



1 Randy Salisbury.

2 **MR. SALISBURY:** My name is Randy

3 Salisbury. I'm a principal at DSP Architecture in  
4 Vancouver.

5 I'm looking forward to the day when I can  
6 cross the bridge without worrying about the  
7 supporting wood pilings installed in 1917, failing.  
8 I'm looking forward to the day when I don't have to  
9 worry about whether or not I'll be late to a meeting  
10 due to a bridge lift. Most of all, I'm looking  
11 forward to leaving my gas-using car at home and  
12 simply riding MAX when I need to do business in  
13 Portland. Thank you.

14 **MR. HEWITT:** Thank you.

15 **(Whereupon, a short break was taken.)**

16 **MR. HEWITT:** Ed Tomayer, Michelle Hamann,  
17 and Shawn Bacon. So we'll get those three here.  
18 And we'll ask to come up here to the other table,  
19 John Bartles, Representative Chip Shields, and Ken  
20 Morgan. And we'll start with Ed. Grab the mike,  
21 please.

22 **MR. TOMAYER:** Good evening. My name is Ed  
23 Tomayer. I live at 701 Columbia Street in  
24 Vancouver.

25 I strongly support a new bridge with light

### P-0973-001

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

### P-0973-002

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-0973-001

P-0973-002

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P-0973-003

1 rail. This project is attempting to solve many,  
 2 many issues at the same time. Some of these issues  
 3 include interstate traffic issues affecting  
 4 businesses and people from Columbia to Mexico,  
 5 carbon emissions, commuting, barge traffic, bridge  
 6 lifts, seismic safety, pedestrian and bike access,  
 7 I-5 access to and from downtown Vancouver, Hayden  
 8 Island, and other areas, traffic congestion, traffic  
 9 safety, and economic growth and stability. When I'm

P-0973-004

10 looking at the whole picture, I believe that the  
 11 option that best addresses all the issues is a  
 12 bridge with light rail.

13 I'd like to comment on all of these, but, of  
 14 course, we don't have time for that. So I'll pick  
 15 one item. I believe that prosperity follows light  
 16 rail. A trip on the Yellow Line easily illustrates  
 17 this. There are new businesses all along the line,  
 18 and old businesses have a fresh coat of paint. I  
 19 would like to see downtown Vancouver benefit the  
 20 same way. One way to look at it is this: There is  
 21 an estimate, I think, that there's -- 7,000 riders a  
 22 day will use light rail on day one. Let's be  
 23 conservative and assume 5,000 riders per day, and  
 24 look at 300 days per year. This means that  
 25 1,500,000 riders will window shop each year in

**P-0973-003**

The project purpose is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-build alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate travel and commerce needs in the BIA; and d) improve the Interstate 5 river crossing's structural integrity. See Chapter 1 of the DEIS for more discussion on the development of the project Purpose and Need.

**P-0973-004**

Thank you for your comment. 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.

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P-0973-004

1 downtown Vancouver. Add to this crude estimate,  
2 which does not -- and this crude estimate does not  
3 include shoppers from Portland and vacationers to  
4 the area who will now have access to Vancouver. It  
5 is hard for me to imagine that this is bad for  
6 business.

7 I will be submitting a more detailed  
8 opinion -- or option -- to the CRC via e-mail that  
9 addresses the list of issues that I previously  
10 mentioned. For now, I want to go on public record.  
11 I believe that the best solution is a new bridge  
12 with light rail. Thank you.

13 MR. HEWITT: Michelle -- is it Hamann?

14 MS. HAMANN: Hamann.

15 MR. HEWITT: Hamann, excuse me.

16 MS. HAMANN: My name's Michelle Hamann. I  
17 live at 4112 Lincoln Avenue in Vancouver,  
18 Washington. My husband and I moved to Vancouver  
19 about six months ago. And the one thing that is  
20 lacking in the neighborhood that we chose is an  
21 efficient and acceptable way to use public  
22 transportation to get into Portland. It either  
23 necessitates poorly-timed buses, too many transfers,  
24 or is having to drive our car 50 blocks north, or  
25 across the bridge, to get into the city. That's why

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