

1 imperative that materials move between manufacturing
2 sites and their destination sites in a timely
3 manner. Any delay adds cost to the finished
4 product, plays havoc with the scheduling of
5 projects.

6 Many of our members commute across the
7 existing bridge, and the added time spent sitting in
8 traffic could be put to better use with their
9 families.

10 You have heard some testimony on the
11 decline in oil production, increase in gas prices,
12 and phasing out of fossil fuel vehicles. It doesn't
13 matter if we burn water, wood, or garbage in our
14 vehicles; the population will increase and people
15 will still need to commute to work and destination
16 spots for everyday living.

17 I support building a bridge that will take
18 us into the future by providing enough capacity for
19 light rail, cars, and trucks, and bicycle traffic.
20 Build it big and build it now. Thank you.

21 **MR. HEWITT:** Thank you.

22 Joy Overstreet.

23 **MS. OVERSTREET:** My name is Joy
24 Overstreet. I live in Vancouver in the Lakeshore
25 area.

P-0962-001

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-0962-001

Naegeli REPORTING

800.528.3335
www.NaegeliReporting.com
503.227.7123 FAX

Portland, OR (503) 227-1544	Seattle, WA (206) 622-3376	Spokane, WA (509) 838-6000	Coeur d'Alene, ID (208) 667-1163
--------------------------------	-------------------------------	-------------------------------	-------------------------------------

P-0962-002

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

P-0962-001

1 I moved to Vancouver from the Bay Area in
2 1992. And coming from the Bay Area, I'm very
3 acquainted and comfortable with light rail. We used
4 to drive, in the earlier days in the Bay Area, from
5 the East Bay to San Francisco, and it would take
6 half an hour. That was pretty much every time.
7 Then traffic took 45 minutes, and then it took --
8 Well, sometimes it was two hours, but sometimes it
9 was 45 minutes. And so, you never knew how long it
10 was going to be. So do you leave two hours earlier,
11 or 45 minutes early, to get there? When BART came
12 along, it transformed everything. You could pretty
13 much guarantee that you could get where you were
14 going in 45 minutes. Add, now, there's a web of
15 BART tracks all over the Bay Area, and it's a
16 phenomenal system.

P-0962-002

17 What I've been encouraged by tonight is
18 the number of voices speaking in favor of light
19 rail. Because what I hear in Vancouver is a lot of
20 voices. The loudest voices; the ones that are
21 constantly writing to the Columbian that are anti-
22 taxes, anti-light rail, anti-Portland, anti, anti.
23 And I would encourage people who are here tonight
24 who have given some really great testimony to
25 actually write letters to the editor of the Columbia

Naegeli
REPORTING

800.528.3335
www.NaegeliReporting.com
503.227.7123 FAX
Portland, OR (503) 227-1544 Seattle, WA (206) 622-3376 Spokane, WA (509) 838-6000 Coeur d'Alene, ID (208) 667-1163

P-0962-002

1 and write articles giving facts and figures. We
2 need -- If light rail is going to be a part of this,
3 we need to convince the people who -- who have not
4 had the advantage of living in a place where right
5 light rail really works, to see what that's going to
6 be like. That's it.

7 **MR. HEWITT:** Thank you.

8 So, now, I'd like to call up to this table
9 Connie Wallace, Christian Steinbrecher, and Dan
10 Kaufman. And the next speaker here will be Terry
11 Parker.

12 **MR. PARKER:** My name's Terry Parker. My
13 mailing address is Post Office Box 13503, Portland
14 97213.

15 Alternative one, the no-build, does not
16 have enough capacity for either motor vehicles or
17 transit, in addition to lacking some safety
18 requirements of a modern freeway.

19 The replacement crossing is too massive,
20 has too massive a footprint, and both are too
21 expensive to construct. Under no circumstances
22 should there be a separate structure constructed for
23 the chosen transit option; bicycles and/or
24 pedestrians. The supplemental crossing as proposed
25 are nothing more than a sham; a pointless folly that

Naegeli
REPORTING

800.528.3335
www.NaegeliReporting.com

503.227.7123 FAX

Portland, OR
(503) 227-1544

Seattle, WA
(206) 622-3376

Spokane, WA
(509) 838-6000

Coeur d'Alene, ID
(208) 667-1163