

APPENDIX A

**Public and Agency Comments on the
Environmental Assessment**

I-5: Delta Park (Victory Boulevard to Lombard Section) Public and Agency Comments

Id No.	Name	Organization	Preferred Alternative	Comment	Comment Category*	Document Type***
1	James A. Brady	Citizens Advisory Team, Van. Trans Plan	1	I feel Alternative #1 gives the most bang for the buck. It will correct many problems that now exist without spending money on roadwork that the City of Portland could and should do.	Recommended Alternative 1	1
2A	Paul Edgar		NS	I received and have read the EIS Report on the Delta Park Widening Project. It looks good. Thank you and the team on a job well done. Now for me the big questions are: what level of funding that will be available, what alternative will be chosen (if any), what can be done to jump start this project (fast track all of the next steps), what direction will ODOT recommend with HOV (personally it looks hard to justify HOV from your report) and is there any big contingency out there to slow or prevent this project from happening.	Traffic Operations—HOV Lanes	2
2B				Eliminating the constraints that this 2-lane section of southbound I-5 at Delta Park will reveal some of its effect it has on the Interstate Bridges and the bridge influence areas? Will this just move the southbound I-5 congestion starting point to Alberta or to other 2-lanes sections of the I-5 corridor south of the Fremont Bridge? I think however the northbound section of the I-5 corridor leading to this Delta Park Widening Project will receive some critically needed improvements because of some reductions in congestion. We should see some improvements in air quality because of lower levels of emissions as a direct result of reductions in vehicle turbulence. This assumption is based on some gains/improvements in I-5 corridor LOS conditions.	Traffic Operations—Congestion and Bottlenecks and Related Traffic Impacts Air Quality—general	
2C				I think major improvements could be realized with a completely changed on an off ramp systems to Hayden Island. This should be part of these considerations and the studied alternatives associated with the CRC Project and funding. All options, opportunities and alternatives should be on the table with the CRC project. To me it is very important as how all of this dovetails together. The end details are important.	Proposes—Other Transportation Proposals	
2D				We must increase our vision to the east, west, and north and south of this Delta Park Project. Anything and everything that could influence investments into the north/south Interstate Highway corridors must be thought out weighted and justified with a large regional transportation perspective. <u>After making that statement I must say I support this project as critically needed now.</u>	Project Support	
3A	Marcus Simentel		No Build	I believe "Peak Oil" will prove this huge expenditure a complete waste within 10-20 years. If we can find sufficient funds for this auto friendly project, let's be smarter and use it for mass transit projects. We have invested billions in our light rail system—let's make it truly regional and take it across the river.	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	1
3B				I know how much work has already gone into this project—but the bottom line will be the extended life payback. How valuable do you really think and extra bridge for the auto will be in 2050? I think folks will refer to it as a white elephant. Please, please consider the reality of peak oil as you work on this.	Proposes—Other Transportation Proposals	
4	Melville Moores		4	It appears to me that #4 is more aligned for the obvious future need(s) of expanding the I-5 corridor across the Columbia.	Recommended Alternative 4	1

Abbreviations:

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- 3 Oral Hearing Testimony

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5	Robert Horton		2	I could not get the disk to work! A little confusing but I finally tried to make a "good" decision. How will we get to I-5 if they close the bridge to make a new one?	Construction Impacts	1
6	Richard Carroll	Dynea Overlays Portland	4	No comments at this time, but please keep me on the mailing list. Thank you.	Recommended Alternative 4	1
7	Tony Mendoza Manager Service Development	Tri-Met		<p>In 2003 & 2004, TriMet worked with the community to improve transit connections in the I-5/Delta Park area as part of the Interstate Local Area Access Plan. This area was included in TriMet's Transit Investment Plan.</p> <p>Several of the proposed ODOT Build Alternatives have potential to provide connections to transit service that is already passing through the area.</p> <p><u>New Southbound Connection from Delta Park/Vanport Transit Center</u></p> <p>A new southbound connection at the Delta Park/Vanport TC would allow C-Tran buses to connect to the TriMet bus and rail system at the most efficient transfer location between the two districts. The attached map displays the desired connections. Alternatives 2, 3 & 4 could provide southbound access from Delta Park/Vanport TC to Denver with the modifications of the Victory SB off ramp. Alternative 4 appears to have the best potential for this connection.</p> <p><u>Access to Employment</u></p> <p><u>Columbia Boulevard-Columbia Slough.</u> The ODOT project has potential to improve access between bus service on Denver Avenue and the approximate 600 employees in the area between Columbia Boulevard and the Columbia Slough. Alternatives 3 & 4 could provide this new connection. Alternative 3 appears to offer the best potential for this connection.</p> <p><u>Schmeer/Whitaker.</u> The ODOT project has the potential to improve access to approximately 300 employees in the area around Schmeer/Whitaker from Denver. Alternatives 2, 3 & 4 would improve this connection.</p> <p><u>Kenton</u></p> <p>Alternative 2 could provide a new bus stop location at Argyle (southbound) and improve the bus/rail connection in Kenton.</p> <p>Thank you for considering these connections as part of your overall evaluation. Please call me at (503) 962-6452 with any questions.</p>	Response to Agency Comments Modifications—Transit Connection to Project	4
8	Judson and Darla Tolman		NS	I fully agree we need three lanes Victory Blvd. and Lombard Street and what we really need is another bridge across the Columbia River and toll all three bridges until the third is paid for.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	1
9A	Karen Bumgardner			My name is Karen Bumgardner, and I am a homeowner in the neighborhood that will be impacted by the I-5 Delta Park Project. I recently received the notice of public hearing on 1/24, and I am planning on attending to hear the comments from the community and from ODOT.	Economic Impacts—Property Values	2
9B				<p>I purchased my home in June 2005. It's my first home, and I am particularly interested in maintaining the value of my home as well as the character of my neighborhood. My address is 8761 N. Delaware Ave., just 2 blocks north of Argyle Way.</p> <p>What impact is the project likely to have on the property value for my home? I believe that the project is scheduled to begin in July 2007. Is this accurate? (503-913-8289)</p>	Economic Impacts—Property Values	

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10A	Walter D. Ellis			I have tried multiple times and your web site as listed in the latest mailer, has always been down or listed as unavailable. Consequently, I do not have the details on the 4 alternatives.	ODOT—ODOT Website	2
10B				I am most interested in getting three lanes in this area and reducing the long standing bottle neck. After driving this section of I-5 several times per day since I-5 was completed, I feel the greatest priority is moving the traffic on the freeway. Enhancing the entering and exiting at Columbia Blvd is good, but must take a back seat to speeding the traffic already on the freeway.	Project Support	
11A	Nathan Keith			Why do this project when the problem extends from the south of Portland to the north of Vancouver. The public needs a much larger solution with vision for the next 50 years.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	2
11B				I would propose a total solution: 1. Vancouver accept the light rail via a tunnel under the Columbia River. We need to tell Vancouver if you will not be part of the solution, don't come to Portland and Oregon for a solution.	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	
11C				2. The I-205 ring be completed from south of Portland up the west side to WA joining I-5 at the current I-205 junction. Move more traffic from the I-5 corridor.	Proposes—Other Transportation Proposals	
11D				3. the current I-5 bridge be replaced with tunnels that start at I-405 to north Vancouver. We need to heal the scar in north Portland, reclaim the land, and make north Portland whole again. I do hope you understand the history and demographics of what has happened in Portland. As Portland grew 99E and 99W became too crowded leading to I-5. In short I-5 cut a seam in north Portland, which left a horrible chasm between the haves and have-nots in north Portland. If you think we have problems in north Portland now you should have been here in the 60s.	Proposes—Other Transportation Proposals	
12	Michale McGee			I just have a couple comments on the Delta Park I-5 project. I have noticed lately that I-5 in the Coliseum area is very congested, both north and southbound, at almost all times of the day. I am wondering if that might not be a better place to spend any funds, as a wider road in/around Delta Park would just seem to add to the congestion in the Coliseum area. For me, as a resident of North Portland, I find that I use the freeway in the Coliseum area a lot more than I use it in the Delta Park area, and I am afraid that we are simply spending our state money to ease congestion for Clark Co. residents, who seem to use that section of the freeway the most. Whereas I and many of my friends and acquaintances who are Oregon residents are more directly impacted by the traffic at and around the Coliseum area. Thanks for taking the time to read my mini-rant. I do believe that the whole east bank area of I-5 is a greater problem than any other urban freeway area, and that not addressing it in the present is only going to make it a whole lot harder to deal with in the future.	Traffic Operations—Congestion and Bottlenecks and Related Traffic Impacts	2
13	Dianne Heath		NS	I commute to work every day during the morning and evening rush hours from Hayden Island (Jantzen Beach exit) to northwest Portland. The only access to the island is from I-5 so there is no alternate surface street available to and from the island. Consistently,	Traffic Operations—Congestion and Bottlenecks and Related Traffic Impacts	1

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				the most congestion I encounter going south in the morning is the Delta Park area, and in the evenings the bottleneck going north backs the traffic up, often all the way to the Fremont Bridge. I strongly support efforts the ease the congestion in the Delta Park area and I feel widening the freeway, i.e., adding lanes, in this area would help.	Project Support	
14	Gordon Johnston		1	Prefer minimal impact on Columbia Slough.	Natural Resource Impacts—Columbia Slough	1
15	Julie Morris		NS	I could not find the 4 alternatives described on the web site. The strategic plan discusses the Columbia ramps but not any impact. I did <u>not</u> think this project should impact the cemetery in any way.	Cemetery Impacts	1
16	Robert Long	Kenton Masonic Lodge	1	Alternative 1 will cause the least disruption of the Kenton neighborhood and least traffic problems during and after construction.	Recommended Alternative 1 Social Impacts—Impacts on Neighborhoods	1
17	James Arling		NS	In as much as that portion of I-5 is used mainly by cars from Vancouver, the I-5 bridge should be turned into a toll bridge to help pay for <u>any</u> type of work done on the bridge or I-5 in the Portland area. If they use it, they should help pay for it! Most Portlanders are sick and tired of Washington's using our services and getting nothing in return. I have a lot more to say on this issue, but I'm sure you don't want to hear it. People who care are never listened to.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	1
18	Daniel Drake		4	Would like to see a full ramp that connects directly to Columbia Blvd., then have an access to Schmeer Rd. Need to keep roads moving with little or no stoplights. Also, large turns or curved roads for trucks. On Alternative 4, still needs to be a direct ramp from N. Denver onto the freeway north. Give drivers options.	Proposed Project Modifications—Access Proposes Project Modifications—Freight Lanes	1
19	Stephanie Blackman		2	My choice is based on what I could glean from the web site; I considered the avoidance of displacing employees and cost to be factors, as well as impact on the neighborhood.	Recommended Alternative 2	1
20	Don Barton		NS	I think the Oregon Dept. of Transportation has done a very poor job keeping pace with the growing need of highway/freeway infrastructure to keep traffic moving between Portland (OR) and Vancouver (WA). The snail's pace progress of providing three lanes of traffic southbound in the Delta Park area is but one of many examples I could cite. Compare this with eight lanes of traffic (each way) on Sacramento's I-5 corridor. Oregon has placed way too much emphasis on MAX, which covers only a handful of passengers compared with I-5. the problems of traffic between Portland and Vancouver has been studied to death. We need an alternative to <u>widen the southbound lanes to three ASAP</u> . Forget New Road by the Slough, Columbia Ramps, Argyle and get to work building.	Project Support	1
21	David Myers		2	I very much favor the #2 Alternative. The #1 Alternative will be detrimental to the Kenton neighborhood.	Recommended Alternative 2	1
22A	Kathy Armstrong			Hello: I live in the Kenton neighborhood and I've been following the plans to widen I-5. My comments: My very first preference is extending light rail into Vancouver. As I'm sure you know (and any North Portlander is happy to tell you), 8 out of 10 cars on I-5, north of downtown, during morning and evening rush hours have Washington plates. The residents of North Portland shouldn't have to sacrifice so residents of Washington State have an easier commute. However, I realize freeway widening is a done deal so it MUST be combined with extending light rail into Vancouver—what's the status of this?	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	2

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22B				In terms of which option out of the 2 favored by the advisory committee (Argyle on the Hill and Columbia Connector), I favor the one with the least amount of negative impact on wetlands-bird habitat, and it looks like that would be Argyle on the Hill. However, since it's hard to tell from the images and the EA, if the impact on wetlands is the same for each option (and I am strongly against any option that harms/threatens/eliminates wetland-bird habitat), then I favor the option with the least negative impact on the Kenton neighborhood (especially if it would hamper efforts to revitalize the Denver Ave. business district), and that seems to be the Columbia Connector option.	Recommended Alternative 4 Natural Resource Impacts—Birds: Bald Eagles and Blue Herons Natural Resource Impacts— Wetlands	
23A	Sophie Kellogg		No Build	Choosing an alternative is very hard. I understand the current traffic issues, but it also looks like the land there needs great improvements, doesn't it? All these wastes and chemicals... I am a newcomer here, and it seems to be that the area in question could be a Superfund candidate. I think that any new constructions should be accompanied by adequate and substantial environmental improvements.	Hazardous Materials Impacts	2
23B				So, I will stay very "pro-environment" and opt for "No Build." I think of the bald eagle nest and the turtles, and all the "wildlife," or what remains of it... Thank you.	Natural Resource Impacts— Wildlife Habitat	
24	Beth Randall		NS	I would love to share my comments, but I know nothing about the proposed projects. If you could send me any information about the projects, I will share my comments. Thank you.	ODOT—Outreach Process	1
25	Harold Damm		1	I am assuming full Columbia ramps means ramps going both north and south. I favor this purely for convenience, as I use both.	Recommended Alternative 1	1
26	Jan Landis		No Build	From the beginning, when I attended a couple of meetings, I thought your ideas were most unrealistic for the short and long term. Also, I realized you're really determined to complete your agenda and not think wisely and what's best for Portland. More lanes, etc., will only make us become the next L.A.—which is still bad even though more lanes were added. PUHLEEZE read the enclosed recent article.	Proposes—Other Transportation Proposals Proposes other solutions—Growth Reduction Measures and Behavioral Changes	1
27	Wilbert J. Wilson	E.W. Consulting	1	Alt. No. 1: Be sure to provide on and off ramps southbound and northbound. For trucks and cars. Important to provide four full traffic lanes south from Delta Park to Lombard with service lanes. The same is true northbound. Traffic is always congested here. Must build!	Proposed Project Modifications— Access Proposes Project Modifications— Freight Lanes	1
28	Raj Patel	Motel	1	It would be much better for tourist and local motorist or trucker if wide lane exit both sides north and south on Columbia Blvd. Because right now, only exit in I-5 northbound on Columbia Blvd. If we have both sides, then help really good for business on Columbia Blvd. Right now, I-5 southbound people cannot find their way to come to business. Please do so. We will really appreciate. Thank you very much.	Proposed Project Modifications— Access	1
29	Jim Porcelli	KoldKist	2	Alternative one should NOT be considered. Places too much burden of traffic load at Columbia Blvd. on ramp.	Opposes Alternative 1	1
30	Steve Fedje	USDA-NRCS	4	Alternative 4 because it appears _____ a higher level of transportation _____. [[Comment form cut off]]	Recommended Alternative 4	1
31	Allen R. Johnson		No Build	We should not be making it easier for Washington residents to commute to their Oregon jobs. We've had an exodus of Oregon residents who've moved to Vancouver and add to the traffic congestion. We have the interstate light rail to "nowhere," a massive pork-	Proposes—Other Transportation Proposals	1

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				barrel project that was intended to link to Vancouver. Force the Washington residents to complete their side. We should not be paving over any more ground' it adds to flooding exposure.	Proposes other solutions—Growth Reduction Measures and Behavioral Changes	
32A	Jim Karlock			Can you put the whole document in one file (in addition to the little pieces that you have) so that I can read it as a whole instead of a bunch of little pieces. Thanks. Hello Jim, We were able to put the document in one file as you requested. If you'd like the CD mailed to you, please send me your address. If you'd like to come to the ODOT office at 123 SW Flanders, please let me know and I'll leave it at the front desk for you. Regards, Thanks.	ODOT Website	2
32B	Susan Whitney	ODOT Region 1		Please send to: Jim Karlock 3311 N.E. 35th Portland, Or 972717 I do hope that you will also post the combined version on your web site. I feel that both full versions and piecemeal versions should be on web sites. They serve different purposes. The full version is best for printing the whole document and for word searches Thanks JK	ODOT Web site	2
33A	Jeff Evans		1	1. I firmly believe the third lane should be built.	Project Support	1
33B				2. I also firmly believe that there should be no "high occupancy lane." It only benefits Washington residents that carpool. I believe this is Oregon and built with Oregon tax money. And if you try and argue that they pay Oregon tax—check again—I do not know one person that lives in Vancouver and works in Portland that pays Oregon tax.	Traffic Operations—HOV Lanes	
33C				3. I also firmly believe that the "high occupancy" lane going north should be abolished. Again, it only conveniences Washington residents that carpool, inconveniences Oregon residents, and I would defy you to show me one day where the drivers in the "fast" lane during restricted hours total more than 40% of the legal limit. It encourages people to break the law and sets up a massive trap for accidents. It's bad enough that we have 3 on ramps within .4 mile of the bridge and a sharp turn off ramp 400 feet on the other side of the bridge.	Traffic Operations—HOV Lanes	
34	Lawrence Rockwood		NS	My assessment is that the ORDT never thinks far enough ahead. By the time highway improvements are finished, they are already overloaded. The automobile is not going away. All of the alternatives look like penny pinching half solutions.	Proposes—Other Transportation Proposals	1
35	Alex Gottwig		NS	I believe and know that there <u>is</u> and was a need to widen I-5 for over 20 years. You the committee also know this fact: Why not step forward and get our job completed. You have hired the engineers: then employ them to get I-5 <u>bottlenecks</u> removed. THE POPULATION IS INCREASING! THEY DON'T WANT TO RIDE THE MAX.	Project Support	1

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36	Alan Miles		3		Recommended Alternative 3	1
37	George Beal		NS	Scrap all your plans and all your meetings. Put a new bridge in and charge a toll.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	1
38	Al Siebert		NS	I couldn't tell what they were at the web site—too many PDF files to scroll through. I'm in favor of you doing what you decide is best!	ODOT Website	1
39	Jerry Lawrence	A.A.L.C.	3	Living in North Portland for 23 years, Portland residents have to pay higher taxes. Washington people work in "Portland" Oregon have no state taxes, used the roads, no taxes. They pay 0. Oregon people pay for it all!	Vancouver and Portland—Tax Washington	1
40	Tyrone Henry	Portland Development Commission	NS	1. Budget for technical assistance for DBEs to ensure effective and competitive bids. 2. Encourage roundtable discussions among DBEs and majority firms with hopes of creating partnerships. 3. Bring PMs to all outreach meetings.	Response to Agency Comments	1
41	Karin Johnson		NS	Good presentation. I would recommend you tie the descriptions of the alternatives on this form more clearly to the presentation. Refer to the options by the numbers you have listed on this form (#1–#4) or by the names you have on the green form. Large print on the graphics with the name, i.e., Argyle #2, would help. I can't comment on which option I prefer as I can't relate the graphics to the options on this green form. Thank you for attending. I hope you seek the input of others by attending meetings similar to this one, especially in the African American community. "Just heard Faye's windows of outreach" recommend extending outreach time to African American community.	ODOT Outreach Process	1
42	Roger Cole		NS	Please just fix the bottleneck as soon as possible. I don't care how you do it. Quit studying it and do it! I'm tired of the delay. It should have been finished by now!	Project Support	1
43A	J. Bohlman		1	First choice—Full Columbia Ramps.	Recommended Alternative 1	1
43B				Second choice—Alternative 4 Columbia Connector.	Recommended Alternative 4	
44	Lars Kasch	Pacific Island Tariff Bureau	2	I think you adopt Option 2, because it has the least negative over-all impact.	Recommended Alternative 2	2
45A	M. Jones		No Build	Four significant actions can and should be taken in the region to <u>reduce</u> I-5 traffic and thus eliminate the perceived need to widen I-5: 4. Shorten auto journeys by helping people to live closer to work, recreation, school, shopping, entertainment, and other needs.	Proposes other solutions—Growth Reduction Measures and Behavioral Changes	1
45B				5. End the subsidies to large, non-local companies and to new housing developments.	Proposes other solutions—Growth Reduction Measures and Behavioral Changes	
45C				6. Halt all marketing campaigns to draw more business and people to the Portland area.	Proposes other solutions—Growth Reduction Measures and Behavioral Changes	

