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COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON



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P-1059-001

P-1059-002

P-1059-003

1 Oliver.  
 2 JERRY OLIVER: I am Jerry Oliver.  
 3 I reside at 2004 Southeast 125th Court in  
 4 Vancouver. I would mention that I am a  
 5 Commissioner with the Port of Vancouver,  
 6 but I am here as a private citizen this  
 7 evening.  
 8 I favor a replacement bridge. I do  
 9 not favor spending 1.2 billion dollars for  
 10 the high capacity transit -- code word for  
 11 light rail -- as an adjunct to the  
 12 replacement bridge.  
 13 Unfortunately, there are five locally  
 14 preferred options provided and the only  
 15 one that seems to fit my immediate concern  
 16 is no build, and that's not something that  
 17 I would choose.  
 18 The previous speakers have mentioned  
 19 the fact that light rail has been very  
 20 successful and they mention Los Angeles,  
 21 Chicago and the Washington D.C. area.  
 22 This is not the Northeast Corridor or  
 23 Southern California or Chicago.  
 24 The proposed -- the projected  
 25 population of Clark County of one million

**P-1059-001**

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

**P-1059-002**

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-1059-003**

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City

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**P-1059-003** | 1 at 2050 will not be adequate to justify  
2 light rail, certainly not the population  
3 that we have today. If it were three or  
4 four million, you might get a different  
5 answer, but it -- it simply isn't.  
6 1.2 million dollars to serve 15,000  
7 people, the projected ridership in 2030,  
8 22 years from now, is simply far, far too  
9 much and should not be expended.

**P-1059-004** | 10 The alternative should be a West Side  
11 Arterial that has been previously  
12 mentioned, but again, that is not one of  
13 the five locally preferred. I would  
14 suggest a no build adoption.

**P-1059-005** | 15 The other issue -- and this does  
16 concern the Port -- is freight mobility  
17 is -- in the four corridors going into the  
18 Port area are going to be affected. I am  
19 not at all satisfied that the projection  
20 of timing of lights will allow for the  
21 smooth flow of motor transport and it will  
22 cause further congestion and pollution in  
23 the neighborhoods.  
24 Thank you.  
25 HAL DENERINK: Thank you. Carl.

Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

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.

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.

#### **P-1059-004**

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.

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1 CERTIFICATE OF REPORTER  
 2  
 3 STATE OF WASHINGTON )  
 4 County of Clark)  
 5  
 6 I, Cathy S. Taylor, a notary public  
 7 for the State of Washington do hereby  
 8 certify that I transcribed to the best of  
 9 my ability said proceedings written by me  
 10 in machine shorthand and thereafter  
 11 reduced to typewriting; and that the  
 12 foregoing transcript constitutes a full,  
 13 true and accurate record of said  
 14 proceedings and of the whole thereof.  
 15  
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 19 Witness my hand and notarial seal  
 20 this 16th day of June, 2008.  
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 22 \_\_\_\_\_  
 23 Cathy S. Taylor, RPR, CSR  
 24 Notary Public for the State of Washington  
 25 My Commission expires April 15, 2009

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-1059-005**

The ability to efficiently move freight in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group, comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met several times throughout the process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region. There is information provided in this Section and in the Traffic Technical Report (included as an appendix) which details the operational improvements at local intersections around Marine Drive.