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Columbia River Crossing

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COLUMBIA RIVER CROSSING

Public Hearing

May 28, 2008

Red Lion Inn at the Quay
Vancouver, Washington

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, WA CSR 57732

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ORIGINAL

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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

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P-0920-001

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

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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

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P-0920-001

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

P-0920-002

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.

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P-0920-002

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, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro, and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and six interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

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CERTIFICATE

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STATE OF WASHINGTON)
) ss.
County of Clark)

I, Michael R. King, a Notary Public for Washington, certify that the at the time and place set forth in the caption hereof I reported in Stenotype all Spoken Comments adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript, pages 2 to 9, both inclusive, contains a full, true and correct record of all such testimony adduced and oral proceedings had and of the whole thereof.

I further advise you that as a matter of firm policy, the Stenographic notes of this transcript will be destroyed three years from the date appearing on this Certificate unless notice is received otherwise from any party or counsel hereto on or before said date;

Witness my hand and notarial seal at Corbett, Oregon, this 30th day of May 2008.

Michael R. King

Michael R. King, CSR
License No. 2655
My notary commission expires: 2-5-11



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