



1 should be spent, because there is a large amount of
2 (inaudible) available and many projects on -- on the
3 list. Thank you.

4 **MR. HEWITT:** Thank you.

5 Dan Kaufman.

P-0967-001 6 **MR. KAUFMAN:** Yes, my name is Dan Kaufman.

7 And my mailing addresses P.O. Box 42669, Portland,
8 Oregon 97202.

9 Thank you for taking my testimony today.

P-0967-002 10 I've commuted to Vancouver, daily, for five years.

11 And I and the freight haulers that I traveled with
12 had no more than typical -- your typical congestion
13 -- is during that time. So from my perspective,
14 there is not a congestion issue. However, I'm sure
15 that is not the case for a freight hauler who's
16 going in the opposite direction.

P-0967-003 17 Options for reducing congestion are, and
18 have been, available, and they're certainly a
19 significantly less cost than 4.2 billion.

20 Current options, as I see now, seem to be
21 boondoggles that reward bad behavior. And because
22 there are no good options, I support the no-build
P-0967-004 23 option. I'd also like to point out that part of the
24 commuting I did, occasionally I did by bicycle, and
25 I rode over that bridge. And, yes, at first it

P-0967-001

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

P-0967-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. You are correct that commuters to Vancouver experience less congestion on I-5 than commuters from Vancouver/Clark County.

P-0967-003

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.

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P-0967-004 1 really was kind of scary. After a while, it wasn't
 2 a problem at all. So I certainly, as a cyclist,
 3 don't want to spend 4.2 billion to get a bicycle
P-0967-005 4 bridge and -- However, if it is going to happen, I
 5 would like to see better cycling and pedestrian
 6 facilities and light rail. Thank you.

MR. HEWITT: Thank you.

8 Now, to this table (indicated), I'd like
 9 to invite Joe Morrison, Jim Howell, Randy Salisbury.
 10 And the next speaker is Doug Klotz.

MR. KLOTZ: Hi. I'm Doug Klotz; K-L-O-T-
 12 Z, 2630 Southeast 43rd Avenue, Portland 97206.

13 Many in Portland would know me as a long-
 14 time pedestrian advocate and, certainly, all the
 15 build options to include improved pedestrian and
 16 bicycle facilities, which is great.

17 However, as some of the previous speakers,
 18 I am concerned about the modeling that is used to
 19 determine traffic volumes and how that is -- would
 20 be accepted by the current reduction in auto travel
 21 that is occurring. And, certainly, most
 22 commentators on the -- on the world scene would --
 23 would -- would agree that oil prices are not going
 24 down. Auto travel is going to be more expensive.
 25 And to answer one of the previous speakers, yes,

P-0967-004

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

P-0967-005

Thank you for your comment. 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.

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