

1 MR. HEWITT: Thank you.

2 John Russell.

P-0964-001 3 MR. RUSSELL: Hello, my name is John
4 Russell. I rode my bike all the way here from my
5 apartment at 3100 Southeast 168th Avenue, Apartment
6 305, Vancouver, Washington 98683. That's way over
7 on the other side of 205, for those of you who don't
8 know. I rode my bike over here. I crossed over the
9 bridge. Firsthand experience, the -- basically,
10 abysmal bicycle and pedestrian facilities. There
11 was a case where I had to pass some pedestrians on
12 the bridge; very frightening, I would imagine for
13 them. There simply isn't enough room.

14 So, first of all, I would strongly implore
15 more safe and world-class bicycle facilities to be
16 considered, especially as it concerns with the --
17 the interchanges on Hayden Island and around -- in
18 the entire project area. That's probably my least
19 favorite part of my -- my bike traveling over the
20 bridge here.

P-0964-002 21 And, also, with the interchange, I'd like
22 to bring up the problem with safety. If you go
23 downstairs, you can see on some of the boards;
24 you've got the crashes per mile. And you notice
25 they're not on the bridge themselves; they're with

P-0964-001

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-0964-002

Though interchange safety is important, so is the safety of those using the bridge. Bridge specific safety improvements proposed include new bridge structures high enough for marine traffic, the addition of safety shoulders for stalled vehicles and incident responders, and improved sight lines so drivers can see over the crest of the bridge. One benefit of these improvements, as well as other CRC project improvements, is a reduction in traffic congestion on the bridge resulting in fewer rear-end collisions.

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P-0964-002 1 the interchanges. And so, first of all, I think the
2 interchanges are one of the biggest safety issues.
3 I believe that they should be replaced with safer
P-0964-001 4 alternatives that also favor bike and pedestrian
5 traffic. And, also, I believe that the bike traffic
6 maybe should just be able to pass right over Hayden
7 Island.

P-0964-003 8 I currently do not support any of the --
9 the alternatives, as they do not have the proper mix
10 of bicycle and pedestrian facilities with the proper
11 accommodation of traffic.

12 The closest one that I would support would
13 be the supplemental bridge with light rail.
14 However, one of my main problems with that is the
15 lack of pedestrian and bike facilities. I believe
16 that additional facilities should be incorporated.
17 In addition to the cantilever addition on the
18 original bridges, I believe that pedestrian
19 facilities should also be included on the bridge
20 with light rail so that people traveling through
21 will not have to deal with the interchanges on the
22 island themselves, and will be able to connect to
23 light rail.

P-0964-004 24 And so, mainly, I would just like to see
25 improved bicycle facilities on this bridge,

P-0964-003

Please refer to response to comment P-0964-001.

P-0964-004

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 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.

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P-0964-005 1 incorporating what other people have said; peak oil,
 2 all that. More people are definitely going to be
P-0964-001 3 shifting to bikes and transit, and I would like to
 4 see all of that incorporated. In addition, tolls
P-0964-006 5 and whatnot, that would encourage people to make a
 6 smart choice. Thank you for allowing me to speak
 7 tonight.

8 **MR. HEWITT:** Thank you.

9 Next at this table (indicated) will be
 10 Doug Klotz, J.R. Robertson, and Temple Lentz. And
 11 the next speaker is Connie Wallace.

12 **MS. WALLACE:** Thank you. My name is
 13 Connie Wallace. I live in Vancouver. I live off of
 14 63rd Street, and I work in downtown Portland.

15 I moved here five years ago. I take the
 16 light rail from (inaudible) Center, and I enjoy that
 17 ride. And because I leave my house at 5:00 in the
 18 morning, it only takes me seven minutes to cross the
 19 bridge. However, I pay for it on the return home,
 20 because I get back at 4:00, and so, I'm caught in
 21 the traffic on the way back, and it usually takes me
 22 about a half-hour to get home.

23 The -- the plan that I prefer would be the
 24 new wider bridge with some form of mass transit.
 25 And my first choice would be bus rail rather than

P-0964-005

Please see the discussion of peak oil in the FEIS, Section 3.19.

P-0964-006

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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