



1 Because it doesn't seem like we have a lot of wiggle  
2 room, if -- if we agree with what the consensus is  
3 from -- from organizations like the IPCC. That's  
4 all I got for tonight. Thank you very much.

5 **MR. HEWITT:** Thank you.

6 **MR. LEWELLAN:** My name's Art Lewellan. I  
7 live in Northwest Portland.

8 I want to speak in defense of building the  
9 light rail, I think, mainly before you here today.

10 I didn't really come very well prepared, so I'll  
11 just try to throw brief comments out.

12 As a transit user, I find that the  
13 distance that you can comfortably ride transit on  
14 light rail is twice that of what you can on the bus,  
15 and more comfortable. I've ridden through, you  
16 know, the bus system here and throughout the region,  
17 and I remember taking the bus out to Hillsboro  
18 before the light rail was built, and it was not a  
19 pleasant ride. It was bearable. But the ride -- If  
20 you want people to really use transit, comfort is a  
21 big part of that. And -- and then, you have to add  
22 the reliability. And on top of that, you --  
23 (inaudible) an opportunity to change the way our  
24 region and all cities who apply it right to the way  
25 they develop and build the changes in it. It -- I

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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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1 believe they will bring jobs up into Clark County.  
2 And so, not only will Clark County folks commute and  
3 have a new way to get into town, reliably,  
4 comfortably on light rail; they will find jobs being  
5 created in our county, so there will be less need.  
6 That is two ways that cars will be taken off the  
7 road.

8 I think light rail is our nation's Apollo  
9 project. It's -- it's harder than rocket science, I  
10 think, for the planning and developing, how we  
11 correct the mistakes of our past and improve on what  
12 we have and manage our economies. It's a real --  
13 So, I wanted to get that in there.

14 And I also want to say, as a bicyclist, I  
15 don't have much of a problem with the rails on the  
16 street. You just have to be careful. I just wanted  
17 to add that. And I feel that, actually, riding  
18 around in Northwest Portland, I -- I appreciate  
19 those rails there, because traffic tends to stay on  
20 one side of the rail, whereas, the bicycles can stay  
21 on the other side. And so, I should feel safe  
22 riding down along the streetcar, because I figure  
23 the traffic is going to stay on the other side of  
24 the road.

25 So I wanted to make that comment, too.

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1 And I'm probably not saying all the things I  
2 would've liked to say today in defense of it.  
3 Building light rail is part of the project. But I  
4 see my time's up. So, thank you.

5 **MR. HEWITT:** Thank you.

6 Joel Batterman.

7 **MR. BATTERMAN:** Hi. My name's Joel  
8 Batterman, and I live at -- currently at 6211  
9 Southeast 43rd, 97206.

10 **MR. HEWITT:** Could you speak up, please?

11 **MR. BATTERMAN:** Sorry. I came to Portland  
12 pretty recently from the Detroit area, which, over  
13 the years has been quite steadfast in believing that  
14 adding highway capacity is the solution for  
15 relieving congestion. And over the years, of  
16 course, that's just been a quite disastrous policy.  
17 I don't want to bad-mouth all the work that people  
18 have done on this project. Certainly, mass transit  
19 and the bike/pedestrian improvements would be  
20 welcome. But I just think that the additional auto  
21 traffic would cancel out those gains. And I don't  
22 think I can support any of the alternatives  
23 proposed. Just because, in the long run, adding  
24 freeway capacity to relieve congestion just isn't a  
25 viable strategy. That's a lesson that -- it's taken

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