



1 downtown Vancouver. Add to this crude estimate,
 2 which does not -- and this crude estimate does not
 3 include shoppers from Portland and vacationers to
 4 the area who will now have access to Vancouver. It
 5 is hard for me to imagine that this is bad for
 6 business.

7 I will be submitting a more detailed
 8 opinion -- or option -- to the CRC via e-mail that
 9 addresses the list of issues that I previously
 10 mentioned. For now, I want to go on public record.
 11 I believe that the best solution is a new bridge
 12 with light rail. Thank you.

13 MR. HEWITT: Michelle -- is it Hamann?

14 MS. HAMANN: Hamann.

15 MR. HEWITT: Hamann, excuse me.

16 MS. HAMANN: My name's Michelle Hamann. I
 17 live at 4112 Lincoln Avenue in Vancouver,
 18 Washington. My husband and I moved to Vancouver
 19 about six months ago. And the one thing that is

20 lacking in the neighborhood that we chose is an
 21 efficient and acceptable way to use public
 22 transportation to get into Portland. It either
 23 necessitates poorly-timed buses, too many transfers,
 24 or is having to drive our car 50 blocks north, or
 25 across the bridge, to get into the city. That's why

P-0974-001

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

P-0974-002

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-0974-001

P-0974-002

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P-0974-002

P-0974-003

1 I'm strongly in support of bringing light rail into
 2 Vancouver. When deciding where the light rail line
 3 should end in Vancouver, I think we need to look,
 4 not only to short-term costs, but to long-term
 5 plans, not only to get people into Portland, but for
 6 the city of Vancouver as a whole. I feel that the
 7 Mill Plain and Clark College options are
 8 unacceptable, because, while it gets light rail
 9 across the river, it does not get it to the people
 10 that actually are going to be using it. I feel that
 11 it does need to go north. I feel like the Lincoln
 12 Terminus is the best option, because it passes
 13 through the uptown village area past the businesses
 14 so that it is part of a full plan that does not just
 15 get people through residential areas into Portland,
 16 but can build a larger system for Vancouver on its
 17 own and linking Vancouver and Portland. Thank you.

18 **MR. HEWITT:** Thank you.

19 Shawn Bacon.

20 **MS. BACON:** Hello. My name is Shawn
 21 Bacon. My address is 4423 Southeast 45th --

22 **MR. HEWITT:** Come up closer and speak up.

23 **MS. BACON:** Sorry.

24 **MR. HEWITT:** Thank you.

25 **MS. BACON:** My address is 4423 Southeast

P-0974-003

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

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