regional and local sources. In addition, it is assumed that the replacement bridge will be tolled. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA.