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Columbia River Crossing

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

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CRC - 5.28.08

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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.

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P-0923-001

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.

Your idea, while it would serve commuters coming from Washington to downtown Portland, would not serve any motorists in between, or freight traffic accessing from the Port and therefore would not meet the project's Purpose and Need.

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. 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-0923-002

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

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P-0923-002

1 Why on earth they want to put something down I-5,
2 which is 50 years overdue, is like closing the barn door after
3 the horses are out.

4 I think that's it.

5 MITCH GOULD: Councilors, my name is Mitch Gould, and
6 I live in North Portland, at 7551 North Woolsey Avenue.

7 Thank you for this opportunity to comment on the
8 proposed I-5 bridge plans.

9 There are many reasons that I oppose expansion of the
10 I-5 bridge to handle more traffic, but three are paramount.

11 1. First, the nation is currently experiencing a
12 serious recession of uncertain duration. This is a good time
13 to be prudent with public money, but some of the bridge
14 proposals represent astronomical outlays and are liable to
15 incur overruns. I will not even try to address the complicated
16 matter of how bridge expansion is to be paid for.

17 2. Second, the city of Portland long ago committed
18 itself to addressing the climate crisis, but an expanded bridge
19 is viewed by many as an invitation to increase our greenhouse
20 gas emissions. I'm sure you know that the citizens whom you
21 represent are desperately worried about the frightening changes
22 which have already been set in motion. We expect you to honor
23 the city's existing commitments and take this crisis at least
24 as seriously as we do.

25 3. Third, these plans seem to reflect the dream

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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

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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