



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.

P-0971-001 15 **MR. MORRISON:** Joe Morrison. I have a
 16 business at 1916 Main Street.

P-0971-002 17 Somewhere along the way, I understood this
 18 thing is slightly political. And I criticize you
P-0971-003 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

P-0971-004 25 with that. But I found out that you weren't given

P-0971-001

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

P-0971-002

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

P-0971-003

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.

P-0971-004

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the

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P-0971-004 1 the option to look at going up I-5; that our mayor
2 and our City said, "no." You have to do something
3 downtown Vancouver and tear it up. And so, I'm
4 sorry. I apologize for being critical of you and
5 your job. I think it's very unfair that you were
6 handed that deck of cards.

P-0971-005 7 This system we have, I could support
8 something probably going up I-5. I could probably
9 support something in a wheel transit. I think a
10 wheel system has a lot of merit. This system that

P-0971-006 11 we have going down the interstate continuing over to
12 Vancouver is really a trolley. It's not a rapid
13 transit. I've been in some foreign countries, and
14 there, they have a real system. They move fast.

15 They don't have intertraffic. They don't have stops
16 every three to five blocks or ten blocks. They go
P-0971-007 17 several miles. They don't have pedestrians and
18 traffic that's crossing in front of them so you can
19 slaughter them, unfortunately. But you have not
20 given that as the option.

P-0971-008 21 I think I address having park and rides in
22 downtown -- downtown areas, somehow bringing traffic
23 -- wheel traffic -- driving cars to downtown to get
24 on a public system. There's no doubt that we do
25 have a reasonable problem on I-5 and I-205, that of

issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

P-0971-005

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-0971-006

The alignment through downtown Vancouver balances the need for a transit option over the Columbia River with the desire by local sponsors to introduce light rail through downtown Vancouver which may spur development. Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other

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P-0971-008

1 traffic, and so one. Some of it is the
2 interchanges.

3 There's, in Vancouver, three stops in
4 approximately 15 blocks, as I recall. And that's
5 quite a few. And, again, it won't move people. But
6 I think we should have a system and using our C-TRAN
7 and try that to bring people into a hub and move.
8 I'll stop. I see the light's on. Thank you.

9 MR. HEWITT: Thank you.

10 Jim Howell. Welcome.

11 MR. HOWELL: My name is Jim Howell. 3325
12 Northeast 45th Avenue, Portland, Oregon.

13 If, one, we're required to make a choice
14 among the alternatives, the only responsible choice
15 would be the no-build. This does not mean that
16 nothing should be done. Clearly, there are severe
17 congestion. There's severe congestion on the
18 freeway, especially southbound at the a.m. and
19 northbound in the p.m. The current proposal to
20 build more lanes will not solve the problem, because
21 in the long run, it will only attract more traffic.

22 There are many ways to relieve the
23 bottleneck without throwing over \$4 billion to
24 rebuild five miles of freeway and seven
25 interchanges, construct a 12-lane mega structure

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-0971-007

Planning for safety and security on and around light rail is a high priority. The light rail system will be designed to promote safe interactions between light rail trains, cars, bicycles and pedestrians. Through a cooperative team effort and the systematic application of safety and security principles, the project will be designed and constructed to run safely, securely, dependably, and efficiently. 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.

Safety measures that will be designed into the project as appropriate include 1) physical barriers such as medians, fencing, landscaping or chain and bollard to help channel automobiles, pedestrians and bicyclists; 2) signage, tactile pavers, audio warnings, and pavement markings at the track crossing to alert individuals they are approaching tracks; 3) active treatments such as flashing lights, bells, illuminated and audible warning devices in traffic signals; 4) Creating inviting, well-lighted platforms and station areas; 5) maintaining clear sight lines for the oncoming train and 6) implementing a public safety education campaign before the start of service.

According to the United States Bureau of Transportation Statistics, public transportation represents less than 1 percent of the national average of all street and highway fatalities. Light rail is one of the safest forms of public transportation. As described on page 3-56 of the DEIS, collisions on TriMet's light rail system have decreased over the years. For more

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information on how the CRC project is accounting for safety in the design of light rail, please see Chapter 3 (Section 3.1) of the FEIS.

P-0971-008

The CRC project modeled how drivers would access the three proposed Park and Ride lots in Vancouver during the morning peak commute. Two of the three Park and Rides – Clark College and SR-14 – are located adjacent to major thoroughfares (I-5 and SR 14). The Mill Plain Park and Ride, though not adjacent to I-5 or a state route, is located between two major arterials, Mill Plain and Fourth Plain Boulevards. This modeling confirmed the majority of drivers (70%-90%) would access the Park and Rides from major roads including I-5, SR 14, SR 500, Mill Plain and Fourth Plain.

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov. Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.