

00001

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

COLUMBIA RIVER CROSSING DRAFT EIS  
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008

RED LION HOTEL  
VANCOUVER, WASHINGTON

**P-1065-001**

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. 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.

00009

1 ability to pronounce your names. And  
 2 recognize that I have been the subject of  
 3 mispronunciations repeatedly myself. I am  
 4 not doing this on purpose. Okay.  
 5 Ron Swaren, Sharon Nassat, John  
 6 Haugen, Paul Edgar, Kim Dalton, Jim  
 7 Karock.  
 8 I don't know if the folks lined up in  
 9 the order that I called their names.  
 10 SPEAKER: We're trying.  
 11 HAL DENGERRINK: That's fine. All  
 12 right. We're okay. All right. Okay.  
 13 We're going to go ahead and start with you  
 14 and remember your name, your address and  
 15 your --  
 16 RON SWAREN: My name is Ron  
 17 Swaren. I live in Portland at 1543  
 18 Southeast Umatilla. The alternative that  
 19 I'm in favor of is one that was in the I-5  
 20 partnership called the Western Arterial.  
 21 I think it's kind of inappropriate to  
 22 have two Columbia Crossings that go into  
 23 East portland and none that go into the  
 24 West Side. The Portland area has  
 25 equivalent growth on both sides of the

P-1065-001

00010

**P-1065-001** | 1 Willamette and we are trying to cram all  
 2 the traffic through this Western Oregon  
 3 Corridor into the East Side of Portland.  
 4 So that is my preferred alternative.

**P-1065-002** | 5 I think there is some issues with the  
 6 points that you raised for replacing the  
 7 current I-5 bridge. One, it's maintained  
 8 that they are seismically unsafe.

9 I have an artist rendition of what is  
 10 proposed. I will hold it up so people can  
 11 see it. This is heavy concrete decks on  
 12 pilings. I have read some commentary by  
 13 people in the San Francisco Bay Area.  
 14 They feel that that is the most unsafe  
 15 type of structure for freeways and  
 16 bridges.

17 In the 1989 Loma Prieta earthquake,  
 18 of the structures that were damaged, there  
 19 was one metal structure, the Oakland Bay  
 20 Bridge where there was some damage where  
 21 some bolts sheered. No one was killed in  
 22 that collapse.

23 However, there were several  
 24 structures that were reinforced concrete  
 25 that gave way. The Cypress Viaduct in

**P-1065-002**

The I-5 bridges, like many older bridges in the region and nation, are not seismically sound and were never designed to survive a significant earthquake. In 1995, ODOT commissioned a study to look specifically at the lift spans of the I-5 bridges, which are considered the most vulnerable sections of the bridges. Vulnerabilities were found in the bearings, piles, piers, and lift span tower truss members. Both the northbound and southbound bridges have been identified as functionally obsolete bridges. This classification means they no longer meet the geometric and/or load capacity criteria of the Interstate system. The new bridge will be designed in accordance with project specific design criteria and current codes to ensure it will withstand seismic forces as described in Chapter 3 (Section 3.17) of the DEIS.

00011  
**P-1065-002** 1 West Oakland collapsed. It was a concrete  
 2 structure. 40 people died. The  
 3 Embarcadero freeway suffered so much  
 4 damage that it was removed. And then the  
 5 southern freeway Interstate 280 suffered  
 6 severe damage. Those are all reinforced  
 7 concrete. State Route 1 in Watsonville  
 8 also suffered severe damage. The Central  
 9 Freeway US Route 101 suffered extensive  
 10 damage.  
**P-1065-003** 11 I know that there is a problem with  
 12 projected extra traffic on I-5; however,  
 13 just fixing one point I don't think is  
 14 going to solve the problem. I know for a  
 15 fact that the Freeway Loop Advisory  
 16 Committee has bigger plans.  
 17 So the bottom line is do residents of  
 18 this area want to see 10 or 20 years of  
 19 projects trying to resuscitate the I-5  
 20 when there is another alternative that  
 21 would relieve pressure from the I-5 and  
 22 that is the Western Arterial. And that is  
 23 what one of the alternatives that your  
 24 group was mandated to study.  
 25 HAL DENGELINK: Thank you.

### P-1065-003

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 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.

00115

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

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