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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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360.693.4111

CRC - 5.28.08

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CRC HEARING

MAY 28, 2008

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3 CARI, KATIMS: I do have a problem and I will try --
4 the plan for the overpass replacement that I have not seen
5 would be a bridge that began from Rosa Parks building into an
6 over/under freeway that did not land on Hayden Island, but
7 continued over it on the existing -- over the existing roadway
8 and connecting on the Vancouver side and doing the interaction
9 that you're already planning. The elimination of the grade
10 necessary to land on the island or go around it with the
11 numerous on-ramp and off-ramp plans that are highly disruptive
12 to the local community would be eliminated.

13 The cost of landing on the island and off through
14 engineering issues would be eliminated. The two-year delay in
15 the operation when the local people sue to stop it is finally
16 settled in your order. You will win. But in two years, the
17 cost of labor and of materials will make the entire operation
18 30, 40 percent higher.

19 Simple works best. Take a low-grade roadway. If you
20 have to split it over the existing waterway in order to
21 maintain the height restrictions, that should not be an issue.
22 It can rejoin when it's over Hayden Island and continue on its
23 way over I-5, and gradually grading down to join the other
24 roadway in the -- I guess, Delta Park or the Rosa Parks area.

25 I don't know what else to say about that, but it's

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The preferred design associated with the LPA provides a local multimodal bridge for access between Hayden Island and Martin Luther King Jr. Blvd/Marine Drive. The LPA would allow vehicles to travel between Hayden Island and the Oregon mainland without merging into mainline interstate traffic. For more information on project design, see Chapter 2 of the FEIS.

Access to NE Martin Luther King Jr Blvd. around the Marine Drive interchange would be afforded by multiple routes with the CRC project. Various operations for making these connections were analyzed and input was received from multiple stakeholders, including the City of Portland, the freight community, and nearby businesses and neighborhoods. A new connection would be built between N Vancouver Way and MLK Blvd east of I-5. Marine Drive west of I-5 would be realigned further south than the existing roadway and built to cross over the freeway and connect directly to MLK Blvd.

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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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