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45D				7. End the Portland area's participation in global competition and level the playing field for local, small businesses to flourish through local, neighborhood-based cultivation of natural resources for food and raw materials, through local manufacturing of better-quality, fewer goods, through local distribution of products and services, and through greater worker equity in the companies they work for. All of the above will generate Portland area residents' prosperity, reverse negative environmental trends, reduce freight traffic, and result in the ability to reduce lanes on I-5.	Proposes other solutions—Growth Reduction Measures and Behavioral Changes	
45E				The assumption that per-vehicle emissions and thus total emissions will decrease as total traffic volumes increase is erroneous. We cannot depend on improved federal or state standards for making emission prerogatives, because the nature of politics renders such improved standards as unpredictable. When does the widening permanently end?	Air Quality—general	
46	Earl Bates	Norstar Development	1	We need a complete set of access connections from Columbia Blvd. going north and south on I-5. As a business (Norstar Business Center), my tenants need better access to downtown Portland and Vancouver, WA/	Proposed Project Modifications—Access	1
47	Arin Dunn	Dunn & Sheldrick, P.S., Attorneys at Law		I am writing for two reasons: Please inform ODOT with regard to the following problem. ODOT's website failed to include modules to directly send emails. I am disappointed that ODOT does not have better IT in place to receive input on ODOT projects. I-5 Widening is extremely important to Oregon's future. Clark County, Washington is the 4th largest contributor to the State of Oregon's tax revenue. Widening I-5 would help Clark County make an even larger contribution to Oregon and strengthen the economic bonds across the river. Any plan must address excessive traffic from Columbia Blvd. I am not confident that Oregon's proposals address the seriousness of this traffic issue which can only get worse in coming years. It is imperative that Oregon pay to address any environmental impact of this critically important project.	Find Regional Solutions ODOT Website Economic Impacts—Regional Economy	2
48	James Martin	Dancing Muse Distributing LLC	2	People who live in Washington and work in Oregon should be charged extra tax using the Oregon Income Tax. Revenues to be used to help build an extra lane at Jantzen Beach area.	Vancouver and Portland—Tax Washington Proposes—Other Transportation Proposals	1
49	Torrent Woodard		2		Recommended Alternative 2	1
50	Ray Polani	Citizens for Better Transit	4	Of the 2 preferred alternatives (2 and 4), Alternative 4 "The Columbia Connector" meets fully the Environmental Justice Work Group EJWG purpose statement. It should be the chosen one for implementation because it looks realistically at the future and prepares us to deal positively and constructively with it.	Recommended Alternative 4	1
51	Florence Wheeler	Columbian Cemetery	No Build	Instead of encouraging commuting you should be offering incentives for people to either work where they live or live where they work. Making bigger & better freeways only compounds the problem.	Proposes other solutions—Growth Reduction Measures and Behavioral Changes	1
52	Ken Dethman		No Build	Someone is doing a great job of confusing the public, i.e., "it makes us a terrorist target to only have 2 bridges, when I-5 is so strategically located." From www.newinterstatebridge.com . Are we talking about a new interstate bridge, or the I-5 Delta widening project, or both? Is Neal Goldschmidt, the unconvicted child rapist, and ilk involved in any part of this project[s]?	Proposes Other Transportation Solutions—Other Transportation Proposals	1

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53A	Colleen L. Fitzgerald		2	My main concern with Alternative #2 is air/noise pollution, as I live on Argyle Street. If there are sufficient sound breakers to offset that, then I see Alternative #2 as the better option as far as traffic/heavy machine movement is concerned.	Recommended Alternative 2 Noise Impacts Air Quality—general	1
53B				That the Alternative #2 area be beautified (trees, shrubs), regarding sound breakers, foot path, bike lane, etc., and safety necessary to all areas.	Social Impacts—Impacts on Neighborhoods	
54A	Michael Fitzgerald		2	I think ODOT should use this opportunity to exchange the livability and recreation access to the area. Bike paths, jogging paths, walking paths, anything to help beautify the area. We're sitting on some amazing land on the Columbia Slough. That area is betting to be enhanced. At present, the slough is hidden by the racetrack (and associated barriers), the train yards and poor access overall. Lastly, how in the world can we get those trains to stop blowing their horns all throughout the night? The noise honestly be well above noise pollutions levels. Thank you. We truly appreciate your taking the time to consider the people that live in the area.	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	1
54B				P.S. Argyle Street has become a shortcut for many. If Proposal 2 is to be adopted (and even if it is not), we would appreciate some attention to diverting excess traffic away from our street. At the very least, traffic bumps/speed bumps should be adopted. We could use these <u>TODAY</u> . Thanks!	Proposed Project Modifications—Argyle Way	
55A	Pam Allee	UP Neighborhood Association	No Build	Shift gears to the following, because the usefulness of building to accommodate <u>vehicles</u> will be short, relative to the energy expended. Shift to an emphasis on:	Recommended No Build Alternative	1
55B				1. Freight rail	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	
55C				2. Commuter rail	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	
55D				3. "Support infrastructure" (public transportation systems included) to encourage family-wage jobs in Vancouver, WA	Proposes—Other Transportation Proposals	
55E				Mobilize all of your presumed considerable creative talents and access to funding to educate people. It is better to <u>choose</u> a change in behavior, rather than to be <u>forced</u> to change. Both require meeting a challenge, but the latter tends to promote some really negative emotions—fear, resentment, scapegoating—which impede growth. By the way, Sharon Nasset's plan still makes the most sense—if one is serving vehicles and people and business.	Proposes other solutions—Growth Reduction Measures and Behavioral Changes	
56A	Tom Guinan		2	I am surprised Option 4 is one of the finalists—much higher cost, poor handling of events at Expo and PIR, more business disruptions.	Opposes Alternative 4	1
56B				The advantage of anew rail bridge is misleading—rail money would be better spent on the Columbia rail bridge—Rivergate access—VP—BNSF split area.	Proposes—Other Transportation Proposals	

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56C				Loss of jobs due to business relocations will negatively affect Kenton and increase traffic in other areas.	Economic Impacts—Job or Business Loss	
57	Cody Gray		4		Recommended Alternative 4 Social Impacts—Impacts on Neighborhoods	1
58A	Lenny Anderson	Swan Island TMA	No Build	Freight is a clear lost with this project. The add-lane off Columbia Blvd. southbound onto I-5 is lost. Freeway operation south of the project, particular the AM, will be worse. Please mitigate these negative impacts to freight off Columbia, Going, and Greeley by providing for FREIGHT ONLY LANES at ramp meters onto I-5.	Proposes Project Modifications—Freight Lanes Traffic Operations—Impacts on Truck and Freight	1
58B				The winners with this project are Clark County commuters who left Portland in order to avoid taxes—they deserve an easier commute! Nice of us to accommodate them. But PLEASE—don't justify this project as a "freight" project.	NEPA Process	
59A	John Wolz	Irvington	4	#4 looks to the <u>future</u> of commerce via railroads plus light rail. #4 can't one company be located elsewhere for the good of overall transportation for all?	Recommended Alternative 4	1
59B				#2 and #4 keep trucks out of Kenton yet give trucks better access.	Social Impacts—Impacts on Neighborhoods	
60A	Paul Maresh	UPNA (not speaking for UPNA)	4	Alternative II will have a very negative impact on Kenton and will negate the work that went into the "Kenton Plan." In the Kenton Plan, the northwest corner of Argyle and Denver is zoned RX; this is appropriate for its proximity to the MAX station. As we are looking at \$3.00 gas in the near future, the wisdom of that planning decision is becoming more apparent every day. TRI-MET and DC have an option on the NW corner of Argyle and Denver. Alternative II would make building a ten-story high-rise at that corner ludicrous. In 2025, when public transit is the most common form of passenger transportation, people will be quite puzzled by the though process involved if Alternative II is built.	Opposes Alternative 2 Social Impacts—Displacements	1
60B				Thirty years of being self employed has taught me the folly of being pennywise and pound foolish. I urge you to build Alternative IV.	Recommended Alternative 4	
61	Furlton Burns	Home for Good In Oregon	NS	Annually, there are approximately six to eight hundred people returning to Portland from incarceration. Is anything being done to assure those qualified individuals can have employment during these projects? I agree with the community decision for some will be disadvantaged, while it will greatly benefit the community at large.	Economic Impacts—Job or Business Loss	1
62	Joy Wolfe	PRANANDA Yoga	No Build	Not only do I live in North Portland, but I also own a business in the Kenton neighborhood—PRANANDA Yoga. Unfortunately, I have been unable to make the meetings due to my teaching schedule on Wednesday evenings. I m concerned about the impact this construction will have on my business, the neighborhood and the environment—especially the environment. I do wish more effort and funds were put toward encouraging carpooling and mass transit. This plan just seems to be encouraging more vehicles on the road, more fossil fuel consumption, and more destruction to the environment in turn.	Economic Impacts—Impacts to Business and Industry Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	1

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63	Harley Koch		1	Would suggest a special pass for Hayden Island residents to drive in the high-occupancy lane, regardless of the number of passengers in the car. I live on Hayden Island and need my car for work and have to compete with all the Washington commuters. I think traffic would flow faster northbound in the evening if you eliminate the HOV lane. I have lived on the island for 12.5 years and the freeway traffic is horrendous.	Traffic Operations—HOV Lanes	1
64	Patricia E. Schwager		No Build	I am not in favor of this project. Write me down as “NO BUILD.”	Recommended No Build Alternative	2
65	Byron L Regelin	AlSCO—American Linen		I would like to express my concerns regarding the ODOT project widening I-5 south from Delta Park to Lombard Street. I am a long-term employee of AlSCO—American Linen, and if Alternative 4 is selected it will take a large section of our property and we will lose vehicle parking. Since parking is already scarce for our corporate vehicles and the vehicles of our 160 employees, I fear Alternative 4 will cause us to have no choice but to relocate our business. If this were to happen I am convinced that we will relocate out of the city of Portland, possibly outside the state.	Economic Impacts—Job or Business Loss	4
				I am a 30 year homeowner in the city of Portland and I fear Alternative 4 is going to end up forcing myself and many other employees of AlSCO to move or seek other employment because of a lengthy commute. I have anxiously observed businesses leaving the city and county in mass over the last ten years and don't want to see myself and my company added to this long list. For these reasons I asked that you not consider Alternative 4 for this project.		
66	Name and contact information not provided.			There is already a problem concerning enforcement of carpool lanes going northbound. I am strongly OPPOSED to a southbound carpool lane.	Traffic Operations—HOV Lanes	1
67A	Richard Towle (or Tornle)	East Columbia N/A	4	No. 4 appears to give our area best access.	Recommended Alternative 4	1
67B				The real question is why is it taking so long to fully consider another bridge over the river – people are losing patience.	Proposes Other Projects—Columbia River Crossing	
68	Carole Lea		4	I have lived in Oregon most of my life and it is fast growing. The I-5 Delta park area needs an up-grade, we are overdo. I appreciate the time the project committee/advising team put into the effort and I support their recommendation. Thank you.	Project Support	1
69		Aloha Electric Inc.	No Build	I oppose spending any money if you include <u>HOV</u> lanes. You create a bottleneck by having them. I request you remove the northbound existing HOV lane ASAP.	No Build, HOV Lanes	1
70	Shaun Sullens	Piedmont Neighborhood Assoc.	4	If the interstate needs to be disrupted then it would be better to build the most extensive route for a growing population.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	1
71A	Amy Stork		No Build	The air quality in the Peninsula Park area has already been shown to contain higher, and unsafe levels of NO ₂ than surrounding area due to I-5 congestion. Adding the new lane will serve only to move congestion further south – from an industrial area (Delta Park) to a residential area.	Air Quality—general	1

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71B				Rather than spend millions to barely affect a problem, why not begin to solve it by applying the funds to facilitate mass transit, bike, and carpooling – reducing overall number of cars, and reducing pollution. Building new lanes now is a mistake, shortsighted – and bad for our community.	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	
72	John Schmidt		2	After my very short review of the advantages/disadvantages of the I-5: Delta Park Project, I would recommend Alternative 2. Thanks for the thorough work.	Recommended Alternative 2	2
73	Joel Horwitz		No Build or 1	Thank you for the opportunity to comment on this project. I am against any plan that would stop or slow traffic on Denver Ave at or before the I-5 northbound on ramp unless a suitable substitution is available to north Portland residents. I seriously doubt the opinions of the retailers at Delta Park and Jantzen Beach would differ from this. Alternative one appears to align most closely with my feelings. Either that or “no build.”	Recommended Alternative 1 Recommended No Build Alternative	1
74	Joe Hamm			In traveling north after 3:00 on I-5 the traffic always thinned out as soon as we passed Jantzen Beach. I think there should be an off ramp on the left for people going to Jantzen Beach on the restricted left lane and then have to cross over 3 lanes of traffic to the present off ramp. Even one person doing this could block-up traffic for miles.	Proposed Project Modifications—Access	1
75A	Michael Tharp, Chair	CREEC (Commercial Real Estate Economic Coalition)		<p>The Commercial Real Estate Economic Coalition (CREEC) is a group of trade associations, professional organizations, and companies involved in the development, sale, and management of commercial, industrial, and institutional properties. CREEC appreciates the opportunity to provide the following written testimony for the I-5/Delta Park to Lombard Project as part of the public comment period of the environmental assessment process.</p> <p>As its members are involved in the commercial real estate sector, CREEC is concerned about the capacity of the region's transportation system to accommodate demand to move employees and freight. We are pleased that ODOT is considering the improvement of the I-5 corridor in various phases to increase capacity, particularly for non-peak freight movement starting at the I-5/Columbia Boulevard interchange. As you know, this segment of freeway is an integral part of the vital transportation corridor for freight and interstate commerce and provides access to over half of the industrial land in the region.</p> <p>Specifically, CREEC:</p> <ul style="list-style-type: none"> • Supports the proposed freeway mainline improvements for the segment of I-5 as provided in Phase 1 of the project that is a common element to all of the four alternatives for the Columbia Boulevard interchange. 	Project Support	4
75B				<ul style="list-style-type: none"> • Does not support the implementation of a High-Occupancy Vehicle (HOV) lane on the freeway south-bound as part of a decision on implementing this project. A standard HOV lane in the project area would create increased congestion and travel times on the general-purpose lanes in which trucks operate, thus adversely affecting freight mobility and schedule reliability. Any consideration for an HOV lane should be evaluated in the context of the Bi-State Columbia River Crossing Project. 	Traffic Operations—HOV Lanes	
75C				<ul style="list-style-type: none"> • Supports the “Argyle on the Hill” (Alternative 2) as the selected “build” alternative. This alternative offers a simple solution that builds upon existing traffic patterns familiar to both truckers and motorists in the Columbia corridor area. Moreover, during construction, this alternative would have less adverse impact on both trucking operations and industrial businesses on Columbia Boulevard than the three other alternatives. 	Recommended Alternative 2	

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75D				<ul style="list-style-type: none"> Supports extending the scope of the project to include some of the beneficial design elements of the other alternatives by utilizing the alternatives cost savings. These could include modernization of both the North Denver Avenue structures and realignment of North Schmeer Road. 	Proposes Project Modifications—Denver Structures	
75E				<ul style="list-style-type: none"> Supports construction of the localized double-track railroad line and grade-separation project over Columbia Boulevard as provided in Alternatives 3 & 4, as it would result in an important enhancement in the region's freight capacity. Consideration should be give to undertaking this project wither within or outside the Delta-Lombard project. 	Proposes Project Modifications—Construction of second rail track	
75F				<ul style="list-style-type: none"> Supports consideration of construction Alternative 2's Phase 1 and 2 improvements concurrently. If this is not feasible, consideration should be given to expediting the Phase 2 improvements. <p>Thank you for the opportunity to share our recommendations in this matter.</p>	Proposes Project Modifications—Eliminate project phases	
76A	Corky Collier, Executive Director	Columbia Corridor Association	2	<p>I am writing to express the support of the Columbia corridor Association for the I-5 Delta Park widening project and recommend Alternative 2 (Argyle on the Hill).</p> <p>The Columbia corridor Association (CCA) represents 2,000 diverse companies, employing 55,000 people, located in the Regionally Significant Industrial Area along the south shore of the Columbia River. The Columbia Corridor stands at the intersection of Class 1 railroads, interstate highways, an international seaport and international airport. Freight transportation is the primary economic driver of the Corridor. CCA sits on the Portland Freight Advisory Committee and the Columbia River Crossing Freight Working Group.</p> <p>After reviewing the four alternatives, we are of the opinion that Alternative 2 is a relatively simple solution with the least impact on current traffic patterns and businesses in the area. In addition, it is the lowest cost alternative.</p>	Recommended Alternative 2	4
76B				<p>We suggest that some of the cost savings be used to include a few excellent design ideas in the other alternatives:</p> <ol style="list-style-type: none"> Improvements to both Denver bridges over the slough would be a better long-term investment than rebuilding only one bridge. 	Proposes Project Modifications—Denver Structures	
76C				<ol style="list-style-type: none"> We also recommend aligning Schmeer Road near the northern Denver bridge This would allow a more functional intersection and might keep the container yard a larger, more valuable lot. 	Proposes Project Modifications—Schmeer Road	
76D				<ol style="list-style-type: none"> Alternatives 3 and 4 included a railroad improvement and grade separation. This would be an excellent improvement to freight movement in the area. If these improvements cannot be included with Alternative 2, we recommend that any projects in the area be compatible with these future railroad improvements. 	Proposes Project Modifications—Construction of second rail track	
76E				This project is urgently needed. We suggest Phases One and Two be constructed at the same time or as close together as possible.	Proposes Project Modifications—Eliminate project phases	
76F				We ask that any HOV lanes should be linked to additional capacity beyond this bottleneck improvement. While HOV lanes can be an excellent tool to reduce congestion, this part of I-5 has so few lanes and such high use that we need to use every lane at maximum efficiency. Furthermore, this particular section of highway is	Traffic Operations—HOV Lanes	

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				critical freight access to the Port of Portland, the Columbia Corridor industrial areas, the Portland International Airport, rail lines, and the Port of Vancouver. Creation of an HOV lane would increase congestion in the lanes available to trucks. This further increase in travel time would have serious impacts on the region's industrial needs. In closing, the Columbia Corridor Association thanks you and your staff for excellent project management. You have been informative and receptive to comments. The planning process has been thorough and professional.		
77	Thomas Thacker			I have a question about the I-5 Delta Park Project. I live in Arbor Lodge in north Portland and I use the on ramp from Denver Avenue to access I-5 going north towards Hayden Island (this is north of Columbia Blvd. on Denver). Which alternative 1, 2, 3, or 4 will retain this traffic pattern? Please let me know if you have any clarifying questions.	Questions	2
78	Chuck Dills		No Build		Recommended No Build Alternative	1
79	Mike V. McCabe ODSL-ODOT Liaison	Wetland and Waterways Conservation Division, Dept. of State Lands		I have reviewed the document and have no substantive comments at this point regarding the wetland and water resources as defined in the Oregon Removal-Fill Law that DSL implements via a permitting system. However, I did note that compensatory wetland mitigation concepts for potential project impacts were listed in the environmental assessment (EA). For the future, the Department of State Lands would like to be involved in the preliminary assessment of potential wetland mitigation concepts as early as possible in the process.	Response to Agency Comments	2
80A	Sharon Ehlmann	Ehlmann Development, LLC.		Dedicate Argyle Way to Freeway movements. Make Argyle Way a freeway ramp from Columbia Blvd. to I-5	Proposed Project Modifications— Access	1
80B				Metro Garage/Pedestrian tunnel (or skybridge) to Max station Pedestrian Mall between signals (remove signals) Sell or credit signal vacate to cost of pedestrian mall Truck route to MLK Denver (remove signal) turn towards interstate Full Interstate diamond interchange remove north side of Portland Blvd exit if required Add highway signage Interstate Place upgrade (change ?? to extend interstate to Columbia Blvd) Make old DMV site (relocate to a larger better facility) create a beacon light to Renton neighborhood have light become a ?? for Renton with the existing lights Victoria B&B extend lighting down Denver E-mail Addition from Kate Deane to Susan Whitney: I spoke with Sharon Ehlmann today on the phone. She was calling to add the comments she previously submitted on this project regarding a revised alternative that she would like to see considered.	Proposes—Other Transportation Proposals	

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				<p>There are other advantages of creating a pedestrian mall and removing the signals at Interstate Ave at Denver Ave and Denver at Argyle Way. These include:</p> <ul style="list-style-type: none"> • The elimination of turning movements from Interstate across the light rail tracks onto Argyle St at the Dancing Bear. This is a safety benefit for light rail and pedestrians • There may be a maintenance savings from eliminating the savings – approximately \$3,000 per year for the signals • There may be a credit for being able to re-use the signals some other place in the City instead of purchasing new ones (approximately \$30,000 per signal) 		
81	Margarita L. Bassagan		4	I go to Vancouver many times. I would like a good and fast communication, in Lombard we can't get the freeway.	Recommended Alternative 4	1
82A	Tom Zelenka, Vice President	Schnitzer Steel Industries, Inc.	2	<p>I am writing to reaffirm Schnitzer Steel Industries, Inc. Support for widening I-5 at Delta Park. This project is one of three that was identified in the 2002 I-5 Strategic Partnership agreement; we are please that ODOT is proceeding as planned.</p> <p>The issue now being decided is which of the four Phase 2 alternatives for the adjacent arterials should be included as part of this project. The purpose of this letter is to reaffirm Schnitzer Steel Industries support for Alternative 2, Argyle on the Hill.</p> <p>Alternative 2 is simple, clean, low cost alternative to providing freeway access. This alternative builds upon the existing traffic patterns, and truck operations along Columbia Boulevard would be less impacted during construction as compared to other alternatives.</p> <p>More importantly, however, this alternative provides the best access for service and delivery vehicles that need to enter this North Portland neighborhood. Over time, the city has restricted truck access to and through North Portland, and the one remaining access to Kenton and points south is via Columbia Boulevard and Argyle.</p>	Recommended Alternative 2	4
82B				With respect to Alternative 4, we appreciate the benefit of the localized double track railroad line and grade separation project over Columbia Blvd and recommend that this project concept be pursued, even if separate from the Delta-Park project. Whatever rail improvements are made, however, should be conditioned on assurances that local shippers will benefit.	Proposes Project Modifications— Construction of second rail track	
82C				Finally, given concerns about the continued use of Argyle as a northbound freeway route, we support advancing the schedule for Phase 2. It is important that the project be completed in its entirety.	Proposes Project Modifications— Eliminate project phases	
83	Mai Leu Lee	Alsco	2	<p>[First part of comment is not legible]</p> <p>I don't want to move my company to a different place because I might lose my job and need money. And I had to move all the to Washington if I'm going over there and I had been working here for years.</p>	Economic Impacts—Job or Business Loss	1
84	Sy Homsembath	Alsco	2	Please don't move my work.	Economic Impacts—Job or Business Loss	1
85	Ker Xiong	Alsco	2	I do not feel that it is necessary to move our company elsewhere. It is going to be hard on all the workers and the other rest to accept this move.	Economic Impacts—Job or Business Loss	1

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86	Chanh Lovan		No Build	I would prefer that there is no build where I presently work. I like the area that I work at. I have been employed here for 10 years and I feel that it is a very convenient commute for me as well as other co-workers.	Economic Impacts—Job or Business Loss	1
87	Amphene Vorana		2	I don't want to move my work.	Economic Impacts—Job or Business Loss	1
88	Eileen B. Kanya		2	I live close to my work please don't take my work away.	Economic Impacts—Job or Business Loss	1
89	Beverly Oppek		2	The move would be a great inconvenience to me, right now I'm about 5 mins away. Moving across the bridge would a hardship, for don't like to drive the freeway. I have been with Alsco American Linen for 31 yrs. If we have to move I might have look elsewhere and I'm getting to old for that advantage.	Economic Impacts—Job or Business Loss	1
90	Seng Thor	Alsco	No Build	Please don't move my work. I live close. I have limited able to move someplace.	Economic Impacts—Job or Business Loss	1
91	Mee Vang Cha	Alsco	No Build or 2	We don't like to move. Please help.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
92	Kathika Srivilai	Alsco	2	I like this company and I don't want or wouldn't want to move to a different company.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
93	Linda Vue		2	I disagree about the project I-5 Delta Park. My comments on this is because I think that it's going to be very hard for all of us employees that work here. We would not be having enough parking lots and enough space for the all of us. And especially moving our company away. So my comment on this is that disagree about it. Thank you.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
94	Klhan Khamkeomany	Alsco	2	No move my company.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
95	Nai Chien Tzeo	Alsco	2	I am currently employed at ALSCO. I do not want building of any projects that would effect the integrity of ALSCO building, my employment, my livelihood. Please do not build. Thank you!	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
96	Xue Lewis		2	It will mean a longer commute for me if we have to move.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
97	Sherrie Sterling		2	If you move our company I will lose my job. I don't want to lose my job. I would not be able to get to work because it will be to far to take the bus to work. Please do not close our company. I am a single mom it would not be good for me.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
98	Barbara Eaton	Alsco	2	I live in Vancouver and this area is very convenient for me. Easy access to the bridge incase of an emergency with my kids. Great transportation around here. If we had to move I would have to drive further and it is hard to do that as it is.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1

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99	Dianna Freeman	Alsco	2	#2 option appears to be the only one that will not drastically affect the already limited parking and storage areas of our plant location.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
100	Bountheo Vorana		2	If the company is moved around any part of Multnomah County is not easy to commute to work because as for me I don't know any other area too well. This area that the company is standing at is already perfect for me. It is close to home and it is close to the freeway. And I believed that almost everyone that work in the company live here in Portland, Multnomah County.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
101	Patty Babikoff	Alsco	2	Having entering the freeway northbound, I feel that any other option would create a commuters nightmare. It would make all the traffic sit at one commuter light.	Recommended Alternative 2	1
102	Mai Xiong		2	I don't speak English. I live very close to my work. Please don't take our work away.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
103	Juana Ceniseros		2	No Move Us	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
104	Moeuy Chhay	Alsco	2	I live five minutes away. If you take us away I will not be close to my home.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
105	Frances Sexton	Alsco	2	I don't like to move because I will lose my job and I don't drive and I am a slow learner and it is hard to find a job. I always have to take a bus to work and home too. I am 60 years old.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
106	Gina Cha	Alsco	2		Recommended Alternative 2	1
107	Choy Juc Cha	Alsco	2		Recommended Alternative 2	1
108	Lao Mee Vang	Alsco	2	1. We prefer to stay in same location where we are now. 2. It cost too much to relocation our plant/business.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
109	Bettie Reba	Alsco	2	Can't commute to Vancouver because of bus service from one state to another. Don't want to have to pay state taxes in Washington and Oregon, too much for my family, wouldn't be able to survive.	Economic Impacts—Job or Business Loss Recommended Alternative 2	1
110	Ryan Van Gordon Area Engineer	NW Natural		I am the representing Engineer for NW Natural for the I-5 Delta Park Project. My primary concerns in regards to this project are for the High Pressure natural gas pipelines that run along N Columbia Blvd. NW Natural owns and operates two separate High Pressure natural gas pipelines that run through this project site. The location of the pipelines varies along the North half of N. Columbia Blvd. Feel free to contact me if you have any question or concerns.	Economic Impacts—Utilities	2
111	Victor Nelson	Nelson Investment Company LLC	2	I prefer the "Argyle on the Hill" option because it diverts truck traffic off of Argyle St. My chief concern for this option is the ability of our tenants to be able to continue the use	Economic Impacts—Right of Way	1

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				<p>of their parking lot, which the new road comes dangerously close to our tenants parking lot and building. 2221 N Argyle St., Spar-Tek Ind. Is the current tenant in that property and we want to make sure that our tenant is not disturbed.</p> <p>My other concern is the taking of our property at 2399 N Argyle. It was never mentioned in the study about the impact on land owners, who's land is being used to build this option. Will landowners be fairly compensated? This property is currently leased to Familian Industries/Ferguson, So I would want to make sure they were okay with the changes.</p> <p>I found it very disappointing that no one ever came and talked directly to me as a land owner what I might think about this option.</p>	Recommended Alternative 2	
112	Lynda McDermott	Nelson Investment Company LLC	2	<p>I support the "Argyle on the Hill" alternative because it takes the heavy truck traffic off Argyle.</p> <p>Our tenants at 2221 N Argyle and 8411 N Denver regularly have large deliveries that require trucks to back into bays located on Argyle. The heavy traffic volume created by I-5 northbound traffic makes it nearly impossible at certain times of the day to receive deliveries. Also, both of these tenants use semi trucks to ship their large equipment that they manufacture. Please take this into consideration when planning future access to the connector</p>	<p>Proposed Project Modifications—Access</p> <p>Recommended Alternative 2</p>	1
113A	Karen Wheeler	Nelson Investment Company LLC	2	I prefer the "Argyle on the Hill" option because it takes truck traffic off of Argyle Street.	Recommended Alternative 2	1
113B				My concern though is the impact the project build will have on the property we own. Our tenant at 2221 N Argyle Street needs the parking they currently have. In looking at the drawings provided it looks as though some of their parking will be sued to create the connector street from the "current" Argyle.	Economic Impacts—Right of Way	
113C				Diverting truck traffic off Argyle Street would greatly benefit our tenants at 221 N. Argyle as well as our tenants at 8411 N Denver. Both tenants regularly have large trucks that are used for delivery that need to access bays located on Argyle. It is sometimes impossible for the trucks to back into these bays with the heavy traffic on this road.	Proposed Project Modifications—Access	
113D				Our other concern with this option is that a portion of our property at 2399 N Argyle will be taken for this project. How will we be compensated? What effect will the ramp have on our ability to sell the property in the future? What impact will this option have on future development projects in this area? My hope is that this commity takes the opinions of the lad owners into consideration when choosing an option for the I-5 Delta Park project.	Economic Impacts—Right of Way	
114A	Donald R. Malm			<p>I had hoped to make a trip to Vancouver BC in order to investigate a system of lane separation; but obviously I will not now have time before your deadline.</p> <p>#1 Anything done now about the I-5 corridor can only be an attempt to catch up and is not a step onward into the future.</p> <p>#2 Funding is tight therefore do what costs the least while providing the same number of lanes southbound as northbound. The trucks will still have to live with the current on ramps.</p>	Project Support	4
114B				#3 The bridge bottle neck from several years back was solved with a system called "a zipper." It worked well at providing a lane system of 4 lanes and 2 lanes for rush hour	Proposes—Other Transportation	

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				<p>traffic; but was expensive to rent and time consuming to use (Or so I was told).</p> <p>#4 The system of lane separation I want to investigate in Vancouver BC used lane marking lights imbedded in the surface of their Lions Gate Bridge. They were brilliant even in daylight. They have since widened that bridge and they are not using those lights there now. They are now using what appear to be the same lights for lane marking in the tunnels under the Fraser River. Now they have two colors (red & white) instead of all white as in the Lions Gate Bridge. It seems to me this system could be used on our existing dual bridge to enable a 4+2; & 2+4 during rush hours; in addition to the 3+3 during non rush hours. With the addition of powered entry gates and the system could be operated by the bridge tenders with just the flip of a switch.</p> <p>#5 for safety reasons we need a second bridge off Hayden Island. There is one already! It is the railroad bridge. If it can carry railroad trains it could surely carry cars if not trucks as well.</p> <p>I suggest putting wooden timbers to raise the non rail portion of the surface up even with the tops. If on & off ramps were added on Hayden island and on the Oregon & Washington shores, we would have, essentially, another bridge available for use. All that would need to be done is convince the railroad to cooperate. I hear rumor they want a new bridge any way so perhaps something could be worked out about future co-operation.</p>	Proposals	
115	Dean Marriott, Director	City of Portland Environmental Services		<p>Thank you for the opportunity to comment on these two important documents. The Bureau of Environmental Services supports the development of Alternate 2. Alternate 2 provides for project development while presenting the fewest impacts to waterways, habitats, and riparian areas.</p> <p>The following comments address information in the <u>Environmental Assessment Summary</u></p> <p>Page 17: Other Information: We are assuming that you do not mean ESA listed fish. Is this correct?</p> <p>Page 28-29: Final Paragraph: "Federally listed fish and sensitive fish species that may occur" ...should read "species occur in the Lower Columbia Slough." Sampling (as recent as January 19, 2006) has documented both wild and hatchery salmonids in the Lower Slough.</p> <p>What do you mean by "sensitive" species?</p> <p>Coho are now listed as "Threatened" by NNFS (per personal communication with Michael Reed, December 2005)</p> <p>Page 29: A Bald Eagle nest is located near the Great Blue Heron rookery. Bald Eagles have been observed roosting in the riparian trees at the present day Columbia Boulevard-I-5 on ramp.</p> <p>Figure 7: Re: Blue Heron Rookery: This document's text says 2.0-2.5 miles from the site. We believe the 3.0 miles indicated here is incorrect.</p> <p>Figure 7: A Bald Eagle nest is located near the Great Blue Heron rookery at Smith Bybee wetlands. This should be cited.</p>	<p>Responses to Agency Comments</p> <p>Natural Resource Impacts—Birds: Bald Eagles and Blue Herons</p> <p>Natural Resource Impacts—Birds: Bald Eagles and Blue Herons</p> <p>Natural Resource Impacts—Birds: Bald Eagles and Blue Herons</p>	4

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				<p>Page 40: Final paragraph: "There is no evidence to indicate that any listed salmonids (salmon or steelhead trout that are species listed as threatened or endangered under the federal or state Endangered Species Act) are present within or immediately downstream of the project site." City sponsored sampling in January 2006 has documented both young of the year and smolts in the Lower Slough. We believe that there is a strong possibility that such species are present especially during high water events within the Lower Slough at all locations below the NE 18th Avenue levee. Additionally, the Slough has experienced high water events during the month of June, essentially within the same period as the in-water work period proposed. Salmonids are found in the Willamette mainstem year-round and may utilize cool water refugia areas of the Lower Slough.</p> <ul style="list-style-type: none"> Please add: The Lower Columbia Slough has been designated a "critical habitat area" by NOAA Fisheries for Lower Columbia River ESU Chinook and steelhead. NOAA released Critical Habitat designations for Pacific Salmon in August 2005. <p>Page 49: Table 9 Temporary Impacts: It is not clear which impacts are temporary and which are permanent.</p> <p>Page 54: Water: Paragraph 3: We applaud ODOT's intention to provide the greatest water quality benefit.</p> <p>Figure F: Viewpoint 5 This rendering does an excellent job of showing impacts for proposed construction. Our considerable concern about the environmental impact of the project in this area stems from the loss of shade, cooling and shelter due to removal of the large and numerous riparian trees. The loss of near shore beneficial functions provided by the present riparian zone is permanent. Barriers to wildlife movement are also expected with the narrowing of the riparian zone, construction of a retaining wall and installation of the riprap embankment.</p> <p>We recommend removing the retaining wall or moving it south as much as possible to minimize the loss of near shore ecological functions and to maximize the micro thermal diversity that comes with a mature riparian area.</p> <p><u>The following comments</u> address information <u>contained in the <i>Environmental Assessment</i></u>.</p> <p>Page S2: Paragraph 3: "The project would result in the loss..." We advocate for a design that minimizes the loss of these important mature riparian trees and the important near shore ecological functions associated with them.</p> <p>PS2: Paragraph 4: "remove poor quality wetland." Wetlands cannot be re-sited. This is a loss of wetland in a watershed that has lost more than 90% of its pre-development wetland area.</p> <p>Page S2: Paragraph 6: The loss of these tall trees and their shading, shelter and aesthetics as causes long term impacts.</p> <p>Paragraph S2: Paragraph 9: Please detail how long you believe it will take for replacement vegetation to acquire the functions of the mature riparian forest that will be removed. The loss of function over time is significant. The size and proximity of mature trees to the waterbody is impossible to mitigate for variety of species' and conditions.</p>	<p>Reponses to Agency Comments</p> <p>Natural Resource Impacts—Wetlands</p> <p>Natural Resource Impacts—Water Quality Functions</p> <p>Natural Resource Impacts—Wildlife Habitat</p> <p>Natural Resource Impacts—Riparian Impacts</p> <p>Natural Resource Impacts—Riparian Impacts</p> <p>Natural Resource Impacts—Wetlands</p> <p>Natural Resource Impacts—Riparian Impacts</p>	

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				<p>Page 3-8 Fish: first sentence: "Although water temperatures are usually too high and dissolved oxygen content too low... should be replaced with "Although water temperatures and dissolved oxygen levels may prevent year round use of the Lower Slough by salmonids, seasonal use by salmonids is documented by recent sampling by ODFW, Ducks Unlimited and the City's ESA program. Fish have been documented using the Lower Slough from November to June."</p> <ul style="list-style-type: none"> Please add: The Lower Columbia Slough has been designated a "critical habitat area" by NOAA Fisheries for Lower Columbia River ESU Chinook and steelhead. NOAA released Critical Habitat designations for Pacific Salmon in August 2005. <p>Page 3-9 second line: "It is possible that, on rare occasions, listed salmonids could occur in the slough in the project area." Should be replaced with "It is likely that salmonids can occur in the Slough in the project area."</p> <p>Page 3-9, paragraph 1, Environmental Assessment: This paragraph seems to reference salmonid spawning conditions. The Slough provides salmonid refugia, primarily for out-migrating juveniles. As such it provides shelter from the rapid flows, velocity and predators found in the Willamette and Columbia River systems and provides shelter, cover and food sources consistent with uses as refugia habitat. A discussion of the refugia benefits this type of system offers would be more appropriate and accurate.</p> <p>Page 3-9: paragraph 2: The City of Portland and Ducks Unlimited have released sampling data from 2001-2006 that details use of the Lower Slough through January 2006.</p> <p>Page 3-9 Table 3-3:</p> <p>"Bull Trout" – What is your source for listing this fish? Sampling by Portland ESA/Ducks Unlimited has not found Bull Trout</p> <p>"Green Sturgeon" – White Sturgeon have generally been cited</p> <p>Page 3-11 Paragraph 4: Extensive field bird survey observations by John Fitchen and Iain Tomlinson (2003) have documented 171 species of birds in the watershed. More than 120 species have been identified at Vanport Wetlands (immediately north of the project site) by the Port of Portland's observers and monitors.</p> <p>Page 3-12 Table 3-5: Six species of bats have been found in the Smith and Bybee Wetlands including the little brown bat. We would suggest a bat species survey as a component of this project prior to commencement of project construction. Many of these bat species are USFWS designated Species of Concern, yet little is known about their detailed distribution in urban areas, including the use of urban features such as bridges.</p> <p>Page 4-4 Paragraph 3: Dissolved oxygen levels can be extremely low during Portland deicing events. Therefore additional loads are a problem.</p> <p>Page 4-8 Alternative 4: Second paragraph: Impacts from the removal of mature riparian forest, construction of the retaining wall and narrowing of the riparian area include water temperature, wildlife habitat and wildlife movement along the wildlife corridor located along the slough bank. The loss of near shore functions is significant and cannot be mitigated.</p>	<p>Responses to Agency Comments</p> <p>Natural Resource Impacts—Birds: Bald Eagles and Blue Herons</p> <p>Natural Resource Impacts—Wetlands</p> <p>Responses to Agency Comments</p> <p>Natural Resource Impacts—Water Quality Functions</p> <p>Natural Resource Impacts—Riparian Impacts</p>	

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				<p>Page 4-10-11: Fish: Paragraph 3: "There is no evidence to indicate that any listed salmonids are present or within or immediately downstream of the project site." This may be true during the in-water work period however, there <i>may</i> well be fish present during November through mid June.</p> <p>Page 4-12: First 3 bullet points: Please cite references for the bullet points included in this section.</p> <p>Page 4-13-16: The discussion of temporary and permanent impacts to mature riparian forest is confusing without a graphic.</p> <p>Page 4-142 Column 2: "Columbia Slough Watershed Plan and Action Plan" are these the <i>Portland Watershed Management Plan (2005)</i> and the <i>Columbia Slough Watershed Council Action Plan (2003)</i>?</p> <p>Page 6-3 First paragraph: "Upon selection of a preferred alternative, ODOT will reapply these actions during final design and the development of an engineered, site-specific wetland mitigation plan," What does this sentence mean?</p> <p>Page 6-3 Table 6-1: Please indicate what the City of Portland mitigation ratio is – for riparian forest: (ie 2:1 ... Etc)</p> <p>Page 6-3 Conceptual Mitigation Plan, paragraph 3: "<i>Columbia Slough Watershed Plan.</i>" Are you referring to the <i>Portland Watershed Management Plan</i>?</p> <p>Page 6-3 Conceptual Mitigation Plan, paragraph 4: "worst case impact of 4.48 acres would be effectively mitigated at 1.5 to 1 replacement value..." This is confusing. Please describe how you have arrived at this ratio as you state later in the paragraph that the ratios are not known. Also: More recent information and sites may be available for consideration. Please consult with City staff.</p> <p>Page 6-4: Overall Mitigation Goals: "Columbia Slough Watershed Plan and Action Plan." We believe that you are referencing two plans – the <i>Portland Water Management Plan (2005)</i> and the Columbia Slough Watershed Council's <i>Columbia Slough Watershed Action Plan (2003)</i>.</p> <p>The following comments are based on those previously submitted by BES in BES in response to Open House information. We are including these comments again as the concepts are not directly addressed in the <i>Environmental Assessment</i>.</p> <ul style="list-style-type: none"> • The retaining wall proposed for the current Columbia Blvd on ramp area seems excessive and intrusive to wildlife passage. If the wall must be built wildlife passage impacts might be mitigated in part by creating an emergent wetland area adjacent to the wall and extending into the slough. • Our preference is that the project mitigate impacts close to the impact areas and that waterway impacts should be mitigated within the Lower Columbia Slough waterway itself; rather than in areas that are separated from the mainstem, as this is s currently known salmonid use area. • Impacts to the large trees, both in the Ezone and non-Ezone protected areas are significant. We hope that ODOT provides significant mitigation for the loss of large trees even if they are not Ezone protected as the provide significant shade, cover and stormwater benefits. 	<p>Responses to Agency Comments</p> <p>Natural Resource Impacts— Riparian Impacts</p> <p>Natural Resource Impacts— Watershed Plans</p> <p>Natural Resource Impacts— Wetlands</p> <p>Natural Resource Impacts— Riparian Impacts</p> <p>Natural Resource Impacts— Wetlands</p> <p>Natural Resource Impacts— Wildlife Habitat</p> <p>Responses to Agency Comments</p> <p>Natural Resource Impacts— Riparian Impacts</p>	

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				<ul style="list-style-type: none"> We are doubtful that a full mitigation project can be achieved at Schmeer Road Slough because landowners in the area have previously objected to revegetation projects in the because it would interfere with views of their businesses. 		
				<ul style="list-style-type: none"> Lighting of wetlands, forested areas, riparian areas and the cemetery would impact wildlife and bird routines and use of these areas. It should be avoided. We would encourage ODOT to consider planting trees in its rights of way as a means of mitigating noise, air quality and water quality impacts. <p>Finally, we applaud ODOT's careful examination of the environmental issues related to this project. Our bureau has a long history of active stewardship and protection for the Columbia Slough, its watershed and associated natural resources. However, there appear to be unavoidable impacts that should be addressed in a compensatory mitigation plan that exceeds regional and local requirements and truly recognizes the permanent loss of functions associated with project construction.</p>	<p>Natural Resource Impacts—Wildlife Habitat</p> <p>Natural Resource Impacts—Riparian Impacts</p>	
116A		Ferguson Enterprises, Inc.		<p>Ferguson Enterprises, Inc has prepared this response to the Environmental Assessment Summary outlining four alternatives enhancing connection of Columbia Boulevard to Interstate 5. Following is a brief description of Ferguson Enterprise business operations, evaluation of the alternatives as it impacts business operations, and a summary of the most detrimental alternative proposed.</p> <p>Ferguson Enterprises, Inc began operations in the Portland market in 1969. The main branch in Portland has occupied 2121 N. Columbia Blvd location since that time. Through market growth, Ferguson has expanded operations to include several additional business functions including operations expansion and supporting business functions. Locally, Ferguson currently accounts for the largest distribution of plumbing, HVAC, and industrial pipes, valves, and fittings.</p> <p>Ferguson Enterprises, Inc., business components within a five mile radius include Ferguson Plumbing (main branch), Ferguson Water Works, Ferguson Valve, Air Cold Supply, NW Regional Management Office, Ferguson Shared Accounting Center, Ferguson Shared Purchasing Center, various headquarters' support staff positions, and the newly constructed NW Training Center. Combined, these operations account for over 315 valued jobs economically sustaining both Oregonians and Washingtonians</p>	Economic Impacts—Regional Economy.	4
116B				<p>Ferguson Enterprises, Inc will be affected to various degrees, depending on the alternative chosen by ODOT. The alternatives are listed below with a brief summary of anticipated issues Ferguson Enterprises, Inc will face and the challenge to maintaining operations currently located on Columbia Boulevard.</p> <p><u>Alternative 1: Full Columbia Ramps</u> Ferguson Enterprises, Inc will not be negatively impacted from this alternative. The enhanced I-5 freeway access will enable associates and business operations to enjoy less congestion and delays accessing Interstate 5.</p> <p><u>Alternative 2: Argyle on the Hill</u> Ferguson Enterprises, Inc will be negatively impacted by this alternative, and should this alternative be chosen, Ferguson Enterprises, Inc could be faced with a reduction in, or relocation of support services and operations.</p>	Economic Impacts—Right of Way	

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				<p><u>Alternative 3: New Road by the Slough</u> Ferguson Enterprises, Inc will be negatively impacted from this alternative. The reduction of outdoor storage yards (right of way ODOT acquisitions), removed access to Columbia Boulevard East of the Denver viaduct are hardships. Ferguson Enterprises, Inc would request ODOT consider construction of a retaining wall to reduce the impact to valuable outdoor storage areas. Retaining wall construction would minimize encroachment of the catch point from the fill slopes required to elevate the roadway which is depicted on figure 5.</p> <p><u>Alternative 4: Columbia Connector</u> Ferguson Enterprises, Inc would not be negatively impacted by this alternative.</p> <p><u>Alternative Not Listed: No Build Alternative</u> Ferguson Enterprises, Inc would be negatively impacted by this alternative. Widening of Interstate 5 highway is important to associate and business interests. The advantages are well documented and provide sustenance to future business development on Columbia Blvd.</p>		
116C				<p>Summarizing the alternatives listed above, Ferguson Enterprises, Inc operations would be negatively impacted, and posed with serious operational support challenges with the implementation of <u>Alternative 2: Argyle on the Hill</u>. This alternative would eliminate the functionality of the NW regional management offices, Share Accounting Center, and the Shared Purchasing Center. The realignment of N. Argyle Street currently depicted on figure 4, provides a hardship to the entire Ferguson's operation growth of all western regional branches which these departments support, including all the operational businesses located on Columbia Boulevard.</p> <p>North Argyle Street realignment will eliminate approximately 35 parking spaces currently occupied by Ferguson associates. The NW Training center would be eliminated by the inability to park associates which are attending from out of town. The impact to associate parking would be an additional hardship. The realignment without a sound wall would impact private southerly offices in the 2250 building by diesel truck and trailer traffic noise. Construction of the roadway and sound wall (if proposed) would provide reduction of solar access to the building. The realignment of the road in relation to the building would eliminate siting advantages which exist currently from City of Portland planning policies when constructed in 1998.</p> <p>Ferguson Enterprises, Inc has carefully reviewed the I-5 Delta Park, Environmental Assessment Summary. The necessity of widening I-5 is known. The business community will experience enhanced infrastructure, allowing for continued industrial growth along Columbia Boulevard. Ferguson Enterprises, Inc has been a community business partner for over 35 years, and visualizes continued presence in the local community. Many associates live within the adjacent neighborhoods affected by the widening project. When interviewed, their response voiced concerns that truck traffic using a realigned N. Argyle Road would not reduce existing neighborhood noise and traffic issues until the high density housing units were built.</p>	Opposes Alternative 2 Economic Impacts—Right of Way	
117A	Karl Dinkelspiel, Vice Chair	Piedmont Neighborhood Association		We appreciate the opportunity to comment on the 1-5: Delta Park Project and Environmental Assessment (EA) as well as your attendance at the January 25 meeting of the general membership. Your presentation laid out both the background of the project and the recommended alternatives namely: 2, Argyle on the Hill; and 4,	ODOT—Outreach Process	4

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				Columbia Connector. You also briefly discussed the "no build" option. The Piedmont Neighborhood Association has considered the project, your presentation, the Environmental Assessment and our own information on the project and have chosen to make no recommendation on the alternatives in the EA.		
117B				We understand that much time, effort and community participation went into the creation of the alternatives, however, we feel that the project as a whole does not adequately address the most important issues facing I-5 and by extension our neighborhood. We live hard by the freeway. It is our daily companion, whether we travel on it, pass over it, or simply hear the hum a few blocks away. We have experienced the increasing congestion and pollution. While we care about our neighborhood, we have been distressed at the negative impacts caused by the roadway. Our experience has also taught us that we can expect conditions to worsen before they improve. While in a limited way the I-5: Delta Park project may reduce some of the problems we witness daily, we believe the project is at best a band-aid and at worst a waste of our tax dollars. Figures presented in your Environmental Assessment show a cost of between \$80 and \$118 million! While pale in comparison to the cost of some of the ideas put forth to fix I-5, this is still a sizable amount of money. Of course, we haven't done the analysis ourselves, but wouldn't this money go a good way toward fixing the Interstate Bridge, or extending the MAX to Vancouver, or perhaps building another bridge over the Columbia or Willamette to handle commercial traffic, or any other of the many good ideas that have already been put forth to help solve the traffic problem regionally? The I-5 traffic problem is not a local problem, it is regional. The Delta Park project to our way of seeing is a small local fix, one that is ill-suited to address the much bigger regional context in which the project is located.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	
117C				We encourage you to continue your efforts at finding regional solutions to the I-5 problem(s) including working with your colleagues at WSDOT. We strongly support an approach that considers the Portland/Vancouver metropolitan region as a whole. As this region continues to grow, band-aid solutions will not be adequate, either to keep traffic moving on I-5 or to maintain the quality of life we, who live in Piedmont, so appreciate.	Vancouver and Portland—Find Regional Solutions	
118	Mao Young	Alsco	2		Recommended Alternative 2	1
119	Lloyd Weisenee		No Build	I-5 S.B. at Delta Park should not be widened to three (3) lanes. The present 2 lanes hold back and slowly release the huge mass of vehicles. Widening would move the mass south to I-5 at 405. The 2 lanes are equivalent to meter lights on entrances. S.B. entrances at Portland Blvd., Alberta and Going would have trouble getting on I-5. Trucks from Swan Island using Going S.B. have only about ¼ mile to cross 2 lanes to get to I-5—the mass would make this all but impossible. What looks like good idea would be a disaster!	Expresses lack of support	1
120A	Byron Estes	Portland Development Commission		The Portland Development Commission (PDC) appreciates the opportunity to review the Environmental Assessment for the I-5: Delta Park Project and submits the following comments on the proposed project. The I-5 freeway extends through the middle of the Interstate Corridor Urban Renewal Area (ICURA), influencing the economic vitality and livability of the area. Increasing traffic congestion on the freeway brings spillover onto neighborhood streets and	Response to Agency Comments	4

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				<p>increased pollution levels to the nearby neighborhoods and business districts.</p> <p>PDC supports the efforts of the Portland/Vancouver I-5 Transportation and Trade Partnership to address the traffic congestion problems in the I-5 corridor. PDC, along with the Interstate Corridor Urban Renewal Area Advisory Committee (ICURAC) are in consensus on the importance of mitigating impacts of the project, particularly on the Kenton neighborhood and existing businesses.</p>		
120B				<p>While PDC is not ready to take a formal position on which project alternative should be selected, we offer the following comments:</p> <ul style="list-style-type: none"> Alternative 2 has the potential to have a positive effect on the redevelopment potential of sites around Argyle Way, including the TriMet-owned site at Argyle and Interstate Avenue. However, without a guarantee for funding or timing for the new ramp work, the uncertainty could actually delay future development in Kenton, rather than assist it. To reach the full redevelopment potential of the area around Argyle Way, portions of the existing Argyle Way need to be vacated and improvements made at the same time that the ramp work is complete. While this is indicated in the current plan, it is not guaranteed that this would be part of the final ramp work. We acknowledge that the City of Portland Freight Committee supports alternative 2. <p>PDC will continue to support efforts to address traffic congestion and its impacts on our communities.</p>	Response to Agency Comments	
121	Lucie Tisdale, M.A., R.P.A.	Parks and Recreation Department Heritage Conservation Division		<p>I have reviewed the Cultural Resource Technical Report for the Environmental Assessment Summary of the project referenced above. CH2M HILL has reported that, "no archaeological investigations have been conducted within the specific areas identified in the four Build alternatives for the Delta Park to Lombard Project." I have no comment at this time.</p> <p>I know that the University of Oregon has applied for an archaeological permit to investigate three high probability areas within the project boundaries. I look forward to reviewing the completed report and will make comments at that time.</p>	Response to Agency Comments	4
122	Chris Winter	Cascade Resources Advocacy Group		<p>Last email. Please include this in the project file as well if it is not already included. Many thanks. -Chris Winter</p> <p>This office represents the Environmental Justice Action Group (EJAG) with respect to the I-5 Delta Park Project. We submit these comments on behalf of EJAG as there counsel.</p> <p>EJAG is a grassroots, membership-driven organization formed in September, 1996, by a group of Northeast Portland residents. Embracing traditions established during the civil rights movement, EJAC created a membership-based environmental justice group driven by the affected community. EJAG is dedicated to developing and utilizing community-based leadership in people of color and low-income communities to address the issues of health, safety and environmental justice.</p> <p>Cascade Resources Advocacy Group (CRAG) is a non-profit public interest law center that defends and protects the Pacific Northwest through education, organizing and strategic litigation. CRAG works with other citizen-led organizations throughout Oregon to give voice to the public's concerns regarding human health and the environment.</p>	Letter from Cascade Resources Advocacy Group and ODOT Response	2

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				<p>EJAG recognizes and appreciates the tremendous amount of work and that ODOT and FHWA have put into the planning and outreach process as part of this project. EJAG has a strong preference for Alternative 4 because of the relative impacts that the design will have on local communities. EJAG strongly encourages ODOT and FHWA to choose Alternative 4 as the Preferred Alternative.</p> <p>Community participation must continue to play a central role in the agencies' planning process. EJAG has significant concerns regarding the EA and strongly encourages the agencies to work with the community to resolve these concerns before finalizing the EA and issuing a Finding of No Significant Impacts.</p> <p>I. The EA does not adequately assess impacts to environmental justice communities adjacent to the project.</p> <p>EJAG requests that ODOT and FHWA revise and update the Environmental Justice (EJ) analysis contained in the EA as well as the EJ Technical Report. The information contained in these documents is inadequate and fails to provide the public with meaningful information regarding the impacts of the proposed project.</p> <p>A. The EA and EJ Technical Report fail to provide adequate information on the demographics of the impacted communities.</p> <p>The EA does not contain any discussion of the demographics of the communities living adjacent to the project area in the I-5 corridor. The public, in reviewing the EA, has no way to know whether these communities include higher proportions of people of color and/or low income families as compared to the rest of the Portland Metropolitan Area. Without this information, the public cannot even begin to assess the agencies' analysis of EJ impacts.</p> <p>EJAG recognizes that the EA contains limited information regarding demographics. For instance, the EA concludes that "[l]arge portions of the study area have minority population concentrations above the 30 percent range." EA at 3-80. The report also identified neighborhoods where the very low-income population is greater than 30 percent. <i>Id.</i> At 3-81.</p> <p>The EA does not, however, compare these demographics to Portland as a whole. The appropriate question is whether EJ communities bear a <i>disproportionate</i> share of environmental health risks. The first step of the analysis should be a comparison of the demographics of the affected neighborhoods to the rest of the Portland Metropolitan area. Only by presenting this comparison can the local communities understand whether people of color and/or low income families are disproportionately impacted.</p> <p>B. The EA and EJ Technical Report fail to provide adequate information on Mobile Source Air Toxics and impacts to local communities.</p> <p>The local community repeatedly requested that ODOT and FHWA analyze the potential health impacts resulting from localized dispersion of Mobile Source Air Toxics (MSATs), including diesel emission. The Oregon Department of Environmental Quality (ODEQ) has been conducting the Portland Area Toxics Assessment (PATA) and has concluded that communities in North and Northeast Portland are exposed to unacceptable levels of diesel particulates and other mobile source-related toxics. See, e.g., http://www.deq.state.or.us/eq/Factsheets/04-NWR-013_PATA.pdf (February 10, 2006).</p>	<p>Social Impacts—Environmental Justice</p> <p>Social Impacts—Demographics</p> <p>Air Quality—Air Toxics and Health</p>	

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				<p>Diesel particulates, in particular, are significantly higher than established EPA benchmarks.</p> <p>EPA has performed quite a bit of work in an effort to identify chronic and acute health hazards associated with exposure to diesel exhaust. <i>See, e.g.</i>, EPA, Health Assessment Document for Diesel Engine Exhaust, EPA/600/8-90/057F (May, 2002) (the "Health Assessment").¹ The Health Assessment concludes that long-term exposure is likely to pose a lung cancer hazard, and short-term exposure can cause irritation and inflammations of the respiratory system. The Health Assessment also indicates that exposure is likely to exacerbate existing allergies and asthma.</p> <p>Instead of responding to the community's concerns regarding the potential impacts of MSAT's, ODOT and FHWA refused to conduct an analysis regarding localized impacts in EJ communities. EPA admits that the community's concerns are a "reasonable inference" but then simply ignored the problem and provides no analysis whatsoever of this problem. EA at 4-135. According to EPA, "there are no FHWA-accepted model or procedures for quantification of peak hour concentrations of vehicular emissions." <i>Id.</i> "[T]his EA does not answer questions about localized air quality impacts from transportation-related emissions." <i>Id.</i></p> <p>EPA's response to this issue is both unacceptable and in violation of the National Environmental Policy Act (NEPA). EJAG worked closely with ODOT and FHWA in an effort to provide the technical resources needed to conduct dispersion modeling. Professor Linda George, Ph.D., Associate Professor of Science Education at Portland State University, met with ODOT and EJAG to discuss available methods for dispersion modeling. Ms. George specializes in Neighborhood Level Diesel Exhaust Components and provided information to ODOT and FHWA regarding possible modeling methods. ODOT and FHWA administration have failed to address or utilize this information and have failed to discuss why the information provided by Professor George is inadequate to assess localized impacts from diesel emissions.</p> <p>Furthermore, NEPA requires a more thorough discussion of the possible environmental impacts. When conducting the environmental review, the agency must notify the public when there is "incomplete or unavailable information." 40 C.F.R. § 1502.22. If the information is prohibitively expensive, the agency must include a statement:</p> <ol style="list-style-type: none"> 1. That the information is incomplete or unavailable; 2. Detailing the relevance of the incomplete or unavailable information; 3. Summarizing the existing credible scientific evidence; and 4. Evaluating the impacts based upon theoretical approaches or research methods generally accepted in the scientific community. <p>40 CFR § 1502.22.</p> <p>ODOT and FHWA failed to disclose any of this information to the public. Most importantly, whether FHWA has "approved" a method for dispersion modeling is irrelevant under NEPA's regulations. The agency must disclose to the public whether</p>	<p>Air quality Impacts— Air quality modeling</p> <p>NEPA Process</p>	

¹ The Health Assessment is available at EPA's web site at the following address: <http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=29060>. The document is several hundred pages long and 9 MB in size. EJAG fully incorporates this document into these comments by reference and requests that ODOT and FHWA include this report in the administrative record for the project.

