

1 be a gridlock, too. And so, it just causes more
2 problems for us.

3 The light rail would be the best thing
4 happening to Vancouver. It's already at the Expo
5 Center. So you could go from there to Hillsboro;
6 pretty soon you'd be able to go to Oregon City,
7 basically, it will be to Wilsonville, so it'll be a
8 plus for us.

9 That's all I have to say. Thank you very
10 much for your time.

11 **MR. HEWITT:** Thank you.

12 Jim Bartles.

13 **MR. BARTLES:** Hello. Hello. Can you hear
14 me?

15 **MR. HEWITT:** We can hear you fine.

16 **MR. BARTLES:** My name is John Bartles. I
17 live in Portland, Oregon. And I got kind of agree
18 in -- if we don't do it now, we'll be sorry. And
19 (inaudible) cross the Glenn Jackson Bridge
20 (inaudible) but a whole lot better than the
21 Interstate Bridge. (Inaudible.)

22 And number three, it -- the Interstate
23 now, you don't get stuck in traffic, like you do
24 cars. You can pass that on to your politicians.
25 Thank you.

P-0976-001

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

P-0976-002

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-0976-001

P-0976-002

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