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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON



P-1039-001

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

00026

1 money. It is one of the most expensive
 2 transit options out there. The only thing
 3 light rail is good at is bringing in
 4 campaign donations to politicians that
 5 favor light rail.
 6 Thank you.
 7 HAL Dengerink: Okay. Thank you,
 8 Jim. Okay. The next three are Judy
 9 Tiffany, Tom Buchele and Suzan Hoffmann.
 10 And we are ready for Ed Barnes.
 11 EDWARD BARNES: Mr. Chairman, my
 12 name is Edward L. Barnes. I live at 4009
 13 Northeast fifth Avenue. For the last
 14 12 years up until November 1st, I served
 15 as one of the seven Transportation
 16 Commissioners for the State of Washington.
 17 I was involved from 1999 with the
 18 Freight Mobility Study and Henry Hewitt
 19 and I Co-Chaired the I-5 Partnership
 20 Study. And for the last three years the
 21 Columbia River Crossing has been doing
 22 their public outreach.
 23 There has been thousands of man hours
 24 spent both in Oregon and in Washington to
 25 give the people the proper information

P-1039-001

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P-1039-001 1 that is necessary for them to make the
 2 evaluation as to what is the right course
 3 of this.
 4 And a lot of the people that I hear
 5 now, including those three Metro
 6 Commissioners, I am wondering why with
 7 three months left to go before the final
 8 decision is made when they could have had
 9 a year ago, two years, ago three years ago
 10 that they could have brought their points
 11 up -- like a lot of the people here could
 12 have brought their points up at the I-5
 13 Crossing Meetings before the Metro
 14 Council, JPAC Bistate Committee, Thunder
 15 River Regional Council, City Council -- a
 16 lot of the people that are showing up here
 17 at the last moment had the opportunity to
 18 get their points across.

P-1039-002 19 And the thing of it is with me, the
 20 Columbia River Crossing is a terrible
 21 bridge. The bridge is unsafe for people
 22 to drive on, for trucks to drive on.
 23 There is no bicycle use -- when you talk
 24 about increase in bicycle, we need light
 25 rail on this side of the river.

P-1039-002

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.

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P-1039-002

1 I prefer the replacement bridge with
2 light rail into Vancouver. Just like
3 Portland, they started out from Gresham.
4 They have increased it to Beaverton. They
5 have increased it out to Clackamas Town
6 Center. You don't build it all at one
7 time.
8 And to hear these people talk about
9 the Terwilliger Curves and stuff like
10 that, you improve project by project. We
11 did Salmon Creek when we moved it out to
12 Hazel Dell, we did the Salmon Creek -- and
13 the same way with the Delta Park
14 interchange that is being changed over
15 there.
16 This is just a segment of the highway
17 that has to be improved. And for anybody
18 that gets up like my three sons at
19 five o'clock in the morning so that they
20 can go to work and be at work on time and
21 then miss out at nighttime getting home so
22 that they can go to Little League or
23 Scouts or the 4H because they are sitting
24 back there in traffic. And all this
25 pollution is going out in the air. Light

P-1039-003

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P-1039-003

1 rail doesn't pollute, buses and cars do.
2 And so I am urging the people in this
3 room tonight to give the Columbia River
4 Crossing Task Force the credit that they
5 deserve for job well done because they
6 have worked their tails off to produce the
7 information necessary for you public
8 people to know what is going on with
9 Columbia River Crossing. And due to the
10 lack of people not going there, that is
11 not their fault. It's not been publicized
12 in the paper. The lady held up the paper.
13 It's been in The Oregonian and everywhere
14 else. So anyway, than you very much.
15 HAL DINGERINK: Thank you. Jared
16 Ross.
17 JARED ROSS: My name is Jared
18 Ross and I reside in Chehalis. I would
19 just like to say that I support the
20 replacement bridge with light rail and the
21 longer this process takes, the more it's
22 going to cost. Thank you.
23 HAL DINGERINK: Thank you for your
24 brevity. I appreciate it. Dave Ritchey.
25 DAVE RITCHEY: I'm going to be

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CERTIFICATE OF REPORTER

STATE OF WASHINGTON)
County of Clark)

I, Cathy S. Taylor, a notary public
for the State of Washington do hereby
certify that I transcribed to the best of
my ability said proceedings written by me
in machine shorthand and thereafter
reduced to typewriting; and that the
foregoing transcript constitutes a full,
true and accurate record of said
proceedings and of the whole thereof.

Witness my hand and notarial seal
this 16th day of June, 2008.

Cathy S. Taylor, RPR, CSR
Notary Public for the State of Washington
My Commission expires April 15, 2009