



1 is traffic there. There is congestion there. That
 2 I-5 Bridge is obsolete and outdated. There needs
 3 not to be a drawbridge there on an -- on an
 4 interstate of that capacity. I am in favor of the
 5 new bridges with light rail, safer bicycle and
 6 commute -- and pedestrian lanes. I -- I think that
 7 it should be built ten years ago. I think today's
 8 dollars is the best for our money. I think it needs
 9 to be underway right away. I -- I also don't
 10 believe that that should take ten years to build
 11 that. I think, if that bridge was to be devastated
 12 in some way along with the other bridge, that there
 13 would be some way to get that built quicker than ten
 14 years. I think that's way too long. That's all.
 15 Thank you.

16 **MR. HEWITT:** Thank you.

17 Temple Lentz.

18 **MS. LENTZ:** I'm Temple Lentz. I live at
 19 3612 Q Street in Vancouver.

20 And I would like to agree with the
 21 previous speaker, that it's actually really
 22 heartening to hear positive comments tonight, which
 23 is more than I tend to see in the papers or that I
 24 heard last night at the hearing there. This is a
 25 strong project that's long overdue, and I advocate a

P-0970-001

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

P-0970-002

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.

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P-0970-002

1 replacement bridge with light rail going as far as
2 we can get it.

P-0970-003

3 The current bridge is already woefully
4 congested, seismically unfit, and dangerous to bike
5 or drive-across. Metro council members and certain
6 writers call this "Washington's problem," and
7 they're wearing blinders. And they're apparently
8 unaware that the goods they buy, whether they're
9 from Wal-Mart, Whole Foods, or the farmer's market,
10 still need to actually get to market.

P-0970-004

11 Further, the tax revenue Oregon receives
12 from the so-called "tax dodgers" who work in Oregon
13 but live in Washington is surely something they
14 wouldn't like to lose. This is a regional issue,
15 but affects all of us.

P-0970-005

16 As to peak oil and related arguments, yes,
17 a change is going to come. It's inevitable. But
18 with -- along with change comes technology and
19 adaptation, whether we're driving Cadillacs, Civic
20 Hybrids, or electric cars, or if we experience a sea
21 change and suddenly see seas of commuter bicycles,
22 we are going to need a safe, structurally sound and
23 regionally beneficial river crossing.

P-0970-006

24 There are some concerns in Vancouver about
25 transit running through downtown Vancouver, but we

P-0970-003

We agree that freight mobility is a key issue. While the project supports light rail and cycling, interstate capacity for economic development is key to the region's future.

P-0970-004

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

P-0970-005

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

P-0970-006

Construction activities associated with transit and highway improvements have the potential to negatively and positively affect nearby businesses, as described in Chapter 3 (Section 3.4) of the DEIS and the FEIS. For example, construction could temporarily block visibility and access to specific businesses, cause traffic delays, and reroute traffic to detours, all of which could divert customers and hamper business activities. Potential positive construction effects could include increased spending in the project area during construction, which can, for example, increase sales at local shops and restaurants.

The project team will work to minimize negative business impacts and encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, marketing and retail consulting, or

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P-0970-006 1 need it. Business owners are reasonably --
 2 reasonably concerned about the effect during and
 3 after construction. But having lived in Portland,
P-0970-007 4 Chicago, and Paris, I believe they are mistaken.
 5 Light rail encourages a pedestrian community, which
 6 encourages commerce. As I ride my bike down
 7 Vancouver's Main Street and see shuttered and
 8 deserted businesses with ample parking in front of
 9 them, I'm hard pressed to think that a system that
 10 directly funnels people downtown is a bad thing.
 11 This is an opportunity, not a restriction.

P-0970-008 12 Further, concerns about increased crime in
 13 Vancouver with the introduction of light rail are
 14 ridiculous and carry no small hint of racism and
 15 classism. Controlling crime is about the community,
 16 not the transit.

P-0970-009 17 Many people are suggesting a third bridge,
 18 an arterial bridge. Or, last night I even heard
 19 about the crazy arterial superhighway. None of
 20 those solutions solve the problem of this bridge,
 21 which is the matter at hand.

22 The CRC has done a great job over the last
 23 few years of researching needs and possibilities and
 24 boiling them down to what we see here. It's time
 25 now to move forward. Most of the options people are

promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.

P-0970-007

Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus station will serve a community and senior center, a community college, and the Veterans Administration campus.

P-0970-008

Safety and security are high priorities for C-Tran and TriMet. CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime in the surrounding neighborhoods.

Between 2008 and 2009 TriMet has aggressively enhanced safety and security on its MAX and bus systems. During that time frame, the number of police officers working in the Transit Police Division doubled to 58 officers who spend up to 70 percent of their time patrolling the system. Additionally, TriMet added 15 new fare inspectors and granted authority for all 46 TriMet Road Supervisors to enforce fares.

Please see Chapter 3 (Section 3.1) of the FEIS for more information regarding potential impact on crime and plans for ensuring the safety and security of passengers using the light rail system.

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P-0970-009

1 proposing have already been considered and
2 evaluated. It would be great if the CRC could
3 design us a bridge that would be exactly what each
4 of us want it to be. But until we develop a federal
5 budget for magic, the CRC has done a good job, and
6 we need to move forward. Thank you.

7 **MR. HEWITT:** Thank you.

8 I think what we're going to do is, we'll
9 take the three people who are here, and then we'll
10 take a break. Is that fine with you? So we won't
11 call up the next three. We'll just take what we
12 got.

13 And the next speaker at this first table
14 (indicated) is Joe Morrison.

15 **MR. MORRISON:** Joe Morrison. I have a
16 business at 1916 Main Street.

17 Somewhere along the way, I understood this
18 thing is slightly political. And I criticize you
19 people a lot about not paralleling I-5 and making
20 this a rapid transit system, which it is not. What
21 you're proposing is not a rapid transit system.
22 You've got many stops in downtown Vancouver --
23 three. You're looking at doing park and rides in
24 downtown Vancouver. I have a real difficult time
25 with that. But I found out that you weren't given

P-0970-009

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