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				<p>there are theoretical approaches or research methods that are generally accepted by the scientific community. <i>Id.</i> The agency's failure to do so in this case renders the EJ analysis ineffective and fatally flawed under NEPA.</p> <p>II. The EA fails to adequately consider the cumulative impacts of the project and also failed to consider similar and connected actions in the same document.</p> <p>The Delta Park I-5 project is only one piece of a much larger strategy for the I-5 corridor. In June of 2002, the I-5 Transportation and Trade Partnership (the "Partnership") released their Final Strategic Plan for the I-5 corridor (the "Strategic Plan"). The Strategic Plan estimates that I-5 will experience a significant growth in truck traffic over the next 20 years." Strategic Plan at 9. The plan sets out several options and recommendations for improving the I-5 corridor.</p> <p>ODOT has also initiated a project to improve the Columbia River Crossing on I-5. See, e.g., www.columbiarivercrossing.org. ODOT and FHWA are partners in the working group working on a solution for the I-5 crossing. As discussed on the front page of the website, daily traffic volumes on I-5 are expect to increase by 30-40% by 2020. As a result, the intent of the project is to increase the capacity of I-5 to accommodate additional growth.</p> <p>ODOT and its partners specifically state that the Delta Park project is closely related to the Columbia Crossing project. The Strategic Plan that arose from the Partnership called for <u>both</u> the Delta Park project as well as the Columbia River Crossing project to address the transportation issues along the same highway corridor. As discussed on the web site for the Columbia River Crossing, the Delta Park project "is in progress and will continue <u>alongside</u> the Columbia River Crossing project." http://www.columbiarivercrossing.org/about/whyThisProject.aspx (February 10, 2006) (emphasis added).</p> <p>NEPA requires a consideration of the cumulative impacts of past, present and reasonable foreseeable future actions. 40 C.F.R. § 1508.27. The agency is also required to consider connected and similar actions in a single NEPA document. 40 C.F.R. § 1508.25.</p> <p>In this case, ODOT and FHWA have failed to meet the most basic minimum requirements for considering the cumulative impacts of reasonably foreseeable actions. Particularly with respect to Air Quality and Environmental Justice, ODOT and FHWA have provided inadequate information to the public.</p> <p>The EA states that "[t]raffic on I-5 contributes to the emissions in the area and has the potential to affect air quality." EA at 4-163. Local citizens in the area that suffer from respiratory problems, including asthma, allergies and cancer, can attest to the fact that I-5 can and likely does have a significant negative impact on the health of local citizens. The Health Assessment performed by the EPA also documents the likely impacts. Nevertheless, ODOT and FHWA refused to disclose to the public the likely significant cumulative impact on increasing overall capacity of the I-5 corridor through a series of projects including Delta Park and the Columbia River Crossing. Without performing this type of analysis, neither the public nor the agency has adequate information to identify and assess the impacts to human health in EJ communities adjacent to I-5.</p>	Cumulative Impacts	

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				<p>EJAG requests that ODOT and FHWA consider a comprehensive plan for the I-5 corridor in a single NEPA document that sets forth all the impacts from a series of connected and similar actions. The Strategic Plan came out of a comprehensive look at the corridor, yet the EA has been broken down into individual parts. EJAG has a serious and legitimate concern that impacts to local communities will be masked by: 1) refusing to consider local dispersion of diesel emissions, and 2) refusing to conduct a comprehensive environmental analysis off I-5 improvements. The relevant cumulative impacts also include impacts to water quality, fish and wildlife habitat, land use, transportation, economics, social values and all the natural and historic resources that were identified as issues in the EA.</p> <p>III. ODOT and FHWA should have prepared an Environmental Impact Statement for the project.</p> <p>EJAG requests that ODOT and FHWA prepare a more thorough Environmental Impact Statement to identify and disclose potential environmental impacts of the project. Significant must be determined by reference to the factors set forth at 40 C.F.R. § 1508.26.</p> <p>More specifically, ODOT and FHWA should consider the following significance factors in deciding to prepare a more thorough EIS:</p> <p>1508.27(b)(2) The degree to which the proposed action affects public health or safety.</p> <p>I-5 expansion threatens to have a significant adverse health impact on communities with disproportionately high numbers of people of color and low-income people. The health affects of diesel emissions are well documents as are the predicted growth rates of I-5 traffic volumes. The serious threats posed to human health in communities adjacent to the highway weigh heavily in favor of an EIS as opposed to an EA.</p> <p>1508.27(b)(4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.</p> <p>ODOT and FHWA have created the controversy by refusing to consider the impacts from localized dispersion of diesel emissions. EJAG and the public and provided information to the public that experts such as Professor George have developed models to predict emissions dispersion. ODOT and FHWA, without any scientific justification, refused to use and/or disclose this information to the public. A significant scientific controversy exists regarding the availability of dispersion models and their applicability to this project.</p> <p>1508.27(b)(5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.</p> <p>ODOT and FHWA have again created a situation in which the possible effects to human health in EJ communities is highly uncertain and involves unique or unknown risks. ODOT and FHWA admit that it's reasonable to infer that local communities adjacent to I-5 will experience elevated levels of diesel emissions and other MSATs, yet the agencies have made no effort whatsoever to identify or quantify that risk. The effects on people of color and low income people are highly uncertain, possibly dramatic, and involve unknown risk to the health of children, elderly, and people that already experience serious health problems such as asthma and allergies.</p>	<p>NEPA Process</p> <p>Air Quality—Air Toxics and Health</p> <p>Air quality Impacts—Air quality modeling</p> <p>Air Quality—Air Toxics and Health</p>	

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				<p>1508.27(b)(7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.</p> <p>We again emphasize the fact that this project will undoubtedly have a cumulatively significant impact when considered in conjunction with the Columbia River Crossing as well as other aspects of the Strategic Plan. The cumulative impacts include impacts to air quality, water quality, wildlife habitat, land use, transportation, economics, social values and other natural and historic resources. Furthermore, it's readily apparent that ODOT and FHWA are avoiding significance in this situation by breaking down a large comprehensive project into individual parts. We can safely assume that ODOT and FHWA will be preparing an EIS and not an EA for the Columbia River Crossing. There can be no excuse for refusing to do the same with the Delta Park project simply because it has been analyzed in isolation from the larger Strategic Plan.</p> <p>CONCLUSION</p> <p>EJAG appreciates the opportunity to participate and the agencies' efforts at community involvement. The EA, however, is simply unacceptable. The community's primary concern regarding localized health threats from vehicular emissions have been summarily dismissed by ODOT and FHWA. EJAG strongly encourages the agencies to fix this oversight and will take all appropriate legal steps to ensure that this project does not move forward until these oversights have been corrected with proper community input and participation and the preparation of an EIS. EJAG would be interested in meeting with ODOT and FHWA to discuss an appropriate process to address the identified deficiencies in the EA. Please contact either EJAG or this office to set such a meeting if the agencies are open to curing these defects.</p> <p>Sincerely, Christopher Winter Staff Attorney</p> <p>I tried to email you a health assessment on diesel emissions but had it rejected by your mail server due to the size of the file. I took the liberty of uploading it to your FTP site. Hope that isn't a problem. Please include it in the project files and admin. Record. Many thanks. Let me know if you have questions. It should be in the Delta Park EA Files folder. Thanks again. – Chris Winter</p> <p>Final Strategic Plan, June 2002</p> <p>About this Document</p> <p>This is the Final Strategic Plan for the I-5 Corridor. It has been approved for transmittal to the Governors of Washington and Oregon, RTC and Metro, WSDOT and ODOT, as the recommendations of the Portland/Vancouver I-5 Transportation and Trade Partnership Task Force for the I-5 Corridor.</p>	<p>NEPA Process Cumulative Impacts</p> <p>Air Quality—Air Toxics and Health</p>	
123	Aaron Gray	Kenton Neighborhood Association	Any except No Build	I am writing you as Chair of the Kenton Neighborhood Association, on behalf of the Board of Directors, to register the Association's official position on the I-5: Delta Park project. The Association believes that the continued and successful development of the downtown Kenton area is contingent on the alleviation of the truck traffic density	Project Support	2

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				problem (real or perceived) at the intersection of N. Argyle St. and N. Interstate Avenue, thus making this alleviation the Association's primary objective. The Association believes that the density of truck traffic at that intersection creates an investment risk (real or perceived) for developers considering developing the lot at the NW corner of that intersection (zoned RX). The Association further believes that none [sic] of the proposed options (excepting the no-build option) for Phase II of the Project will achieve the stated objective of alleviating truck traffic density by providing a viable alternative from Columbia Blvd onto Northbound I-5 and off of Southbound I-5 onto Columbia Blvd. The Kenton Neighborhood Association is expressly opposed to the No-Build option.		
124A	Mark Moore	SafeGuard Storage	2	<p>I am a resident who will be directly impacted by Alternatives 1 and 4. If either of these options is chosen, I will lose my residence and my employment. I am the resident manager of SafeGard Storage at 1314 N. Schmeer Rd.</p> <p>Not only will it impact me, but it will impact nearly 400 customers who will be forced to find storage elsewhere in a market where existing facilities within a reasonable driving distance cannot absorb that many new tenants. Storage facilities in this area tend to stay fairly full most of the time. In fact we have absorbed tenants from another facility in Portland that recently closed.</p> <p>There are not plans to rebuilt this facility, if it were forced to close. Our customers will have to drive out of town several miles to find enough available storage space; some will be forced to move their business to storage facilities in places such as Hazel Dell, Scappoose or Gresham.</p> <p>Not only will it impact our customers, but it will impact dozens of our suppliers, contractors and small businesses that we support with our business.</p> <p>All four of the alternatives will impact us, but we do not know what these impacts will be. The removal of an access gate will impact our customer of 20 years who rents the most square footage of space from us and receives weekly shipments via a semi-truck.</p>	<p>Recommended Alternative 2</p> <p>Economic Impacts—Impacts to Business and Industry</p> <p>Economic Impacts—Job or Business Loss</p> <p>Social Impacts—Displacements</p>	2
124B				<p>As a resident who endures traffic congestion, traffic noise and poor traffic flows, I would like to see Alternative 2: Argyle on the Hill. It appears to improve traffic flow more than the other alternatives. Kenton needs some relief from traffic backups.</p> <p>Sincerely, Mark Moore</p>	Recommended Alternative 2	
125A	Mike Gough		No Build	I am emailing to comment on the I-5 Delta Widening Project. As a home owner and tax payer in the University Park neighborhood, I do NOT support the I-5 Delta Widening project and am voting for "No Build."	Recommended No Build Alternative	2
125B				I am in support of the proposition outlined at www.newwinterstatebridge.com . It is the only true long term plan suggested and makes the most sense. It makes use of undeveloped industrial space, connects our highways with a long term vision in mind, keeps truck traffic out of our neighborhoods while providing the shipping industry a much needed thoroughfare, and relieves the current bottle neck between Vancouver and Downtown Portland.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	
125C				<p>The I-5 Delta Widening Project is a quick fix at best. We should look to Seattle to learn what doesn't work and embrace the very sustainable plan outlined at www.newwinterstatebridge.com.</p> <p>I would also like to say I tried to comment using the survey today and I couldn't. It is 6:15</p>	Recommended No Build Alternative	

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				p.m. on February 10. The comment period does not end until midnight as implied by the words "through February 10" on the ODOT website. I hope the survey wasn't prematurely ended. Maybe the site is jammed packed with concerned citizens as myself. Sincerely, Mike Gough		
126A	Tim Root	Ankrom Moisan Associated Architects	2	I was at the presentation given at the Kenton Neighborhood Association meeting. After reviewing the four options, I most liked option #2 (Argyle on the Hill). This option was the least expensive, did not impact much of the neighborhood, and gives the neighborhood a better Denver Avenue bridge.	Recommended Alternative 2	2
126B				I did have a couple concerns about the project as a whole. 1. Why wasn't there an option for putting a north bound on-ramp adjacent to the existing south bound on-ramp loop? This seems to me the most logical way to get the truck traffic to use that more "industrial" interchange and eliminate trucks passing through the Kenton neighborhood along Denver. Also, the land, lanes, and traffic signals are already there.	Proposed Project Modifications—Access	
126C				2. I was concerned with a couple of the options that mentioned "new rail line" along the existing Columbia Blvd. train tracks. Living in Kenton for only a short time, the noise from the train horns is the most significant part of the noise pollution that exists. I have already been in contact with Sam Adams' office on this matter. What worries me is the railroad people are looking to increase the already substantial amount of rail traffic in this extremely poorly planned and dangerous corridor.	Proposes Project Modifications—Construction of second rail track	
126D				In ODOT's scope of work, I would hope that the new Denver bridge allows enough clearance for a possible elevated train line. It is my hope that maybe one day, the train corridor can be elevated to allow for the elimination of the several unguarded private crossings that line Columbia Blvd. and cause the need for the excessive horn blaring through all hours of the day. Thanks for your presentation, Tim Root	Proposes Project Modifications—Denver Structures	
127A	Todd Baker			Thank you for the opportunity to comment [on] the EIS. The portrayal of options left a few out of the mix that I believe are essential to make this a functional freeway in the future. The obvious choice would seem to be a 4-lane facility in each direction consisting of 3 general purpose lanes and 1 special purpose lane. It seems very shortsighted to leave this facility in its current configuration—Albeit this section has 2 lanes in this particular area, the remainder of I-5 has 3 lanes in each direction and it is obviously not functioning well. I realize that we cannot build enough lanes to garner enough capacity for SOVs. However, there should be a minimum expectation that would fulfill the majority of the needs for most of the time and also to narrow as much as possible the commute crunch. By providing a special purpose lane, you alleviate some of the crunch problems for those commuters willing to try other highway options. But the best benefit is to give enough lanes to move freight and goody throughout a larger part of the day. As the recent "The Cost of Congestion to the Economy of the Portland Region" shows, we need to have a strong highway system that supports the needs of those who have no other option than to use highways. And to not have a minimum	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	4

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				expectation on our major freeway is pure folly. This theme should be carried out on all facilities. The committee looking at replacing the I-5 bridge will not be going down this path of minimizing the freeway. They have even looked at a 6-lane option.		
127B				A regional need exists for a comprehensive HOV/HOT system. If this were implemented with your current design, it in effect would replicate exactly what we have there today. This would be most detrimental to our commuters and the freight industry.	Traffic Operations—HOV Lanes	
127C				Please reconsider this design utilizing a 4 lane option. If all you are going to do is put in a 3 lane configuration, at least just restripe the lanes as you did northbound. The current on-ramp would be substandard; however, it would function no differently than the short acceleration lanes to I-5 at Jantzen Beach and SR 14 on the Washington side. You'd save \$50M plus on your first phase and then you'd know for sure what the I-5 bridge will look like.	Proposes Project Modifications— Re-stripe I-5 Southbound Lanes	
128	Roy & Maxine Ciappini		2	It gives us 3 lanes. Improves Columbia River on/off ramps. We live on Hayden Island. Need an offramp separate from I-5 to the Island.	Recommended Alternative 2	1
129	Peter Teneau		2	(1) I lean more towards Alternative 2. [Remainder of comment is not legible] (2) With either of the proposed options (2 or 4), please place emphasis on the landscaping of all project and additional contiguous areas (additional acquired property). Adhere to "green" practice and the specifying of native trees and plants of the area.	Recommended Alternative 2 Natural Resource Impacts— Riparian Impacts	1
130	Jeaniene Jones			About widening I-5 between Victory Blvd and Lombard—DO IT NOW!! This has been a trouble spot for years—it's about time some of the transportation money went to the freeways instead of light rail. How would you like to proceed? I am finished making comments.	Project Support	2
131	Brent Palmer			I prefer the alternative that costs the least and displaces the least number of businesses and residences. Most important, NO CARPOOL LANE! I would prefer no build over building anything with a carpool lane—the end result is the same and you don't have to spend any money. How would you like to proceed? I am finished making comments.	Traffic Operations—HOV Lanes	2
132	Mozhdeh Ghayoomi	Poly Technique University of Tehran	No Build	Dear Sir I 'm studing Master of Environmental Science in 'Poly technique university of Tehran' in Iran. The subject of my thesis is 'Making a simple method to evaluate the environmental impacts of Metros'(light rail transit in cities) .unfortunately we don't have any experience about preparing EIA (environmental impact assessment)for metro or city trains and I'm searching for it on developed countries like yours. I should find out the most important criterias to design metro like economy, traffic, archeology, executive problems, environment and etc and then rank them according to their importance. Finally we can evaluate every Metro line for everywhere. Can I ask you to help me to find a good procedure and criterias? Thank you before. All the best. Ghayoominia How would you like to proceed? I am finished making comments.	Questions	2

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133	Tim Butzer		No Build	I believe widening this corridor will only shift the bottleneck to I-5 and 405 in town with no overall increase in flow from Washington State at peak traffic times. It would also greatly increase my commute time to town from the Alberta entrance going South. How would you like to proceed? I am finished making comments.	Recommended No Build Alternative	2
134	James Pickett		3	How would you like to proceed? I am finished making comments.	Recommended Alternative 3	2
135	Jim Riemenschneider		4	How would you like to proceed? I am finished making comments.	Recommended Alternative 4	2
136	Lois McIntosh		1	How would you like to proceed? I am finished making comments.	Recommended Alternative 1	2
137	Adon Arnett		1	This seems like the most streamlined version of the plan. How would you like to proceed? I am finished making comments.	Recommended Alternative 1	2
138	John Vomacka			I really can't tell the difference, looking at the poor info on the website (sketchy map only: what good is that?) Since I live in Wash, I really could care less about how you build the onramps/offramps, just make sure to widen the freeway (why not four lanes?) and design the ramps so as to avoid bottlenecks at rush hour. It really isn't rocket science, people. Mr. V How would you like to proceed? I am finished making comments.	Project Support	2
139A	Gregory Anderson	Property Owner		Alternative, I believe the whole purpose of the project is for expansion for growth. That means elimination of traffic congestion north of Columbia over to Vancouver. Problem one mixture of passenger vehicles and commercial/transportation vehicles need separation traffic schemes, a separate 4 lane route needs to be in place. I think the best placement of the 4 lanes should be east of I-5 near or around MLK BLVD sweeping north west with a crossing over to Vancouver just east of the I-5 Bridge via Tunnel or Bridge. I would like to fill out an additional comment form	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	2
139B				I also see that for the last sixteen years traffic backups and delays all the way back to Portland BLVD ramp to the I-5 bridge almost everyday. So how many millions of cars use I-5 here in Portland A year? Charge a border toll both ways, It will bring a good amount of revenue to the state.	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	
140	Richard Gill			The timing of the construction should be coordinated with the recommendation of Columbia River Crossing Task Force so the two recommendations are done at the same time. Otherwise, construction on I-5 could become like the Sunset Highway for the last 10 years. How would you like to proceed? I am finished making comments.	Proposes Project Modifications—Eliminate project phases	2
141	Linda Small	Clark County Public Works	1	How would you like to proceed? I am finished making comments.	Recommended Alternative 1	2
142A	Mindy Brooks		1	Along with improvements to I-5 in the Delta Park area, east-west connection is important. Columbia Boulevard is the main east-wets, however it is not designed for the amount of truck traffic it takes east to 1-205. Full ramps to Columbia Boulevard are important.	Proposed Project Modifications—Access Recommended Alternative 1	2
142B				Another factor is providing HOV lanes both north and south bound that cross the Columbia River. It was very unfortunate that the HOV lane in Vancouver was closed. It	Traffic Operations—HOV Lanes	

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				provided a good alternative and should have been expanded through Delta Park when another lane is added.		
142C				As part of any I-5 expansion, recreation connections to the Columbia Slough, 40-Mile Loop trails, and the Columbia River should be considered. The recreational opportunities in this area are very unique and should be taken into consideration. How would you like to proceed? I am finished making comments.	Social Impacts—Recreational Resources	
143A	Brad Halverson		2	On page 16 of the EAS, the 4th bullet point of the Key Disadvantages/Challenges: should 'southbound' be added to 'shifting of traffic congestion'?	Traffic Operations—Congestion and Bottlenecks and Related Traffic Impacts	2
143B				Next bullet point—HOV lanes result in fewer persons per lane per hour?	Traffic Operations—HOV Lanes	
143C				Page 17, 3rd major bullet point: 'The on-ramp ...will be designed to make this on-ramp (change 'as easy as possible' to 'easier')....	Proposed Project Modifications—Access	
143D				2nd sub bullet point below that: ..., to provide trucks with the maximum space to get up to FREEWAY speed.... Thanks, Brad How would you like to proceed? I am finished making comments.	Traffic Operations—Impacts on Truck and Freight	
144	Anna Gonsalves		2	Thank you for considering the impact on the neighborhood and for using this opportunity to improve bicycle and pedestrian access. Safety concerns are probably the biggest reasons why people don't walk or bike as much as they'd like to. Improving and/or providing connections to the existing bike paths and sidewalks would help a great deal. How would you like to proceed? I am finished making comments.	Proposed Project Modifications—Bicycles and Pedestrians	2
145A	Nicole Sheehan		1	As a resident of the Arbor Lodge neighborhood, I am strongly opposed to the Argyle on the Hill option as it has high impact on a residential area.	Opposes Alternative 2	2
145B				Our vote is for the Full Columbia Ramps keeping truck traffic on a truck road. We are in favor of keeping the Denver Ave access just the way it is as we use it frequently for the following: my husband's way to work, taking I-5 northbound, & going shopping. How would you like to proceed? I am finished making comments.	Recommended Alternative 1	
146	Deborah Soloway	Soloway Guitars, Inc.	No Build	One definition of insanity is taking the same action and expecting different results. Widening I-5, adding lanes, 'improving' access with different ramps will not solve or even particularly improve the congestion and incipient chaos. We are former Los Angeles residents with lengthy experience with the trucking industry. What I have seen offered is simply 'more of the same.' None of your 'build' options offers any new alternatives. I'd like to see ODOT and WADOT get creative and visionary, and consider one or more additional bridges with multi-modal capacity to better serve industry and freight. How would you like to proceed? I am finished making comments.	Proposes—Other Transportation Proposals	2
147	Kimberly Parsons	City of Portland, Bureau of Development Services	2	The project site extends across the Columbia Slough, which has a City of Portland Environmental Conservation overlay zone designation. The City has identified significant resources and functional values for the Columbia Slough in the Columbia Corridor Industrial/Environmental Mapping Project, Water Feature # 40. Values identified to be protected in this area include forested riparian strip for wildlife habitat; visual amenity; erosion control; and drainageway functions including fish habitat, drainage, flood storage, desynchronization, sediment trapping, and pollution and nutrient retention and removal. After reviewing the Environmental Assessment, Alternative 2 Argyle on the Hill is the most	Response to Agency Comments	2

