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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON



00106

1 Okay. That's about all I had. Thank you.
 2 HAL DINGERINK: Okay. Thank you.
 3 Pauline.
 4 PAULINE WARREN: Yes, I am Pauline
 5 Warren. I am at 6800 Northeast 58th
 6 Street here in Vancouver and I have
 7 attended a few of your meetings and been
 8 on the internet last night on your
 9 technical reports. I find them -- I have
 10 had a lot of trouble getting on your
 11 environment report because I could only
 12 pull up one page at a time to print and I
 13 couldn't access some things. I've got to
 14 find out how to do that better.
 15 But my -- I am for a third bridge
 16 versus the replacement bridge or the
 17 supplemental bridge. I do believe that
 18 the bridge that we have is not really the
 19 root of the problem with congestion.
 20 Now I do not now that there is some
 21 accidents in the on and off ramps that
 22 probably really need some work. But I
 23 think Portland and the lack of lanes that
 24 they have going through is -- and
 25 obviously the Delta Park has been a

P-1071-001

P-1071-002

P-1071-003

P-1071-001

To encourage public participation, a variety of methods of reviewing and commenting on the DEIS were created, including electronic review and comment. The electronic review and comment tools were designed to accommodate as many users as possible, including those with less advanced computer systems and/or internet connections.

P-1071-002

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 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-1071-003

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

00107

P-1071-003 1 problem for many, many, many years -- way
2 before when I got here, in fact. And it's
3 taken this long for them to fix.

P-1071-004 4 Whereas, the Salmon creek, which was
5 part of your original area -- you went way
6 up to 405 -- 205, the connection, and all
7 the way down. And I think that area
8 should have been kept, all of it,
9 especially the area going way into
10 Portland.

P-1071-005 11 There are more than just two places
12 going through Portland that have only two
13 lanes. So they are very potentially
14 bottlenecks because if you have a three
15 lane through traffic and you come to two
16 lanes, it's obviously going create a
17 problem.

18 There is, in fact, one place on
19 I-5 -- and I am sure it's probably the
20 only place from Canada all the way down to
21 Mexico that has only one lane on I-5. And
22 I noticed that when I was going to my
23 son's home in Multnomah. And just before
24 you go up to the Terwilliger Curves, I-5
25 comes down from the right hand side and

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.

P-1071-004

Over the course of the CRC project, the project team analyzed a variety of geographic areas. The boundaries of these areas were designed to meet specific purposes, such as analyzing the impacts of project alternatives. The boundaries of the Bridge Influence Area (BIA) were developed by the Portland/Vancouver I-5 Transportation and Trade Partnership as a way of defining the problems to be addressed, and determining how effectively project components and alternatives met the project's Purpose and Need. The project area extends from approximately Columbia Boulevard in the south to SR 500 in the north, along the I-5 corridor. This did not, however, limit the extent to which

impacts were evaluated or limit consideration of potential transportation improvements. As shown on Exhibit 2.7-1, five other corridors were evaluated during this screening process, located from 2 to 3 miles downstream to 10 to 12 miles upstream of the project area.

P-1071-005 00108

1 it's one lane and 405 matches and becomes
2 the two lanes.
3 So I see the problem is a -- really
4 not rooted in the congestion in Washington
5 State, but really it's a problem -- and I
6 think everybody who travels it knows that
7 very well. Until Portland gets its act
8 together and solves this, I don't think
9 the bridge is going to solve the problem.
10 HAL DENGERSINK: Thank you. Jim.
11 JIM ANDRESEN: My name is Jim
12 Andresen. I live in 3400 Kauffman.
13 I have a couple comments. I'm not
14 sure if we are gaining any lanes or what.
15 The pictures out there look like we are
16 gaining one lane if we use the old bridge.
17 If they put new ones in, they said only
18 three each direction, yet the picture here
19 on Page 21 shows six lanes on each one.
20 I'm a little confused on that.
21 I think keeping the old bridge would
22 be throwing good money to bad no matter
23 how many dollars you spent on it. If you
24 had to replace it in 20 years, it would
25 cost more to replace it in 20 years than

P-1071-005

See discussion of congestion south of the I-5 bridge above.

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CERTIFICATE OF REPORTER

STATE OF WASHINGTON)
County of Clark)

I, Cathy S. Taylor, a notary public
for the State of Washington do hereby
certify that I transcribed to the best of
my ability said proceedings written by me
in machine shorthand and thereafter
reduced to typewriting; and that the
foregoing transcript constitutes a full,
true and accurate record of said
proceedings and of the whole thereof.

Witness my hand and notarial seal
this 16th day of June, 2008.

Cathy S. Taylor, RPR, CSR
Notary Public for the State of Washington
My Commission expires April 15, 2009