

RECEIVED

JUN 05 2008

Columbia River Crossing

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COLUMBIA RIVER CROSSING

ORIGINAL

Public Hearing

May 28, 2008

Red Lion Inn at the Quay

Vancouver, Washington

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, WA CSR 57732

CRC - 5.28.08

INDEX

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Public Comments:

Page

Carl Katims	3
John LeFrey	4
Pauline Warren	4
Debra Kalz	6
Mitch Gould	7
Dorris Cotten	8
Julian Levi	9

CRC - 5.28.08

1 least disruptive, cheaper and better for our community. We  
2 want to accommodate the obvious and necessary need of the  
3 traffic difficulties on the I-5 existing roadway, but another  
4 value that our community defines itself with is compassion.  
5 People are losing their homes. That has to be an issue,  
6 especially when the alternative is available and it's cheaper.

7 That's it. I hope you understand.

8 JOHN LefREY: My comment is I noticed on one of the  
9 pictures there that they had a big wide loop over the freeway.  
10 And to me that, you know, makes -- it's too much waste. Why  
11 can't they figure out a different way?

12 They've got two different types, one with a tunnel  
13 that goes under and another one, but I can't remember which one  
14 it is right off hand, which would be a lot more easier to do  
15 than making that big wide loop. To me, that would be just a  
16 waste of material and land.

17 That's all.

18 PAULINE WARREN: I believe the problem is not the  
19 bridge, rather that is a secondary consequence, okay, of -- the  
20 primary problem being the congestion caused in Portland from  
21 the river south with insufficient number of lanes.

22 Right now the focus has been on Delta Park and that  
23 is in the process of being fixed. However, there are two other  
24 sections -- and that's south I-5 -- that are also two lanes  
25 limited. And the reason that Delta Park is a bottleneck is

CRC - 5.28.08

1 because you have three lanes over the bridge, three lanes  
2 through Hayden and then you come to Delta Park at two,  
3 currently. However, notice that in the north there is three  
4 lanes at that area. There are two other sections on I-5 going  
5 south that have only two lanes and there is one section that  
6 has only one through lane.

7 Now, I would consider simple arithmetic that those  
8 are bottlenecks and they probably would show that if they -- I  
9 suggested that if they would take satellite photographs, and  
10 every half hour take a photograph of this whole area, not just  
11 the five miles that ends at Delta Park, but beyond that,  
12 because if my premise is correct, putting the new bridge in  
13 will not solve the problem.

14 In fact, according to what I have read in the  
15 materials that CRC puts out, they have a chart and they say  
16 currently, right now, with existing conditions, there is six  
17 hours of traffic per day congestion. Now, in 2030, with the  
18 light rail, with the tolls, with the new bridge and with Delta  
19 Park fixed, there will be an estimate of 5.5 hours of  
20 congestion. Now, that tells me that the new bridge is not the  
21 primary problem. Okay. That tells me there is another  
22 problem.

23 And as I looked and paid more attention when I went  
24 through Portland with my husband recently, I realized there  
25 were other places that are very potentially and probably are

CRC - 5.28.08

1 bottlenecks. I do not travel there -- through there at the  
2 congested time.

3           And I think that this whole project needs to be  
4 re-evaluated. They need to expand the area and they need to  
5 extend this area that they're trying to consider and they need  
6 to include other options. Specifically, I believe they need to  
7 consider the railroad bridge as a possible new bridge with a  
8 pathway for trucks -- there is a lot of industrial down  
9 there -- and somehow uniting it at someplace -- now, that's not  
10 my job; this is just an idea -- with I-5 at certain points.

11           It would be similar to 405. When I go to the  
12 Terwilliger curves -- my son lives off Multnomah -- I always go  
13 405. That's a loop that takes you out of the downtown city  
14 center area, which is almost always one big mess of congestion.  
15 So I think this would be a similar kind of a solution. And so  
16 I think they should stop and just reassess this whole thing.  
17 Focusing on the bridge is, to me, not going to solve it and  
18 their own statistics say that.

19           DEBRA KALZ: I concur with what Pauline says.

20           I do have some other ideas, too, in that this whole  
21 I-5 corridor from Hazel Dell through Portland needs to be  
22 re-evaluated and make it a thoroughfare with no on-ramps, but  
23 rather off-ramps, with on-ramps being strategically located to  
24 reduce the number of on-lanes. And another bridge needs to be  
25 considered in a different location.