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				consistent with the City of Portland's environmental regulations. Compared to the other development alternatives presented, Alternative 2 has the least impact on wetland and mature forest habitat. In addition, Alternative 2 will have less impervious surface than the other alternatives. The other alternatives identified in the Environmental Assessment appear to have a greater impact on city designated environmental values to be protected. The Columbia Slough acts as a wildlife corridor, connecting major wetland areas. Additional bridges across the slough and through environmental zones will require the removal or disturbance of wildlife habitat along the slough, potentially impacting its function as a wildlife corridor. How would you like to proceed? I am finished making comments.		
148	Todd Boulanger	Bikestation	2	I am a frequent traveler through the Delta Park area/Kenton by transit and bike—Downtown Portland to City Center Vancouver. Please please make it better (safer and convenient) for bicyclists and pedestrians through this no mans land. The bike and ped network there is more of an afterthought—but only needs a few better links and intersection improvements—plus security lighting/rape phones. (I doubt I would use it at night if I were not a male rider.) Bicycling makes the bridge congestion go away and allows one to reach light rail in a quick 10 minutes from Vancouver. How would you like to proceed? I am finished making comments.	Proposed Project Modifications— Bicycles and Pedestrians	2
149	Teresa Elioff		2	Argyle will provide a good transition between the Kenton neighborhood and the high density/industrial uses to the north. Any design alternative must accommodate bicyclists and pedestrians in the final design as well as throughout the construction processes. This is a vital corridor for bicycle commuters. How would you like to proceed? I am finished making comments.	Proposed Project Modifications— Bicycles and Pedestrians	2
150A	Barbara Dobbins		No Build	The answer is simple and inexpensive. Just get rid of the Diamond Lane. It is <u>so</u> not working on any given day (Mon-Fri 3-6:00 p.m.) about 10 cars are in the Diamond Lane. Of the 10 cars, 5 cars carry 2 people. The other 5 cars carry only 1 person and hopes he won't get caught! Can you imagine what the traffic flow would be if this lane was once again the third lane and not the Diamond Lane? All I can say is, wow!! The traffic on I-5 northbound is no longer grid-locked!!	Recommended No Build Alternative Traffic Operations—HOV Lanes	1
150B				Would ODOT please paint fat white arrows on southbound I-5 at Delta Park? The tiny yellow merge sign is not enough. Most drivers don't even see the sign because of the exit ramp to Interstate Avenue and Delta Park. Many times, seeing the sign at all is blocked from a drivers view by a passing 18 wheeler, or bus, or motor home. I know I have to merge, but, many first time drivers do not see the tiny yellow sign. The white arrows on the freeway would help make that section of the I-5 freeway a lot safer for all of us. Thank you, B. Dobbins	Proposes Project Modifications— Re-stripe I-5 Southbound Lanes	
151A	Jim Howell	Association of Oregon Rail and Transit Advocates	4	My name is Jim Howell and I represent the Association of Oregon Rail and Transit Advocates. We support alternative four, Columbia Connector.	Recommended Alternative 4	3
151B				Of the two recommended alternatives the cheaper option, all alternative two, Argyle on the hill, moves the current truck traffic several hundred feet further away from the Kenton neighborhood but does not improve access from Columbia Boulevard to I-5 North. It requires the demolition and rebuilding of one of the historic Highway 99 viaducts, which could be rehabilitated at much lower cost. Furthermore, alternative two makes the Denver Avenue Expo Road connection more circuitous than it is today.	Opposes Alternative 2	

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151C				Alternative four, the Columbia Connector, also removes truck traffic from the Kenton neighborhood. This option provides a direct connection between Columbia Boulevard and I-5 North at a more intuitive location near the I-5 South ramps, but it provides much more. It connects Denver Avenue to Expo Road, creating a continuous two-lane arterial road. This road could be connected to Marine Drive near the Expo Center light rail station, and then to Hayden Island via a bridge across the Portland Harbor.	Proposed Project Modifications—Access	
151D				This bridge could also carry light rail, bicycles, and pedestrians, providing pedestrian, light rail, and local road access between North Portland and Hayden Island without having to fight freeway traffic.	Proposed Project Modifications—Bicycles and Pedestrians Proposes Project Modifications—Transit Connections to Project	
151E				The most important advantage of alternative four is that it replaces a major bottleneck in the freight rail system.	Recommended Alternative 4	
151F				<p>The I-5 Rail Capacity Study was commissioned in 2003, to provide freight rail recommendations to the I-5 Partnership Task Force. The study identified ten short-term, five- to ten-years incremental improvements necessary to alleviate the severe rail congestion in the Portland area.</p> <p>One of these short-term improvements involves adding a second main track between North Portland, Peninsula Junction, and Fir on the UP's Kenton line.</p> <p>This requires replacement of the old single-track rail bridge over Columbia Boulevard with the double track bridge, as proposed in the alternative four, but not in alternative two.</p> <p>Improving the rail operation in the Portland-Vancouver area, one of the most congested rail hubs in the United States, is important to the functioning of I-5. Faster, more reliable rail service will reduce long-haul truck traffic and also make passenger rail a more attractive alternative for inter-city trips in the I-5 corridor.</p> <p>These short-term rail improvements identified in the study are needed before implementing longer-term, 10 to 20 years improvements that would allow the introduction of commuter rail between Clark County and Portland. Commuter rail and light rail are the most cost and energy efficient long-term answers to the commuter congestion problem in the I-5 corridor.</p> <p>And I have four attachments that are not on your sheets, but they're on the one that I put in there. And that's—and I hit—hey, how about that.</p>	Proposes Project Modifications—Construction of second rail track	
152	Jim Howell		4	<p>January 24, 2006</p> <p>Jim Howell 3325 NE 45th Avenue Portland, OR 97213 Jimhowell89@hotmail.com</p> <p>Testimony Hearing on the I-5 Delta Park Environmental Assessment</p> <p>I support "Alternative 4: Columbia Connector".</p> <p>Of the two recommended alternatives, the cheaper option, "Alternative 2: Argyle on the Hill", moves the current truck traffic several hundred feet further away from the Kenton</p>	Recommended Alternative 4 Social Impacts—Impacts on Neighborhoods	5

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				<p>neighborhood but does not improve access from Columbia Blvd. to I-5 North. It requires the demolition and rebuilding of one of the historic Highway #99 viaducts, which could be rehabilitated at much lower cost. Furthermore, Alternative 2 makes the Denver Avenue—Expo Road connection more circuitous than it is today.</p> <p>“Alternative 4: Columbia Connector” also removes truck traffic from the Kenton Neighborhood. This option provides a direct connection between Columbia Blvd. and I-5 North as a more intuitive location, near the I-5 South Ramps, but it provides much more.</p> <p>It connects Denver Avenue to Expo Road, creating a continuous two-lane arterial road. This road could be connected to Marine Drive near the Expo Center Light Rail station and then to Hayden Island via a bridge across the Portland Harbor. This bridge could also carry light rail, bicycles and pedestrians, providing pedestrian, light rail and local road access between North Portland and Hayden Island without having to fight freeway traffic.</p> <p>The most important advantage of Alternative 4 is that it replaces a major bottleneck in the freight system.</p> <p>The I-5 Rail Capacity Study was commissioned in 2003 to provide freight rail recommendations to the I-5 Partnership Task Force. The study identified 10 short-term (5 to 10 years) incremental improvements necessary to alleviate the severe rail congestion in the Portland area.</p> <p>One of these short-term improvements involves adding a second main track between North Portland, Peninsula Junction and Fir on UP’s Kenton Line. This requires replacement of the old single-track rail bridge over Columbia Blvd. with a double track bridge, as proposed in Alternative 4, but not in Alternative 2.</p> <p>Improving the rail operation in the Portland-Vancouver area, one of the most congested rail hubs in the U.S., is important to the functioning of I-5. Faster, more reliable rail service would reduce long-haul truck traffic and also make passenger rail a more attractive alternative for intercity trips in the I-5 corridor.</p> <p>These short-term rail improvements identified in the study are needed before implementing longer-term (10-20 years) improvements that would allow the introduction of commuter rail between Clark County and Portland. Commuter Rail and light rail are the most cost and energy efficient long-term answers to the commuter congestion problem in the I-5 corridor.</p> <p>Attachments: “Restoration of the Denver Avenue Viaducts” (two pages) “Advantages of Alt. #4—Columbia Connector” (two pages) Photo of rail bridge “I-5 Rail Capacity Study—Executive summary” (eight pages)</p>		
153A	Paul Edgar			<p>Good evening, my name is Paul Edgar, I’m from 211 5th Avenue, Oregon City. I have a prepared statement.</p> <p>The basic and primary project of widening of I-5 in the Delta Park area must be a go project. However, I am not in agreement with the design and alternative.</p>	Project Support	3
153B				<p>Also, I do not support the taking of any of this new critically needed capacity in the third lane and using it as an HOV lane.</p>	Traffic Operations—HOV Lanes	

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153C				<p>Efforts should be taken to advance this basic project as soon as possible, as soon as all conditions are met. I believe, however, that the apron associated with the northbound off-ramp lane between Lombard and Columbia Boulevard should be pushed all the way out to the sound barrier. This area should be developed into two storage lanes where vehicles exiting to Hayden Island, race track, and to all businesses, Expo Center, and those areas associated can get out of the corridor.</p> <p>Currently right now there's a significant amount of turbulence when people are planning to turn out, are going northbound towards Vancouver and hit a mile away from the place where they're going to turn if they're in the lanes of traffic they slow up. They start thinking about it, they become irrational, and we can't take away their driver's license just because they can't think. But somewhere we have to plan to get them out of the traffic lanes, and this is what that's about.</p>	Proposes Project Modifications—Northbound Off-ramps	
153D				<p>Historically, the middle and far right lanes are at level service F under the current and proposed plans for this project for greater than four hours per day. That's as bad as you can get.</p> <p>Without dramatic changes that solve the problem the current plan should be held up and not advanced forward in the EIS process until it meets and complies with all federal standards and understandings.</p> <p>It is my understanding that as a result of construction—these construction efforts congestion levels of the I-5 should be reduced to where improvements will allow for achieving level of service C and D conditions for a period of at least 20 years. That's not going to be achieved currently with this plan. That is not the basic understandings of what the federal government asks us to achieve.</p>	Proposes other solutions—FHWA Capacity Requirements	
153E				<p>This section of I-5 directly—is directly influenced by high SOV vehicle and commercial truck count that is all squeezed into two GP lanes. This results in the highest level of emissions on any freeway corridor in the state of Oregon. This has resulted in the highest level of airborne illnesses associated with people of need in the whole state of Oregon in North Portland.</p>	Air Quality—Air Toxics and Health	
153F				<p>Additionally, there is nothing about the proposed Columbia River crossing CRC project that will change or eliminate this gridlock in I-5.</p> <p>I have a final paragraph, but they can read it.</p>	Proposes other solutions—FHWA Capacity Requirements	
154	Paul O. Edgar			<p>Paul O. Edgar 211 5th Avenue Oregon City, OR 97045 January 24, 2006</p> <p>TO: Susan Whitney & Kate Dean ODOT Environment and Project Managers Delta Park Widening Project 123 NW Flanders Street Portland, OR 97209</p> <p>SUBJECT: I-5 Delta Park Widening Project:</p> <p>The basic and primary project of widening of I-5 in the Delta Park area must be a GO PROJECT. However, I am not in agreement with the design and the alternatives. Also I</p>	<p>Proposes other solutions—FHWA Capacity Requirements</p> <p>Proposes Project Modifications—Northbound Off-ramps</p>	5

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				<p>do not support the taking of any of this new critically needed capacity in the 3rd lane and using it as an HOV lane.</p> <p>Efforts should be taken in advance this basic project as soon as all conditions are met. I believe however that the apron associated with the north bound off ramp lane between Lombard and Columbia Blvd. should be pushed all the way to the sound barrier. This area should be developed into 2-storage lanes where vehicles exiting to Hayden meadows, the race tracks, area businesses and EXPO Center can get off of and out of the I-5 corridor earlier then proposed. This would greatly increase the through put of the I-5 corridor by reducing turbulence that is a direct result of impacts of vehicles slowing up as they plan and navigate to exit to any of the oncoming exit ramps. Similar other considerations should be considered in going to Hayden Island.</p> <p>Historically the middle and far right lanes are and will be a Level of Service (LOS) "F" under current and proposed plans for this project for greater then 4-hours per day. Without dramatic changes that solve this problem the current plan should be held up and not advanced forward in this EIS process until it meets and complies with all Federal Standards and understanding.</p> <p>It is my understanding that as result of these construction efforts the congestions levels of this section of I-5 should be reduced to where these improvements will allow for achieving LOS "C & D" conditions over the period of the next 20-years plus. The current HOV lane experiment in this north bound area of the I-5 corridor has placed this section of I-5 into one of the highest levels of congestion in the whole state of Oregon. This section of I-5 is directly influenced by this high SOV vehicle and commercial truck count all squeezed into the 2-GP lanes. This has resulted in the highest levels of emissions on any major freeway corridor in the State of Oregon. This has also resulted in the highest level of air-born illnesses associated with people of need in the whole state of Oregon. Additionally there is nothing about the proposed Columbia River Crossing (CRC) project that will change or eliminate this gridlock condition in the I-5 corridor.</p> <p>Part of the solution of this congestion problem is in NOT ENCOURAGING more vehicles and traffic in the I-5 corridor that sustains this LOS "F" condition. Also the elimination of the north bound HOV lane and not placing an HOV lane on the southbound traffic will help. Secondly that is a need to identify and develop a new north/south corridor that takes as much traffic as possible out of the corridor. The development of a Westside Arterial next to the NHSF tracks that aligning itself with Portland Street with new bridges that across the Willamette and Columbia Rivers will achieve this. This new corridor could reduce congestion in the I-5 corridor by as much as 40 to 45% without replacing the Interstate Bridges.</p> <p>Paul O. Edgar</p>		
155A	Dan Bourbonais	Alsco	2	<p>Good evening. My name is Dan Bourbonais. I am the general manager of Alsco, formerly known as American Linen, located at 1441 North Columbia. In the alternatives three and four my property line borders the state property for the I-5 freeway on the western border. I have great concerns about the impact of my business should alternative three or four be selected.</p> <p>We currently have approximately 160 individuals employed at this facility and a company fleet of 55 vehicles. The alternative four recommended proposal will take, as I understand it, 8,000 square feet of my property on the east side, condemning a critical</p>	Economic Impacts—Job or Business Loss	3

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				<p>use warehouse distribution building, removal of valuable fleet parking spaces, and disruption of production processing.</p> <p>Nextly, the alternative closes access to the front of our property from Columbia Boulevard. And transferred ingress and egress to the rear of our property with a 50-foot-wide driveway, and, again, claiming valuable parking, fleet parking.</p> <p>It is without question that this change reduces the value of our property by requiring our customers, employees, and our vendors to access the facility in the rear of our—in the rear where our production process commences. And essentially eliminating the majority of our fleet parking. And, in fact, when our fleets are moved out our employees move their fleet vehicle out and replace it with their personal vehicle.</p>		
155B				<p>Additionally, I have strong safety concerns with our in-plant employees. Fleet, vendors, and visitors having to ingress and egress our property on what I would characterize as a highly-traveled high-speed road.</p> <p>My estimate that the number of vehicular trips in and out of our property is near 500 trips daily, with a significant number being tractor trailer and large box trucks.</p> <p>Many of the trips are concentrated just before plant starting time and after plant closing time. Our neighbor to the west, BTS, has additional high volume of traffic which essentially are all tractor trailers.</p> <p>I am concerned at the danger faced having fire, rescue, and police navigating the crowded rear fleet parking lot and narrow west side parking lot roadway to the fire hydrant to supply water for fire suppression.</p>	Safety	
155C				<p>Also, the concern is the booster standard pipe located on Columbia Boulevard which will now be nonaccessible due to the closer of the access southward. The loss of property parking, critical facilities, and process difficulties will lead me to conclude that alternative three or four will require us to relocate.</p> <p>I understand the value of the widening project but have difficulty understanding that the alternative would affect this business cited in an industrial haven with a high employment density when other alternatives are available.</p>	Economic Impacts—Job or Business Loss	
155D				<p>And I strongly encourage that alternative two be selected by the committee.</p> <p>MR. ADAMS: I have a question for you.</p> <p>DAN BOURBONAI: Sure.</p> <p>MR. ADAMS: On the clarifying question. Is there room next to your site that you don't own or? So is it a matter of property you don't own or is it just not available?</p> <p>DAN BOURBONAI: It's property I do not own. There is a large piece of property next door to us that is owned by Blazen.</p> <p>MR. ADAMS: Is it currently used for industrial purposes?</p> <p>DAN BOURBONAI: It is currently used as a truck facility, a distribution facility.</p> <p>MR. ADAMS: Okay. Thanks.</p>	Recommended Alternative 2	
156	Dan Bourbonais	Alsco	2	<p>Susan Whitney ODOT Environmental Project Manager 123 NW Flanders Street</p>	Economic Impacts—Impacts to Business and Industry Safety	5

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				<p>Portland, OR 97209 January 23, 2006 Dear Ms. Whitney:</p> <p>My name is Dan Bourbonais, I am the General Manager of AlSCO, formerly known as American Linen. We have been serving over 4000 customers in the city of Portland for over 50 years. I would like to express my grave concern about the I-5 widening project between Delta Park and Columbia. Although I believe it transfers the problem further south on I-5 to Swan island and will make it more difficult to merge, at times, heavy truck traffic from the Columbia Boulevard industrial area, I have great opposition to the widening.</p> <p>I have great concerns about the impact on my business should Alternative 4 be selected. We currently have approximately 160 individuals employed at this facility and a company fleet of 55 vehicles. The Alternative 4 proposal will take, as I understand it, 8000 square feet of my property on the east side, condemning a critical use warehouse distribution building, removal of valuable fleet parking spaces, and disruption of production processing. Nextly, the alternative closes access to the front of our property from Columbia Boulevard and transfers ingress and egress to the rear of the property with a 50 foot wide driveway and again, claiming valuable fleet parking. It is without question that this change reduces the value of our property by requiring our customers and vendors to access the facility in the rear where our production process commences and essentially eliminate the majority of our fleet parking.</p> <p>Additionally, I have strong safety concerns with our in plant employees, fleet, vendors and visitors having to ingress and egress the property on what I characterize a highly traveled, high-speed road. My estimate is that the number of vehicular trips in and out of the property is near five hundred (500) trips daily with a significant number being tractor-trailer, and large box trucks. Many of the trips are concentrated just before plant starting time and after plant closing time. Our neighbor to the west, BTS, has additional high volume of traffic of which, essentially all are tractor-trailers, further complicating traffic on the new roadway. Further, I have concern of the danger faced having fire, rescue, and police navigating the crowded rear fleet parking lot narrow west side parking lot/roadway to the fire hydrant to supply water for fire suppression. Also of concern is the booster standpipe fire connection on Columbia Boulevard with will now become non-accessible due to the closure of the access southward.</p> <p>The loss of property, parking, critical facilities and process difficulties would lead me to conclude that if Alternative 4 was selected I would be forced to relocate the company. Of the 160 individuals working at this facility 25% live within 3 miles of the facility and relocation would result in the local community being harmed by the loss of jobs by those not able to follow to the relocated facility, let alone the cost of such relocation, with more than likely would be outside the City of Portland.</p> <p>I understand the value of the widening project but have difficulty understanding the selection of a alternative that would effect businesses that are sited in an industrial haven with high employment density when other alternatives are available that do not affect the employment of people in the neighborhood. It is for these reasons that I strongly encourage this committee to select Alternative number two (2) "Argyle on the Hill" as the most viable selection and the least invasive to the Columbia blvd industrial</p>		

