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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON

**P-1054-001**

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

P-1054-001

00089

1 CARL KATIMS: Hello, my name is
2 Carl Katims. I live at 2031 north Jantzen
3 Avenue here on -- halfway to Oregon.
4 Certain realities have to be faced.
5 If it's not until the present bridge
6 simply dissolves, at some point, there
7 needs to be a new bridge.
8 What I hear from people --
9 objection -- aside from the very obvious
10 one of not feeling involved is the cost
11 and the impact and the time and the need.
12 Well, there will be a new bridge. It
13 may not be today. It may not be in ten
14 years. But it will happen and I can
15 promise you, it will be more expensive
16 then than now.
17 And for the Washington people to say
18 that it's for us and not them, I would
19 remind you that Oregonians don't really
20 come over here at rush traffic. We go
21 home. But it takes me 20 minutes to get
22 from Delta Park to Hayden Island because
23 the Washingtonians are backed up.
24 They worry about gas -- greenhouse
25 effect gases. When my car sits in one

00090
P-1054-001 | 1 spot for five minutes versus making the
 2 entire trip, guess what?
P-1054-002 | 3 Let's -- now the other issues is
 4 impact on people's lives and this is a
 5 serious value. I am not a scientist. I'm
 6 not a politician. My credential is that I
 7 am an American. And all of the acts that
 8 we do must reflect our values. And
 9 America values people's homes and
 10 businesses.
 11 If this can be done with the least
 12 impact, that should be first on the list.
 13 Now I proposed in the past and I continue
 14 to propose that the bridge be built
 15 without a stop on Jantzen -- on Jantzen
 16 Beach -- simply going completely over,
 17 which eliminates a great deal of the
 18 danger of the arch and 80 percent of the
 19 engineering problems at least 50 percent
 20 of the litigation problems and it can be
 21 built sooner.
 22 And if you think it's not needed,
 23 20 years ago, I could drive in Seattle and
 24 not see another car on the freeway. It's
 25 gonna happen.

P-1054-002

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

P-1054-003

00091

1 As far as light rail, Washington has
 2 got to figure out that they are our sister
 3 partner and it may not be practical right
 4 now in just landing in Vancouver, but it
 5 will be needed.
 6 HAL DINGERINK: Thank you, Carl.
 7 Plinio.
 8 PLINIO CROW: Hello, my name is
 9 Plinio Crow. I live in Salmon Creek here
 10 in Vancouver.
 11 Back when the I-5 Partnership Task
 12 Force was before -- I proposed a third
 13 bridge alternative, which was called a
 14 Revised West Arterial Passage kind of
 15 based on Sharon Nasset's (phonetic) idea
 16 expanded.
 17 Basically it's connecting the SR-500
 18 and SR-14 using both Burlington Northern
 19 Railroads, tunnel through Forest Park,
 20 then from Forest Park go over to
 21 Wilsonville -- excuse me, to -- yeah,
 22 Wilsonville.
 23 Basically it's the Western Arterial.
 24 The best -- this solution that I proposed
 25 to the part-time Task Force would aleva

P-1054-003

Light rail has been endorsed by every local 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.

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.

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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