

October - December 2010

During the fourth quarter of 2010 election activities spurred a large conversation about tolling the I-5 bridge, and captured the attention of voters, the media, and public officials. A business on Hayden Island, Plaid Pantry, released a privately funded economic report criticizing the project cost estimates. In addition, the Bridge Expert Review Panel was convened to review bridge type and associated risks. Other major activities in the fourth quarter included a right-of-way meeting in Vancouver and a light rail station design open house on Hayden Island. These events were all well attended by the public and generated public comments. The project also continued to be present at local fairs and festivals.

Public Comments Received

The project received 89 individual emails, comment forms, letters, and verbal comments between October 1, 2010, and December 31, 2010, which was a significant drop from the number of comments received during the first three quarters of 2010. In addition, an online survey was administered.

Public comments in their entirety are available upon request. This summary is a snapshot in time and does not represent a scientific survey.

Public Comment Sources

A comment source is defined as an individual written or spoken comment or as multiple anonymous spoken comments made at a public outreach event, as summarized by staff. A single comment source can address multiple topics, so is then broken down into comment categories. The total number of comments is greater than the number of individual comment sources.

Between October and December, CRC received comments from the following sources:

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| 90 Hayden Island Transit Survey | 10 Outreach Event Summaries |
| 42 Email Comments | 3 Transcribed Comments |
| 41 Comment Forms | 3 US Mail/Hand-delivered letters |

The comment sources listed above included comments that were categorized into the following topics. Only the categories which received more than 15 comments are listed.

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| 94 Transit | 27 Neighborhoods |
| 72 Process (incl. Schedule) | 21 Congestion and Traffic |
| 50 Bridge, Interchange and Highway Design | 18 Parking |
| 30 Cost, Funding and Financing | 17 Construction Approach |
| 27 Land Use and Economic Activity | |

Public Comment Themes

Comments received in the fourth quarter of 2010 most frequently mentioned transit, process, bridge, interchange and highway design, cost, funding, and financing were the most frequent.

Transit

Transit comments in the fourth quarter related to light rail almost exclusively, with a majority of the comments relating to the design of the light rail system. Comments generated by the November light rail station design open house on Hayden Island mostly focused on two issues: support for a park and ride to make it easier for island residents to use the light rail system and whether the island's light rail station should be at-grade or be elevated. Supporters of an at-grade station thought it would: more easily accommodate a park-and-ride, be more accessible for people with disabilities, eliminate the need for

unsafe/unsanitary elevators, and would be more “community friendly.” Arguments in favor of an elevated station thought it would: improve safety for pedestrians and vehicles, require less retail property, and be more visually aesthetic and safer.

Process

Process related comments were varied, and included concerns that the project is moving too slowly, that the overall schedule doesn't include enough time to receive federal approvals, and a question as to how citizens can legally attempt to stop the project.

Bridge, Interchange and Highway Design

Design comments were also varied, and included comments from Hayden Island residents supporting the arterial bridge concept, questions as to the height of the I-5 replacement bridge as it touches down in Vancouver, and support for prioritizing bridge aesthetics.

Cost, Funding and Financing

Comments in this category included a variety of detailed questions, including questioning why the CRC project costs are higher than some other bridge projects around the nation, including one at the Hoover Dam and another in the Biloxi Bay. Other commenters wondered how New Starts funding is generated and how the CRC project can avoid “cost escalation.”

Hayden Island Transit Survey

The survey results did not identify a preference for either an elevated or street level station location on Hayden Island. Several preferences were indicated for values such as for: preventing conflicts between the light rail and other modes of transportation; integrating the light rail station with surrounding businesses and community areas; a quick trip to destination; and easy access to the station was also listed as important. When asked to consider the “character of the station” survey respondents said connectivity to multi-use paths, an iconic station, and creating lots of activity were of high importance.

Where We've Been

Between October and December the project team had a presence at the 19 events below, where a total of 436 people were engaged. Number of people engaged is in parentheses (n/a indicates events where attendees were not counted or were counted before).

Oregon

- Oregon Association of Minority Entrepreneurs (OAME): A&E/Contractors Forum (n/a)
- Jantzen Beach Moorage, Inc. Board Meeting (15)
- CRC Hayden Island Open House (85)
- Transportation Association of Portland (20)
- TriMet Committee on Accessible Transportation (20)
- Hayden Island Neighborhood Association (HiNoon) (12)
- East Multnomah County Transportation Commission (19)

Washington

- Old Apple Tree Festival (84)
- Landover / Sharmel Neighborhood Association (22)
- Vancouver Lions Club (17)
- Shumway Neighborhood Association (10)
- East Vancouver Business Association (30)
- Fort Vancouver Kiwanis (26)
- American Society of Civil Engineers (ASCE) (12)
- Shumway Right-of-Way Meeting (20)
- Hamilton Construction (n/a)
- Rose Village Right-of-Way Meeting (10)

- Rail~Volution (n/a)
- CRC Bridge Expert Review Panel public session (34)

Project Advisory Group Meetings

Between October and December, the following CRC project advisory groups met:

- Portland Working Group (11/3)
- Portland Working Group (12/8)
- Portland Working Group Subcommittee (10/5)
- Portland Working Group Subcommittee (10/12)
- Portland Working Group Subcommittee (10/26)
- Portland Working Group Subcommittee (11/9)
- Project Sponsors Council (12/10)
- Vancouver Transit Advisory Committee (11/17)
- Urban Design Advisory Group (10/1)

In addition, staff from each sponsor agency, plus staff the Ports of Portland and Vancouver met in work sessions five times to advise the Project Sponsors Council.