

1 homes, having our mortgage cut in half, and subject  
 2 to more pollution during construction activities  
 3 are, say, less enthusiastic about the possibilities  
 4 of the bridge.

5           What we'd really like to see is good  
 6 justification that will not just move the bottleneck  
 7 down the road, but really justifies to us the undue  
 8 hardship that we're going to have to endure during  
 9 the build and displacement that we'll all suffer.  
 10 Thank you.

11           **MR. HEWITT:** Thank you.

12           The lists keep coming. Joel Batterman.  
 13 We'll put you at this table over here (indicated),  
 14 and we'll go on with Art Lewellan.

15           **MR. LEWELLAN:** Could I allow one of the  
 16 other guys here to go before me so I can collect my  
 17 thoughts?

18           **MR. HEWITT:** Sure.

19           We'll then go to Robert Gordon.

**P-0982-001** 20           **MR. GORDON:** My name's Robert Gordon. I  
 21 live at 7909 Southeast Raymond Street in Portland,  
 22 97206.

23           Number one, will the future price of fuel  
 24 eliminate the factor for traffic? In other words,  
 25 if fuel keeps going to up, will there be as much

## **P-0982-001**

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

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**P-0982-001** 1 traffic? Will a bridge be needed? If it is needed,  
**P-0982-002** 2 I favor the supplemental with bus rapid transit. I  
 3 don't favor light rail at all. I'd rather use  
 4 buses, either diesel or electric. They have no need  
 5 for a special roadbed, and they can use the existing  
 6 infrastructure.

**P-0982-003** 7 Also, as a bicyclist, I find that light  
 8 rail attracts -- particularly in the Pearl District  
 9 -- a hindrance and a danger to my travel. If it is  
**P-0982-004** 10 built, build it big for traffic and freight use.

11 Your food, building materials, whatever you wear or  
 12 ride, if it's a bicycle or car, usually it gets  
 13 delivered by wheeled vehicle. So freight down, and  
 14 you will pay more to live.

**P-0982-005** 15 Will water wheels or turbines be placed on  
 16 the bridge supports to generate electricity from the  
 17 water flow? Has anyone thought of that possibility?

**P-0982-006** 18 And, no toll. If cars pay a toll,  
 19 bicycles, foot traffic, and everybody who rides mass  
 20 transit across there should pay, too. Make it a  
 21 true user fee, if you're going to charge a toll; not  
 22 just a tax on a certain mode of transportation. And  
 23 that's -- that's all my -- my thoughts on this.

**MR. HEWITT:** Thank you.

Robert Marino.

## P-0982-002

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.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Not only would light rail carry more passengers across the river during the PM peak, it would also result in more people choosing to take transit, faster travel times through the project area, and fewer potential noise impacts than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

The CRC Task Force, a broad group of stakeholders representative of the range of interests effected by the project (see the DEIS Public Involvement Appendix for more information regarding the CRC Task

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Force) recommended that light rail be selected as the preferred transit mode. For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

**P-0982-003**

To help address the needs of the pedestrian and bicycle community, the project formed a 15 person advisory committee to guide the development of improvements for people who walk or ride bicycles in or through the project area. This Pedestrian and Bicycle Advisory Committee made recommendations for providing safe and efficient connections across the and near light rail.

**P-0982-004**

The ability to move freight efficiently in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

**P-0982-005**

Various methods for generating energy (wind, solar, tidal) within the right of way or in association with the bridge have been considered and will continue to be considered.

**P-0982-006**

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.