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JUN 05 2008
Columbia River Crossing

COLUMBIA RIVER CROSSING

Public Hearing

ORIGINAL

May 29, 2008

Portland Expo Center
Portland, Oregon

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, OR CSR 90-162

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CRC - 5.29.08

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NOTE: DVD & Brochure of DMU attached with Weller/Secunda comments.

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1 DARISE WELLER: I think everybody in the staff and --
2 everybody in the staff and everybody connected with this should
3 watch the movie "A Convenient Truth." It's not an
4 "Inconvenient Truth." It's "A Convenient Truth" and it's about
5 Curitiba, Brazil. And it's what they did with -- one of the
6 major things that they did for their transportation plan to
7 make it a sustainable city. And it's actually a very excellent
8 documentary to watch.

9 JAN SECUNDA: There is land available in Linnton for
10 a depot. We used to have a depot there. It would be accepted
11 by the community at a bargain price. Not that we're here to
12 promote that, just so you know.

13 I think that's our input. We just -- we think it's
14 more sustainable, cleaner. Altogether, it's better considering
15 global warming and all the other issues.

16 DARISE WELLER: And it should be a part of the
17 consideration of the bridge. Like I said, it seems like who
18 we've been talking to here was that it was dismissed and not
19 thought of as an alternative, but I think it's a very important
20 alternative to consider.

21 JAN SECUNDA: Okay.

22 DARISE WELLER: That's it.

23 (Attached DVD and brochure.)

24 BARRY HENNELLY: All right. I just wrote down a few
25 comments.

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P-0938-001

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

P-0938-001

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P-0938-001

1 I believe the Delta Park improvements that are
2 occurring right now are positive and are a good first step
3 leading into this project. The thing that I would like to see

P-0938-002

4 happen is the new bridge with LRT, better ped/bike connections
5 and tolling. I think this is critical to the city, the region
6 and the West Coast's economic well-being, which is based
7 largely and increasingly on trade.

8 I believe our manufacturers need this, as do our
9 warehouse and distributors.

10 I think the failure to act reduces Portland's
11 competitiveness, forces business and workers over the river
12 permanently to the Washington side of the river from Portland
13 and reduces our livability on this side of the river,
14 ultimately on the Oregon side.

15 I think that the traded-sector companies are getting
16 tired of dealing with the Portland Metro sort of transportation
17 logjam and attitudes towards transportation that are so biased
18 away from freight movement, auto movement, that sort of thing.

P-0938-003

19 Let me see. I think the Marine Drive interchange
20 should use the, quote, unquote, standard design as the cheapest
21 and best solution.

22 And I think I've made my comments right there, if
23 that's okay.

24 JAN SECUNDA: You know, I told you I live in Linnton.
25 I spoke with vendors who do the concrete in the metal for the

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P-0938-002

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-0938-003

Following the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team established a Stakeholder Group to provide feedback on the function and design of the Marine Drive interchange. This advisory group was comprised of a wide range of stakeholders with strong interests in the final design of this interchange including Metro; TriMet; the Oregon Department of Transportation; the City of Portland; the Port of Portland; trucking and distributions companies; the Audubon Society; nearby property owners

CRC - 5.29.08

CERTIFICATE

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4 State of Oregon)
5 County of Multnomah) : ss.

6
7 I, Michael R. King, a Certified Shorthand Reporter
8 for Oregon, hereby certify that at the time and place set forth
9 in the caption hereof, I reported in stenotypy all Spoken
10 Comments adduced and other oral proceedings had in the
11 foregoing matter; that thereafter my notes were reduced to
12 typewriting under my direction; and the foregoing transcript,
13 pages 3 to 16, both inclusive, constitutes a full, true and
14 correct record of such testimony adduced and oral proceedings
15 had and of the whole thereof.

16 Witness my hand at Corbett, Oregon, this 30th day
17 of May 2008.

18 *Michael R. King*
19

20 Michael R. King, C.S.R.
21 C.S.R. No. 90-162



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or operators, such as Diversified Marine and the Metropolitan Exposition Recreation Commission; as well as community members from the surrounding Bridgeton, Kenton, and East Columbia Neighborhoods.

As discussed in Chapter 2 (Section 2.7) of the FEIS, working with this advisory group, the CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for a range of potential interchange designs. The Marine Drive interchange design included in the LPA that is analyzed in the FEIS was developed with this stakeholder advisory group to balance many competing interests, including freight mobility, property impacts to nearby properties, and environmental impacts. More detailed information regarding this process and its outcome is available in the Marine Drive Interchange Alignment Recommendation Process: Final Summary Report and Stakeholder Recommendation, available online in the project's electronic library at www.columbiarivercrossing.org or by contacting the project office.