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				area. I thank you for allowing me to present my position and am available at any time to answer questions or advise. Sincerely, Dan W. Bourbonais General Manager AlSCO—American Linen		
157A	Terry Parker		4	Good evening my name is Terry Parker, mailing address Post Office Box 13503, Portland, 97213. The following are excerpts from the study on the cost of congestion to the economy of the Portland region, and this was done for Metro. Congestion is already impacting large and small businesses and hurting their competitiveness. As congestion continues to worsen business in this region will be at a disadvantage. Transportation forecasting models show that current plan investments will not keep up with traffic growth, resulting in severe congestion. This will effect how well the region can compete for new jobs and cost each household an additional of 50 hours of lost time by 2025.	Traffic Operations—Congestion and Bottlenecks and Related Traffic Impacts	3
157B				Another factor that must be considered is that many of the businesses in this region are small businesses. And a small business is not done on transit, it's not done with large trucks, and it's not done with alternative modes. It's done by somebody driving a car, pickup, van, or SUV oftentimes alone to contact their customers.	Economic Impacts—Impacts to Business and Industry	
157C				That brings me to my first objection, the HOV lanes. Designating an HOV lane, it must be removed from the projects. The HOV lane simply creates gridlock and congestion in the other lanes in the same. Furthermore, during the early public comment period of this project, three through lanes was chosen by the public as most desired. Nothing in that vote designated the third lane as a restricted lane. If you looked at the small print, and it was hard to find, there was something there.	Traffic Operations—HOV Lanes	
157D				Second, enough is enough. Bicyclists must start paying for bicycle structure and transit riders must start paying a greater share of the price tag of service. This would include charging bicyclists and transit riders bridges tolls if tolls were charged to others. If bicyclists are unwilling to pay, then the bicycle portions of any alternative—they should not go forward. Oregon will continue to lose out competitively if greater emphasis is not placed on road improvements. Oregon will be losing out—will be on the losing end to other states for new jobs in businesses if the automobile mentality continues.	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	
157E				My first choice is alternative four. Alternative four offers the best circulation plan for the Hayden Meadows area.	Recommended Alternative 4	
157F				But with alternative four the Victory Avenue Whitaker northbound on-ramp should be removed making people use the new connector road. This would alleviate the traffic that backs up in front of the small businesses on Whitaker Avenue every single evening.	Proposed Project Modifications—Access Proposes Project Modifications—Northbound Off-ramps	
157G				The Expo Center must be considered as part of the Delta Park/Hayden Meadows circulation area. And the only one that offers a circulation plan for people to get out of the Expo Center at 5:00 is the Columbia Connector, which is alternative four. Because	Recommended Alternative 4	

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				the traffic that backs up will be on a road specifically designated to get into and off of the freeway. Thank you.		
158	Terry Parker		4	<p>Terry Parker P.O. Box 13503 Portland, Oregon 97213-0503 503-284-8742 customservprorThotmall.com</p> <p>January 30, 2006</p> <p>The following is an addendum to my oral testimony of January 24, 2006.</p> <p>First I want to clarify for the record that in speaking about HOV lanes I strongly urge the elimination the HOV designation on the third lane Northbound, and no designation of an HOV lane in Southbound direction I-5 can Maintain three free flowing lanes in each direction from Hayden Island to Northeast Broadway Street. The next phrase of widening I-5 to three lanes must then include the bottleneck from Northeast Broadway Street through the I-84 connections.</p> <p>Secondly, I wish to add some remarks to the reasoning as to why Alternative 4 is the best of the recommended options. When market conditions improve, new development will take place where the Portland Meadows horse track now exists. Currently the large open parking lot is used as overflow parking for major events at the Expo Center. The Portland Meadows parking lot is often full during these events. Shuttle busses adding to VMTs transfer event participants to the Expo grounds</p> <p>If the Expo Center is to survive as vibrant location to hold events, more parking adjacent to the center must be added. Any circulation plan for the Hayden Meadows area must address the need for better connections to Expo and address any new development planned for Portland Meadows. Light rail will not fill the gap for the loss of overflow parking. Plans are in the works to build two more large display halls at the Clark Courtly Fairgrounds in Richland, just north of Vancouver, Washington. There is plenty of parking and the cost is less than at Expo. The current new display hall is already siphoning of shows that would otherwise be held at the Expo Center and from the almost cost prohibitive Portland Convention Center. For the people who are concerned about VMTs, not doing a reality check, and addressing the motor vehicle and parking needs of the Expo Center will only add VMTs to the region. More vehicles will be added on to I-5 and I-205. Addressing motor vehicle requirements at the Expo Center also must be done to protect the taxpayer's investment in the buildings and infrastructure that is already there</p> <p>The bottom line is that adopting a circulation pattern that allows traffic flow to and from the Expo Center even during peak periods is vital to the Expo Center's survival. Alternative 4 is the only recommended option that will allow this to happen. If the northbound entrance ramp to I-5 from Victory Boulevard at Whitaker Way can be closed as part of this. option, instead of northbound traffic backing up on Denver Avenue and on the east side Whitaker Way in front of businesses, traffic waiting to pass the ramp meter to enter I-5 will be concentrated on the new connector road. Adding a right turn lane on the west side of Whitaker Way at Schmeer Road should also be considered. By tweaking Alternative 4 with the ramp closure, Denver Avenue, Victory Boulevard and Witaker Way will all be less congested and provide both better access to The Expo Center, and better circulation for any new development at Portland Meadows.</p>	Recommended Alternative 4 Economic Impacts—Impacts to Business and Industry	5

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				When choosing an option, a reality check must be made. With more people moving into the region comes more cars and trucks on area already congested roadways. Planning must include not just today's and tomorrow's traffic, but traffic forecasts years beyond. Alternative 4 is the most likely of all the options to meet the needs of the future, and the least likely to obsolete the day it opens.		
159A	Ann Gardner	Sensor Steel, representing Portland Freight Committee	2	Good evening, my name is Ann Gardner, I'm with Sensor Steel, but I'm representing the Portland Freight Committee. I'm chair of the Portland Freight Committee here representing them this evening. And we're delighted to be here in support of this project and specifically alternative two.	Recommended Alternative 2	3
159B				<p>The Portland Freight Committee has been involved with the discussions about this project throughout. And other members of the Portland Freight Committee will probably be testifying to you tonight.</p> <p>This project was identified as one of three bottlenecks in the I-5 2002 partnership strategic plan, and we're delighted to hear that funding has been secured and we will be moving forward.</p> <p>Since we've first began the discussions about the I-5 trade corridor we have new information about the cost of congestion on this community and its liveability. And it's terrific that we're moving forward to invest in the highways because we now know how important that is to not only the economy of the community but our livability, as well.</p> <p>This project provides important capacity, and, as important, it increases the safety shoulder which will dramatically effect the functioning of this freeway.</p>	Project Support Traffic Operations—Congestion and Bottlenecks and Related Traffic Impacts	
159C				I'm not going to repeat the points in the letter that I've provided to you, but I do want to emphasize a couple of points. Regarding the HOV lane, in our letter we encourage you not to implement, or make this decision, as part of the decision underway. There's more information that needs to come forward. We support three through travel lanes. Three through travel lanes is important for the movement of freight, and any discussion on determining an HOV at this time we believe is premature.	Traffic Operations—HOV Lanes	
159D				With respect to alternative two we have really carefully analyzed this. We understand some of the benefits that have been advanced with alternative four, particularly the rail improvements. But it is a complex solution. Alternative four is complex.	Opposes Alternative 4	
159E				Alternative two we believe is simple. There's a minimal impact on truck movement, it's the lower cost of the two, and we're encouraging you to support alternative two and to implement that with the other freeway expansion.	Recommended Alternative 2	
159F				<p>And, quite frankly, we have sufficient reservations about alternative four, that if—that we would prefer no alternative over alternative four.</p> <p>So thank you very much for your time, and encourage you to move forward with this project of a widening as soon as possible. Thanks.</p>	Recommended No Build Alternative	
159G				MR. BURKHOLDER: Ann, I have a question for you on the HOV. Even though it's typified here as an HOV, I know the bi-state committee talks more about the idea of a managed lane, which then could include allowing freight through that area, on that lane, as well. And I don't know if you've had a chance to talk about a more nuance concept of a managed lane versus HOV lane in your group or not. But I'm curious whether if it was a managed lane, which we don't know what that is exactly except we would control what	Traffic Operations—HOV Lanes	

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				<p>goes there, it might be freight, as well as during the noncommute times, have you had a chance to have a discussion with the freight committee about those issues?</p> <p>ANN GARDNER: A little bit. But as you say, that hasn't been defined as to what it is. As that portion of the freeway now functions the truck and freight movement coming from Columbia, coming onto the freeway, has its own lane and a lot of that traffic goes directly down to Swan Island.</p> <p>As it stands now with the design, this truck traffic will need to merge into moving traffic. And it's our view based on looking at the volumes of traffic, in early morning particularly there's a lot of freight movement, that if there's a restriction on that third lane that that is going to impede, slow down, complicate the movement of trucks into the travel lanes.</p> <p>So we're very concerned about decisions to constrict, restrict traffic in any of those three lanes.</p> <p>MR. BURKHOLDER: Thank you.</p>		
160	Ann Gardner	Portland Freight Committee	2	<p>January 24, 2006</p> <p>Ms. Kate Deane Project Manager Oregon Department of Transportation 123 NW Flanders Street Portland. OR 97204-4037</p> <p>Subject Testimony for the I-5 Delta Park to Lombard Project</p> <p>Dear Kate:</p> <p>The City of Portland Freight Committee (PFC) appreciates the opportunity to provide the following testimony for the public hearing on the I-5 Delta Park to Lombard Project as part of the public comment period of the environmental assessment process.</p> <p>The PFC was established by the City Council of Portland in early 2003. The committee includes private sector membership of about thirty men and women directly involved in the multi-modal movement of freight within the City. Public sector participation includes representatives from the City, ODOT, Metro, Port of Portland, Portland Development Commission, Multnomah County and the Federal Highways Administration. The PFC serves to advise City Council and the city bureaus on matters relating to freight mobility.</p> <p>The mission of the Portland Freight Committee is to promote efforts to enhance freight mobility in the City of Portland and the region and advise the City Council on decisions regarding appropriate freight infrastructure investments. As you know many of our committee members are very knowledgeable of this project and some have served on the project Citizen Advisory Committee that allowed for additional project insight and information sharing.</p> <p>The Portland Freight Committee (PFC) has reviewed and discussed the I-5 Delta Park to Lombard Project on several occasions throughout the project development process. We have provided formal input through letters dated June 3, 2004 and June 2, 2005 that offered our observations and recommendations at key project milestones.</p> <p>Since our last letter to you, we have also reviewed the recent study entitled "The Cast of Congestion to the Economy of the Portland Region" which finds that, even with planned</p>	Response to Agency Comments	5

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				<p>improvements, our transportation system will not keep pace with projected increases in freight and general traffic. Failing to adequately invest in our transportation system will result in a potential loss to the regional economy of \$844 million annually by year 2025. Because this region is uniquely trade dependent, it is critical to our economy that we adequately invest in improvements that increase the capacity of our existing system.</p> <p>In our previous letters we identified important design features, performance criteria and other considerations for assessing the various project alternatives and refining a preferred alternative from a freight perspective. We also proposed several actions that we want to reaffirm with this letter.</p> <p><u>Recommendation</u></p> <p>The Portland Freight Committee recommends the following actions for the I-5 Delta Park to Lombard Project.</p> <ol style="list-style-type: none"> 1. Our committee strongly supports the proposed freeway mainline improvements for this segment of I-5 as provided by Phase 1 of the project that is a common element to all of the alternatives. The I-5 North freeway is part of a vital transportation corridor for freight and interstate commerce and provides access to over half of the industrial land in the region. Construction of this project is an important first step in implementing the I-5 Partnership Strategic Plan supported by businesses and governments on both sides of the Columbia River. The proposed merge lane design should adequately respond to truck access needs from Columbia Boulevard while improving truck mobility on the freeway mainline due to the capacity provided by the additional lane. 2. We do not support implementation of a High Occupancy Vehicle (HOV) lane on the freeway southbound as part of a decision on implementing the I-5 Delta Park to Lombard Project. A standard HOV lane in the project area would create increased congestion and travel times on the general-purpose travel lanes in which trucks operate, thereby greatly impacting freight mobility and schedule reliability. Any future consideration of an HOV lane should be evaluated in the context of the Bi-State Columbia River Crossing Project and should specifically deliberate the impacts and opportunities for freight access and mobility through a corridor perspective. 3. Alternative 2, "Argyle on the Hill" has the strong support of the PFC and should be selected as the project "build" alternative. This alternative offers a simple solution that builds upon existing traffic patterns that are familiar to both trucks and motorists in the area and the Columbia Corridor. Truck operations along Columbia Boulevard would not be as impacted during construction compared to the other alternatives, Alternative 2 has fewer direct impacts to industrial businesses. Also, this is the lowest cost alternative. 4. Given the cost savings of Alternative 2 compared to the other alternatives, we are hopeful that the project scope of this alternative may be expanded to consider inclusion of some of the beneficial design elements from the other alternatives. Design enhancements may include modernization of both of the Denver structures over the Columbia Slough rather than rebuilding only the south structure. Another enhancement would be realignment of Schmeer Road to the south as it approaches the Denver viaduct to provide a more regular intersection and allow the container yard to remain a larger and more viable development parcel. 		

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				<p>5. The localized double track railroad line and grade separation project over Columbia Boulevard provided by Alternatives 3 and 4 is a significant freight improvement. This project concept should continue to be further refined, even if separate from the Delta-Lombard project. Freeway mainline construction plans in the vicinity should be design compatible with this future grade separation project.</p> <p>6. If possible from a programming standpoint, it would be beneficial to construct the Phase 2 elements of Alternative 2 concurrent with Phase 1. It this is not possible. a strong commitment must be made for advancing the schedule for implementing Phase 2. A preferred approach would be to advanced right-of-way acquisition for the now realigned Argyle Way secure this vital property for the future street and define its location so that development of adjacent parcels may respond accordingly.</p> <p>In closing, the Portland Freight Committee would like to acknowledge the dutiful work of you and your project staff and your willingness to come to our committee on several occasions. This was an excellent example of a technically sound and an open and complete public planning process.</p> <p>Sincerely, Ann Gardner, Chairperson Portland Freight Committee</p> <p>cc: Mayor Tom Potter Commissioner-in Charge Sam Adams Kathy Nelson, Manager, ODOT Region 1 Sue Keil, Director, Portland Office of Transportation</p>		
161A	Marion Haynes	Representing Portland Business Alliance; also member of Portland Freight Committee	2	<p>Good evening, I apologize for not bringing extra copies of my letter, but my name is Marion Haynes and I'm representing the Portland Business Alliance. I'm also a member of the Portland Freight Committee.</p> <p>The reliable and efficient movement of goods and people into and through this region is key to a healthy regional economy. And I'm pleased to see a couple other folks before me talk about the cost of congestion study. I was going to do that a little bit, too.</p> <p>The Portland Business Alliance, along with Metro—thank you Counselor Burkholder—and the Port of Portland, commissioned the study to quantify the relationship between investments and our transportation infrastructure and our economy. And the results were very eye opening, I think, for all of us.</p> <p>I won't go into a lot of the details that some of the other folks talked about, but some of the reason why this is so important for this area is that, in comparison with other U.S. metropolitan areas of similar size, Portland's competitiveness is largely dependent on the region's role as a transportation hub and gateway to domestic and international markets.</p> <p>I-5 is the only north/south Interstate trade corridor through this region, and as such it plays a critical role in supporting this region's economy.</p> <p>In the next 20 years the region is going to face considerable increase in vehicular traffic. Part of that is due to our increasing population and the growth and cars really follows that increase. But a larger degree of the increase is going to come from increasing truck volumes.</p>	Project Support Traffic Operations—Congestion and Bottlenecks and Related Traffic Impacts	3

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				<p>Business interviews as part of this study reveal that congestion is already impacting business competitiveness. And, that while all modes are important to a transportation system, they are few alternatives to a smoothly functioning road and highway system for businesses.</p> <p>For that reason we are very supportive of these improvements on I-5 moving forward. It's an important first step to addressing a few bottlenecks that are identified and the project should move forward.</p>		
161B				<p>The Portland Business Alliance is supportive of alternative two because it builds on existing travel patterns, results in less disruption for existing travel, and involves fewer impacts on existing businesses, and is the lowest cost option.</p> <p>A couple of further comments. We encourage both phase one and phase two to move forward. The widening is an important part of the project, as are accessed improvements that would come along in phase two.</p>	Recommended Alternative 2	
161C				<p>And I also want to say that the alliance at this time is not supportive of a high occupancy vehicle lane. The environmental assessment is clear that the potential HOV lane does not meet national standards for successful HOV lane projects, which is based on the ability to carry more persons in that lane than adjacent general purpose lanes. And we believe that the HOV lane will increase congestion on the remaining lanes.</p>	Traffic Operations—HOV Lanes	
162	Sandra McDonough	Portland Business Alliance	2	<p>January 24, 2006</p> <p>Ms. Kate Deane Oregon Department of Transportation 123 NW Flanders Street Portland, OR 97209-4037</p> <p>Re: I-5: Delta Park Project</p> <p>Dear Kate:</p> <p>The Portland Business Alliance, representing 1,300 member businesses throughout the Portland metropolitan region, supports policies and projects that enhance the region's economic health and competitiveness. The reliable and efficient movement of goods and people into, throughout and out of the region is key to a healthy region economy. This project is an important first step toward addressing bottlenecks in the critical I-5 trade and transportation corridor.</p> <p>A recent study, "The Cost of Congestion to the Economy of the Portland Region" quantifies the relationship between investments in transportation infrastructure and the region's economy. In comparison with other U.S. metropolitan areas of similar size. Portland's competitiveness is largely dependent on the region's role as a gateway and distribution center for domestic inland and international market. As the only north/south interstate trade corridor through the region, I-5 play a critical role in supporting the region's economy.</p> <p>In the next 20 years, the region will face considerable increases in vehicular traffic. This is particularly due to a growing population, but more significantly due to growing freight, for which trucks are forecast to carry an increased share. Business interviews conducted as part of the study reveal that congestion is already impacting business competitiveness. Further, although all modes are important to an efficient transportation</p>	<p>Recommended Alternative 2</p> <p>Proposes Project Modifications— Eliminate project phases</p>	5

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				<p>system, few alternatives exist to a smoothly functioning road and highway system for the movement of good and services, service and sales calls and other on-the-clock business travel.</p> <p>The study finds that failing to adequately invest in our transportation system will result in a potential loss to the regional economy of \$844 million annually by year 2035—that's \$782 per household and 6,500 permanent jobs. Additional investment in the regional transportation system would provide a return of at least \$2 for every dollar spent. These findings support the need for capacity improvements to reduce congestion and enhance the region's competitiveness.</p> <p>In June of 2005, the Alliance submitted a letter indicating our support for Alternative 2, "Argyle on the Hill." The Alliance continues to support Alternative 2 because it provides a solution that builds on existing travel patterns, results in less disruption to existing travel along Columbia Boulevard, involves fewer direct impacts on neighboring businesses and is the lowest cost option. We urge you to select alternative 2 as the "build" alternative.</p> <p>In addition to its support of alternative 2, the Alliance offers the following comments related to the project.</p> <p>First, the Alliance encourages the concurrent construction of Phase 1, widening I-5 to three lanes, and Phase 2, access improvements. If this is not possible, there should be a commitment to ensuring Phase 2 is scheduled for advancement and does not languish once Phase 1 improvements are constructed. This is particularly important because this portion of I-5 provides access to over half the region's industrial land.</p> <p>Second, the Alliance does not support implementation of a High Occupancy Vehicle (HOV) lane on the freeway southbound as part of the I-5 Delta Park project. The Environmental Assessment (EA) indicates that the potential HOV lane does not meet national standards for successful HOV lane projects, which based on the ability to carry more persons per lane than the adjacent general purpose lanes. Similar performance was found on the HOV lane in Vancouver, which was removed due to inadequate usage. Given this finding, the Alliance cannot support an HOV lane that would result in increased congestion and reduced travel times on the remaining general purpose lanes while leaving unused capacity on the third lane.</p> <p>Thank you for the opportunity to comment on this critical project.</p> <p>Sincerely, Sandra McDonough President & CEO</p>		
163A	Dan Marlitt	Alsco	2	<p>Good evening my name is Dan Marlitt. I'm the fleet manager for Alsco. 1441 North Columbia Boulevard. I would like to express my concerns and some viewpoints about the project that has been proposed.</p> <p>We would lose as a company 6- to 8,000 square feet of our area in the back of our fleet parking lot. And our warehouse that is in the back lot, that would also lose—we would also lose under the proposed alternatives of three and four. This would create a very problematic situation as we would not be able to conduct our business out of the building that we now occupy because of the fact that we would be losing that many square feet. This, which is essential to our operation and the success of the branch.</p>	Economic Impacts—Impacts to Business and Industry	3

