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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL
VANCOUVER, WASHINGTON



00017

1 trucks from these two lanes until a new
2 bridge is built. This, of course, would
3 be unacceptable. That is why it's not
4 been proposed.

5 In my way of thinking, the Federal
6 Government owes this area a supplemental
7 bridge that they would pay for. We paid
8 for one of the structures currently in
9 place. The Federal Government should pay
10 for a new supplemental bridge.

11 I thank you for your time.

12 HAL DENGERRINK: Thank you. Okay.
13 At this point, I'd like to bring up a new
14 crew for this table. Thank you, folks.
15 Okay. The next three are Ed Barnes, Jared
16 Ross and Dave Ritchey.

17 As far as I am concerned, you can.

18 Okay. Paul Edgar.

19 PAUL EDGAR: My name is Paul
20 Edgar. I am from 211 5th Avenue, Oregon
21 City.

22 The I-5 corridor, as we now know it
23 through Portland, is broken. Just
24 replacing the interstate bridges does not
25 solve the problem of Terwilliger Curves,

P-1045-001

P-1045-001

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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P-1045-001 1 the Markham Bridge, the I-84 Interchange
2 and the two lane sections of I-5 along the
3 east bank. What it does do is it creates
4 an opportunity to induce more traffic into
5 the I-5 corridor with more vehicles
6 creating more congestion downstream.

P-1045-002 7 This congestion will be result in
8 greater levels of pollution poisoning many
9 of the low income families trapped in
10 homes along the north sections of
11 Portland.

P-1045-003 12 This is a very serious problem and it
13 evolves into reduced freight mobility and
14 it impacts on jobs and economic
15 development.

P-1045-004 16 In a true world based upon ODOT law,
17 Oregon law statutes and Washington law
18 statutes, there is a need for equal
19 context sensitive -- contact sensitive
20 solution evaluations. This has not
21 happened.

P-1045-005 22 The failure to do this is a violation
23 of state codes on both states. There are
24 alternatives.
25 David O'Cox (phonetic) and I had long

P-1045-002

The air quality analysis has indicated that emissions from I-5 in north Portland will be substantially lower in 2030 than they are today, and will be further reduced with the CRC LPA. See the FEIS, Chapter 3 (Section 3.10).

P-1045-003

The ability to move freight efficiently in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

P-1045-004

For a project of this magnitude it is not possible to avoid all adverse impacts. However, context has been a major consideration for the project from the initial screening through the DEIS and most recently during preparation of the FEIS. The analysis and documentation in the EIS addresses how the alternatives would relate to and affect the surrounding community and environment. Numerous design adjustments have been made to avoid or minimize impacts to important

resources and communities. This process will continue through final design.

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P-1045-005 1 interchange talking back and forth. He
 2 made a statement to me -- and I can
 3 provide it to you in writing -- telling me
 4 that both the I-205 corridor and a west
 5 side corridor had equal importance as
 6 valid solutions to solving the problem of
 7 north-south freight mobility in our region
 8 and solving the overall problems.
 9 Those two solutions really were
 10 shuffled under the deck and were never
 11 truly evaluated in a positive manner based
 12 on the fact that I-205 should become the
 13 primary north-south freight corridor
 14 through our region and it is not. We
 15 should be redirecting trucks that way.
 16 And a west side bypass could be
 17 implemented that -- along North Portland
 18 Street replacing the railroad bridge with
 19 a multi-deck, multi-load bridge.
P-1045-006 20 But the most important part is safety
 21 in the I-5 corridor could be immediately
 22 solved and problems associated with it by
 23 just redirecting traffic away from onramps
 24 that currently feed to I-5 from SR-14 or
 25 Hayden Island by creating looping ramps

P-1045-005

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. Regarding freight use of I-205, the Vancouver-Portland region is a trade hub, acting as a gateway and distribution center for domestic and international markets. The region has become a trade hub, in large part, because of its direct access to the freeway system, navigable rivers, rail lines, and international air shipping. The region's continued competitiveness as a trade hub is dependent on the ability to efficiently move freight on and between these transportation facilities. Though I-205 is a convenient, cost-effective route for some freight trips, it cannot replace the role of I-5 as a freight route. For many freight trips, I-205 would be out of direction, adding to travel time and shipping costs. In addition trucks will travel on I-5 because it is shorter and faster than I-205. In 2005, the I-5 Interstate Bridge carried approximately 3,240 more trucks per day or 42 percent more than the I-205 Glenn Jackson Bridge. Trucks try to avoid congestion and travel during uncongested periods and because the travel distance on I-5 from junction to junction is only 19.3 miles compared to 25.5 miles on I-205 trucks will travel on I-5. Increased shipping costs can have a significant impact on the overall costs of doing business in our region, making us less competitive and threatening our status as a trade hub.

P-1045-006

Additional potential safety measures, such as eliminating interchanges, were considered during earlier phases of the CRC project but were dropped for further consideration because they did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions.

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P-1045-006

1 that eliminate those types of congestion
2 and turbulence immediately on the bridge.
3 Therefore, I could get double the capacity
4 on the bridge by just making those
5 changes.
6 HAL DINGERINK: Thank you. Kim
7 Dalton?
8 KIM DALTON: Hi, my name is Kim
9 Dalton. I work at Hidden Farms, 2904 East
10 Evergreen Boulevard here in Vancouver. I
11 have taken the time to look over the draft
12 EIS and I can just say, wow, wow. It's a
13 big undertaking that you guys have been
14 able to put together and put out there for
15 us to peruse.
16 I do want you to know though that in
17 Appendix D there was a comprehensive list
18 of potential acquisitions. I notice that
19 the list is incomplete. Now I took the
20 time to research one of the properties
21 that is on the list.
22 And what I would like to tell you is
23 that it took me about a half an hour to an
24 hour to figure out where the property is
25 located. I had to go onto the Clark

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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