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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

P-1050-001

Please see Section 3.3, Property Acquisitions and Displacements, of the FEIS for a description and maps showing the properties that would be impacted by the construction of the LPA. Prior to publication of the DEIS, property owners potentially affected by project alternatives were notified directly via mail, and six meetings specifically focused on potential right-of-way needs were held in September of 2007. Door-to-door visits were not conducted at for each impacted property.

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1 HAL DENGERINK: Okay. Thank you,
2 tom. Susan Hoffman.
3 SUSAN HOFFMAN: Hello. My name is
4 Susan Hoffman. I am a resident of the
5 (inaudible) -- my home is located at 3407
6 I Street and my back alley borders the
7 current I-5.
8 It currently appears based on the
9 information provided in the DEIS that
10 approximately half of my property, which
11 includes the back alley and the area where
12 I am able to park my vehicle is to be
13 eliminated.
14 I have only learned this through
15 talking with friends and viewing the Draft
16 Environmental Impact Statement for myself,
17 which however does list 3405 and 3409, who
18 are both my direct neighbors in the
19 statement. I find it kind of peculiar
20 that given the fact that I am one of the
21 three of us that has attended the most
22 meetings and has listed my address most
23 frequently, that I am not a part of the
24 actual statement.
25 Also, I have not been personally

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P-1050-001 1 notified through a home visit by the
2 Columbia River Crossing Task Force of any
3 of the individual impact to my residence
4 as stated through the DEIS.

P-1050-002 5 Also, I do not want light rail as
6 part of downtown Vancouver running north
7 up Main Street. I do not want the current
8 atmosphere and the present community which
9 exists in downtown Vancouver to be erased.
10 I do not want to live in a downtown urban
11 setting like Portland. If I did, I would
12 move there.
13 Currently, there is a very vital and
14 thriving community -- commercial activity
15 within the downtown and Main Street
16 corridors, which has been nurtured by many
17 dedicated small business owners. It is
18 not necessary to uproot them and transform
19 the entire landscape by introducing a
20 permanent light rail to our downtown,
21 which would only serve to drive out those
22 small businesses and the many residents
23 with deep permanent ties to the area by
24 increasing criminal activity, transient
25 mobility and moving increased gang

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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 through downtown Vancouver via a Broadway-Washington couplet, running east-west on 17th Street 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.

Safety and security are top 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. Safety will be designed into every phase of the project. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime

in the surrounding neighborhoods.

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1 activity from Downtown Portland and
 2 surrounding suburbs into our area. We do
 3 not need light rail in Vancouver.
 4 HAL DENGELINK: Thank you, Susan.
 5 Okay. At this point, we are ready to
 6 change out with the next three folks.
 7 Robert Ross, Carol Panfilio and Leonard
 8 Bauhs, B-a-u-h-s. And now, Lisa.
 9 LISA GHORMLEY: My name is Lisa
 10 Ghormley. I live at 3705 H Street. I
 11 also have a business at 207 East
 12 McLoughlin, which is slated for removal in
 13 the DEIS.
 14 Most of the information that I
 15 gathered for the section about freight
 16 mobility, I got from the DEIS. If light
 17 rail is chosen, I feel the cost to the
 18 citizens and the surrounding neighborhoods
 19 of Vancouver is too high, the cost of our
 20 livability.
 21 In Alinement Option Number Five,
 22 light rail will bisect three of the four
 23 major freight corridors listed for the
 24 Port of Vancouver -- Mill Plain, Fourth
 25 Plain and 39th Street.

In the past year TriMet has aggressively enhanced safety and security on its MAX and bus systems. Over the past year, 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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CERTIFICATE OF REPORTER

STATE OF WASHINGTON)
County of Clark)

I, Cathy S. Taylor, a notary public
for the State of Washington do hereby
certify that I transcribed to the best of
my ability said proceedings written by me
in machine shorthand and thereafter
reduced to typewriting; and that the
foregoing transcript constitutes a full,
true and accurate record of said
proceedings and of the whole thereof.

Witness my hand and notarial seal
this 16th day of June, 2008.

Cathy S. Taylor, RPR, CSR
Notary Public for the State of Washington
My Commission expires April 15, 2009