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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON



00039

1 The light rail must use signal
 2 priority for its operation. The
 3 surrounding lived with and grappled with
 4 freight running through them for decades.
 5 Bisecting the already busy freight
 6 corridors with light rail that has signal
 7 priority will place more time delayed
 8 freight that is idling and creating
 9 increased pollution in our surrounding
 10 neighborhoods.
 11 This increase in delays will generate
 12 more traffic on a lesser used arterials of
 13 Mill Plain, Fourth Plain and 39th Street.
 14 Lesser corridors will conversely be
 15 dealing with cut-through traffic due to
 16 the removable lane on Main Street for
 17 automobiles.
 18 Thank you.
 19 HAL DINGERINK: Thank you.
 20 Debra.
 21 DEBRA ELLIOTT: Hello. My name is
 22 Debra Elliott. I live at 400 Northwest
 23 Columbia Street in the West Vancouver
 24 neighborhood. I am from the Lincoln
 25 neighborhood.

P-1046-001

P-1046-001

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.

Safety and security are top priorities for C-Tran and TriMet. CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Safety will be designed into every phase of the project. Nationally, studies show that crime rates at the stations directly correlated to the amount of crime in the surrounding neighborhoods.

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1 When the option of light rail coming
 2 in to my neighborhood was first proposed
 3 by the CRC about a year ago, I didn't
 4 believe anyone would seriously support
 5 running rail tracks through an established
 6 residential neighborhood. My opposition
 7 then was mostly personal. The livability
 8 of my neighborhood at risk for lost homes,
 9 lost businesses, endangering school
 10 children by the light rail's proximity to
 11 two public schools as well as from
 12 building a gigantic 1400 car parking
 13 structure between both schools and
 14 increased nonlocal traffic -- not
 15 forgetting the major change of the
 16 character of this historic area of
 17 Vancouver, and the inevitably rise in
 18 crime is statistically proven.

P-1046-002

19 Tonight, my opposition to light rail
 20 has become much broader than just not in
 21 my backyard. Contrary to the Mayor's
 22 statements, this issue has been studied to
 23 death. I think it's being sugarcoated
 24 with vague answers about the actual
 25 funding, the maintenance and operation,

In the past year TriMet has aggressively enhanced safety and security on its MAX and bus systems. Over the past year, the number of police officers working in the Transit Police Division doubled to 58 officers who spend up to 70 percent of their time patrolling the system. Additionally, TriMet added 15 new fare inspectors and granted authority for all 46 TriMet Road Supervisors to enforce fares.

The light rail alignment will displace very few residents and businesses. The design has been guided by the principle of minimizing displacements.

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Light rail has been endorsed by every Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region. Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

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1 selling its appeal to the majority of the
 2 population who would use it and no
 3 convincing proof that light rail is the
 4 best and only viable solution for
 5 interstate traffic flowing faster across
 6 the I-5 corridor, for less congestion and
 7 for greater highway safety.
 8 The mayor said it's wasting
 9 taxpayers' money to answer any more
 10 questions. I'm a tax payer. The cost of
 11 a thorough and honest assessment of this
 12 issue is certainly a drop in the bucket
 13 compare to the billions of dollars I hear
 14 the project will ultimately cost.
 15 Thank you.
 16 HAL DINGERINK: Thank you, Debra.
 17 I don't know how to pronounce your name.
 18 DVIJA MICHAEL BERTISH: You did fine
 19 earlier. Dviya Michael Bertish. I am at
 20 1514 East 29th Street in Vancouver. And I
 21 am -- personally I oppose the elements of
 22 the project that incorporate light rail or
 23 displacements of land acquisitions. I am
 24 also offering technical comments on behalf
 25 of Rosemary Neighborhood Association and

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote. For more information on how O&M costs will be shared between TriMet and C-TRAN, and how C-TRAN may finance these additional costs, please see Chapter 4 of the FEIS

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus station will serve a community and senior center, a community college, and the Veterans Administration campus.

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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