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				<p>The largest reason that confronts myself directly is the entrance and exit from the back parking lot of the property of the plant for the fleet, which is already very crowded at this time. And with the route vans and bulk trucks we have a problem.</p> <p>If we were to have our in-plant production personnel use the proposed new entrance, alternatives number three and number four, with our fleet we would have virtual chaos. These two groups of vehicles will combine at the same time to use the entrance and exit of the back parking lot of the plant.</p> <p>The reason for this is under the proposed alternatives number three and number four the entrances and exits to the plant would be eliminated, meaning that all entrances and exits would be in the back fleet parking lot. And that—what would be left of it.</p> <p>This would lead to numerous complications and non compatibility to vehicles around the immediate area of the building impact unloading and loading of the products, freight, and 125-plus personnel around the plant.</p> <p>The volume of traffic on the proposed new through road on alternative three and four that would see also great concern, especially in the morning, in the afternoon, and the evening hours there would be in excess of 450 entrances and exit situations on any given day.</p>		
163B				<p>In closing I strongly urge no on alternatives number three and four simply because of the hardships that would be created on our employees and the continued success of our company. And I endorse alternative number two, and I want to thank you for my opportunity to speak.</p>	<p>Opposes Alternative 3 and 4 Recommended Alternative 2</p>	
164	Dan Marlitt	AlSCO		<p>TO: Susan Whitney, ODOT Project Manager 123 N.W. Flanders, Portland, OR 97209</p> <p>From: Dan Marlitt, Fleet Manager AlSCO 144 N. Columbia Blvd. Portland, OR 97217</p> <p>This is in reference to the Columbia Blvd, I-5, Delta Park Project, and I would like to express my concerns and some viewpoints that I have on the proposed project.</p> <p>We would loose 6-8 thousand square feet of our back fleet parking lot and our warehouse that is in the back lot that we would also loose under the proposed alternatives #3 and #4.</p> <p>This would create a very problematic situation as we would not be able to conduct our business out of the building that we now occupy, because of the fact we would be loosing that many square feet, which is essential to our operation and the success of the branch.</p> <p>The largest reason that confronts myself directly is the entrance and exit from the back parking lot property of the plant for the fleet, which is already very crowded at this time with route vans and bulk freight trucks.</p> <p>If we were to have our in-plant production personnel us the proposed new entrance on alternatives #3 and #4 with our fleet we would have virtual chaos. These two groups of vehicles with combine at the same times to use the entrance and exit of the pack parking lot of the plant. The reason for this is that under the proposed alternatives #3 and #4 the entrance and exits to the plant would be eliminated, meaning that all entrances and exits would be in the back fleet parking lot, or what would be left of it.</p>	<p>Economic Impacts—Impacts to Business and Industry Safety</p>	5

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				<p>This would lead to numerous complications and non-compatibility of vehicles around the immediately area of the building, impacting unloading of product, freight and the 125 plus personnel around the plant.</p> <p>The volume of traffic on the proposed new slough road in alternatives #3 and #4 that we would see are also of great concern, especially in the morning, the afternoons and evening hours. There would be in excess of 450 entrances and exits situations on any given day.</p> <p>In closing I strongly urge a "NO" on the alternatives #3 and #4, simply because of the hardship that would be created on our employees and the continuing success of our company.</p> <p>Respectfully, Dan Marlitt, Fleet Manager, Alsco</p>		
165A	Tracy Ann Whalen	Esco Corporation	2	<p>My name is Tracy Ann Whalen, I live at 8295 Southwest Scholls Ferry Road in Beaverton, Oregon. I am employed by Esco Corporation in Northwest Portland where I serve as corporate traffic manager.</p> <p>I am one of those individuals that gets involved in the community, as Sam will attest to, he sees me at a lot of the different transportation meetings around the area.</p> <p>I have submitted written testimony but these separate comments, hopefully you'll take these into consideration.</p> <p>I was a member of the citizen advisory committee for this project. And I do take great pride in participating, and also with all the commitment that was given by all of the other members of that committee.</p> <p>I-5 is a national resource. It is a connector between Canada and Mexico, and services Washington, Oregon, and California.</p> <p>Unfortunately, in this stretch of I-5 it also serves as a connector between the communities of Vancouver and Portland. So because of that it has a dual role, and there are only—there's only one other bridge connecting the two communities.</p> <p>Thus, we have through traffic using this for commercial business and also commuters traveling between different portions of the state, but also daily commuter traffic to service people going to and from business.</p> <p>The project addresses one of those bottlenecks that was addressed by the I-5 partnership. And I must say that one of the disappointments I had was that the project that we worked on did not address capacity of I-5, and the future things that are going to be done as far as the Columbia River crossing. We did not look at should we add four lanes to—in each direction, just basically—just the widening of the freeway as it is now. So that's a disappointment.</p>	Proposes other solutions—Larger Project; Tolling or Toll Bridge; Build Another Bridge	3
165B				But I will say that I'm here to support alternative two, and I worked very hard on that. The Argyle Hill alternative does not submit traffic to abnormal movements. It improves on the natural flow that is there today.	Recommended Alternative 2	
165C				I feel that if you add the two new signals that are proposed with alternative four you will have traffic backed up on Denver, all the way through the Interstate, Argyle interchange, and you'll also have traffic backed up on Columbia Boulevard waiting for all these signals to be—to change through.	Opposes Alternative 4	

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165D				Additionally, I do not support HOV lanes. What they do is reduce capacity of the freeway, and they reduce flow. And one of the things that we're really trying to accomplish here is to improve the flow of freeway. Thank you.	Traffic Operations—HOV Lanes	
166	Tracy Ann Whalen	Esco	2	<p>January 24, 2006</p> <p>Ms. Kate Deane, Project Manager Oregon Department of Transportation Region 1 123 NW Flanders St. Portland, OR 97209-4037</p> <p>Re: Testimony—I-5: Delta Park (Victory to Lombard Section) Environmental Assessment</p> <p>I am the Corporate Traffic Manager for ESCO Corporation located in northwest Portland and have been employed there for 27 years. Organizations that I currently serve with include the National Industrial Transportation League –Board of Directors, Portland Freight committee, Oregon Freight Advisory Committee and the Columbia River Crossing Freight Working Group.</p> <p>I served on the Citizens Advisory Committee for this project, along with many other citizens since it was formed in February 2003. The process has been both arduous and enlightening.</p> <p>The committee was charged with the task of addressing the bottleneck caused where I-5 southbound narrows from 3 lanes to two between Victory and Columbia Blvd. The group quickly determined that greater access to I-5 from Columbia was of significant importance. The project changed from a simple widening of the southbound lanes of I-5, to providing northbound access and southbound exit for I-5 and Columbia Blvd. traffic.</p> <p>After lengthy review, the Committee reduced the many options to four alternatives and an option for No-Build. At the final meeting of the CAC committee, the No-Build option was discarded as to do nothing would be a great disservice to the residents of Portland, Vancouver as well and those that utilize I-5 for commercial movements of goods for local regional and long distance north/south movements of freight. The committee voted that at a minimum, Phase 1 of the project (the actual widening of the freeway) should be done. The four alternatives deal with the expanded access for Columbia Blvd. The committee was unable to achieve a unanimous decision on one alternative. Alternatives 1 and 3 were vetoed. Of the two remaining, alternative 2 gained the most votes.</p> <p><u>Recommendation</u></p> <p>I stand in support of Alternative 2. "Argyle on the Hill" offers a solution that enhances the community by shifting traffic on Argyle one block north, moving it away from the park and businesses while it continues to allow access to local businesses for commercial traffic. The committee had further recommended that both of the Denver structures be upgraded to include access to Delta Park for pedestrians and bicyclists. Basically traffic would have an improved flow.</p> <p>On the other hand, alternative 4 threatens several businesses that have stated that they cannot remain because of the encroachment by the new freeway off ramp. I have driven the current Denver configuration during peak evening traffic. The majority of this traffic is commuter in nature. The vehicles include those from Interstate, Denver and Columbia</p>	Recommended Alternative 2 Traffic Operations—HOV Lanes	5

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				<p>Blvd (via Argyle) with evening traffic backed up most of that length. The detour for Denver/Interstate traffic (caused by the addition of two lights) would in my opinion cause a backup all the way past the Denver/Interstate/Argyle intersection as well onto Columbia Blvd as traffic attempts to get to I-5 north. This would be caused by the merge with the Victory on-ramp and traffic metering system.</p> <p>The subject of creating an HOV lane in the southbound direction of I-5 was only briefly discussed by the ODOT staff. I am not in favor of HOV lanes for either the northbound or southbound directions of travel. I-5 itself is under built through the Portland area. Based upon the volume of vehicles versus the lanes available, the HOV concept only adds to the congestion rather than improves flow. The state of Washington recently removed their southbound HOV lanes, even though they have extra lanes available. They found that the HOV lane did not add to the overall performance of the freeway. The use of HOV lanes is the same as reducing the freeway to only two lanes in each direction during peak drive time. Congestion adds cost in time for commuters spent in traffic, increases cost to companies dependent upon the I-5 corridor for the movement of goods. It also reduces safety because of the increased co-mingling of commercial trucks and cars in fewer lanes. In addition we would have increased pollution due to the higher volumes of slow moving vehicles for longer periods of time.</p> <p>In summary, I-5 is a valuable resource for the Nation, California, Washington, Oregon, Commuter and Commercial Traffic. Congestion as a fact is increasing. The emphasis of improvements to the I-5 corridor should be to improve flow for the freeway itself, and to provide easy access to and from the freeway at key points along its route. To that end, Phase 1 needs to be pursued at a quick pace. Phase 2 should utilize Alternative 2 to provide an improved natural flow for traffic while improving access for the Kenton neighborhood with Delta Park.</p> <p>Sincerely, Tracy Ann Whalen Corporate Traffic Manager ESCO Corporation (503) 778-6252 (503) 778-6435 (Fax) tracy.whalen@escocorp.com http://www.escocorp.com</p>		
167A	Dave Foland	On behalf of Association of Columbia Cemetery	2	<p>Good evening. Thank you.</p> <p>I have problems much less than theirs but it still is great. I've been --</p> <p>VAUGHN BROWN: Could you just give your name?</p> <p>Dave Foland: Excuse me. Dave Foland, my address 7123 Southeast Pleasant Home Road, Gresham, Oregon. But I was asked by the Association of Columbia Cemetery to speak in their behalf, as well as the families. And they also asked me to reconstruct the cemetery and bring it back to pearl condition. It's a long-term project, of course. And I'm new to this and I was told I had to speak about the freeway.</p> <p>Anyway, number two we find is the best alternative for us. And that it has the least impact on the cemetery which is—goes back to 1857. There's a lot of history buried in there.</p>	Recommended Alternative 2	3

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167B				And so the only thing we really ask out of ODOT and MAT is that when they're doing hopefully number two that perhaps they could provide us with more of a parking area. Because right now as it looks that may be—what little parking we have may be taken away. We've been swallowed up—the cemetery has been swallowed up by buildings and freeways. And this is actually a treasure to the United States, as well, because of who's buried there and the time that's passed there.	Proposes Project Modifications—Columbia Cemetery Parking	
167C				So number two would greatly help us out. And I thank you for your time, and I appreciate it.	Recommended Alternative 2	
168A	Fred Nussbaum		4	<p>Good evening, my name is Fred Nussbaum. I reside at 6510 Southwest Barnes Road, 97225, just outside the city limits.</p> <p>I am a 47-year resident of Portland, of the Portland area, and I'm testifying in that capacity. I make about 15 trips a year between Portland and Seattle, or points north of Portland, so I'm a user of this corridor. About six or seven times a year I use the train, so I'm doing my part to reduce congestion in that area.</p> <p>And this whole project is about reducing congestion or getting goods and people moving through the area. I am very much in favor of alternative four. Yes, it is more expensive than alternative two; however, you get a whole bunch more in terms of transportation solutions out of number four.</p>	Recommended Alternative 4	3
168B				This alternative meets all the major criteria of the project, but—and in rebuilding the rail bridge at Columbia Boulevard it also addresses a major transportation issue identified in the I-5 rail capacity study. And the benefits are not only to east-west rail movement, but also in the I-5 corridor passenger and freight movement because the rail congestion backs up to the main line running north and south.	Proposes Project Modifications—Construction of second rail track	
168C				<p>By disconnecting North Denver Avenue from the freeway you're providing a continuous arterial that the area needs, in addition to the freeway widening. I actually disagree with the widening, but that's okay, it's going to happen. It lays a foundation for the connection on arterial to Hayden Island and to Vancouver, which will take a lot of the traffic, the local traffic, off of I-5.</p> <p>That's one of the main reasons why we're congested there, is because of local traffic getting on and off to get to Hayden Island and to Vancouver, and vice versa.</p>	Proposes—Other Transportation Proposals	
168D				It also lays a foundation for extending MAX to Vancouver, which has been a major priority for the metropolitan region in terms of moving people. That's been delayed, but it's still a major priority.	Proposes other solutions—Transit Proposals: and Bicycles and Pedestrians	
168E				As a society we cannot afford to be myopic in our solutions to transportation problems, or any problems, really. The comprehensive multimobile approach is not just a preference, but our policies on a federal and state level require us to take such a big picture approach. So I urge you to go for the approach that does that. Alternative, four. Thank you.	Recommended Alternative 4	
169A	Lenny Anderson	Swan Island TMA	4	<p>Good evening. My name is Lenny Anderson, I live at 2934 Northeast 27th Avenue here in Portland. I manage a transportation project on Swan Island, a Swan Island TMA, and was a member of the governor's I-5 task force.</p> <p>Our project on Swan Island moves freight by creating and promoting transportation options. And I want to say that the great irony of this project, which has never been one I</p>	Project Support—Loss of Add Lane	3

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				<p>particularly cared for, is that while freight has been cited and is, in fact, the meat and potatoes of what I do every day, freight is a loser in this project because of the loss of the add lane off Columbia Boulevard south. That's a loss.</p> <p>Now, I've had lunch with people from Clark County all my career on Swan Island and I know that they hate the Slough bridge. So I think they're clear winners here, and my friends from Clark County are among them. But I want to focus a little bit on how we can mitigate the losses to the moment of freight.</p>		
169B				<p>In addition to the loss of the add lane as congestion, and we can argue about how exactly it's going to work with or without HOV lanes, we're going to have a more congested freeway in North Portland because we're going to reduce a bottleneck.</p> <p>That means that when UPS trucks pull up at the ramp meters at Going Street they're going to be at the mercy of that congestion. And I think we can make a similar point at Greeley Avenue, so that all three of those southbound on-ramps which today are all add lanes but which Columbia will discontinue being an add lane when this is built. All of these would—should be refitted with ramp meters, with a special truck lane, and a guarantee from the people in this—from yourselves and from ODOT, that the dwell time for freight getting onto this freeway, whether it's Columbia Boulevard, Going Street, or Greeley Avenue, that that dwell time will be what it is today. And ODOT knows what it is.</p> <p>So all I'm saying is when we make use of that capacity I want trucks to have an edge. They have an edge today and this project is going to take it away. I want you to put it back in with truck bypass ramp meters guaranteed to provide truck access southbound onto I-5 exactly what it is today so that UPS isn't backed up all the way down to Anchor Street, and all the beers trucks aren't tied back to Cutter Circle.</p> <p>I'm seeing you write that down and I'm going to hold you to it, because I think that is something that can be done and should be done. And my friend Ann Gardner will probably raise her hand and applaud right with everyone else that we are going to give trucks priority onto this freeway. Thank you.</p>	Proposes Project Modifications—Truck Bypass Lane at Ramp Meters	
169C				<p>MR. RORABAUGH: Have you seen that done before anywhere?</p> <p>LENNY ANDERSON: I'm not a traffic engineer, but most ramp meters on I-5 are two-lane. There is preference for transit I know in the Denver northbound bypass. I don't see any reason that—there's an enforcement question, but, hey, there's an enforcement question with bicyclists.</p> <p>What I think we can do is the right thing, which is to say policy here is that those trucks that are carrying goods, I don't mean people's pickups and SUVs. I mean trucks that are carrying goods are going to get an edge in this roadway between Columbia Boulevard and destination south.</p> <p>MR. RORABAUGH: Providing we are able to do what you ask, which of the four alternatives would you like to see?</p> <p>LENNY ANDERSON: Do you want me to be frank?</p> <p>MR. RORABAUGH: Yes.</p> <p>LENNY ANDERSON: Larry is going to take me out behind the woodshed, but my recollection is during 1-5 I drew a line on the map that's number two. However, I'm going to suggest—and this is going to challenge you, too. My firm conviction is none of these</p>	Recommended Alternative 2	

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				<p>are going to get built. The program here is to widen the freeway and the rest of it, with all due respect to Kate and to ODOT, has been something of a charade. I don't think there's the money out there, the \$50, \$60, \$80 million to do any of this, frankly. And the cost benefit analysis is not going to make it fly. So I'm going to almost demure on that question.</p> <p>To me, I want something done to make up for the loss of the add lane that's being taken away to accommodate my friends from Clark County who still want to drive their cars, even though I'm offering van pools at only 60 bucks a month. Thank you. Good night.</p>		
170	Lenny Anderson	Swan Island TMA		<p>June 6, 2005</p> <p>To: ODOT, Delta Lombard CAC</p> <p>From: Lenny Anderson, Project Manager, Swan Island TMA, Ex-Member, I-5 Task Force</p> <p>Subject: Delta/Lombard phase I & II</p> <p>I think that Phase II will never be built and Phase I should never be built.</p> <p>Phase II...by the way my friend Larry Mills accused me the other day of being the original source for Option 2...will most likely never be built. Spending 10s of Millions of transportation dollars to move a truck route one block will be a tough sell. The other options are even more expensive, and just make the I-5 mess more complicated.</p> <p>The fundamental problem with I-5 between Lombard Street in Portland and SR500 in Vancouver is the excess number of exits and entrances. These need to be eliminate and consolidated, not augmented. So Option 2 has merit, but again no prospect of funding.</p> <p>Phase I is, ironically the most freight Unfriendly project to come down the pike in a while. It will eliminate the existing Add Lane from Columbia Blvd. southbound. Any merge lane that can be designated can never be as friendly to the driver of an 18 wheeler as an add lane they currently enjoy.</p> <p>More importantly, Phase I will, by opening up the current bottle neck, shift congestion south into the heart of North Portland (adjacent to two hospitals and 10 of thousands of residents). And there are consequences as well for freight with this "improvement;" ramp meters at Columbia Blvd., Going Street and Greeley Avenue...all heavily used by trucks...will have to be adjusted to freeway conditions, very likely increasing the dwell time for each entering vehicle. This negative could be addressed by installing truck bypass lanes at those three on ramps, but I see no mention of either this issue or its mitigation in ODOT's plans.</p> <p>So trucks off Columbia may have to wait longer but regardless then have to merge, and those from Going & Greeley may have to idle longer to get under way...some "freight 1friendly" project this is. I wish that ODOT and the supporters of this project would level with us and agree that this project is for Clark county commuters, driving alone to work in Portland, who I know from personal experience take personally the narrowed freeway across the Columbia Slough. Their needs will be met with Phase I, but at the expense of those moving goods to and from key industrial zones of the region.</p>	Expresses lack of support Proposes Project Modifications—Truck Bypass Lane at Ramp Meters	5
171	Nancy Leppa	American Linen		<p>My name is Nancy Leppa, I live at 706 Northeast Holland Street. I have been employed by American Linen for 39 years, and I've been a bookkeeper there, and I am very concerned about the I-5 project causing us to lose property that might result in our</p>	Economic Impacts—Job or Business Loss	3

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				company moving. And I've heard rumors, maybe Washington. I'm not looking forward to a drive over I-5 to go to Vancouver to go to work and running into all of that mess. I'm happy where I work, and I would like you to pick an option maybe that isn't going to take our property. Thank you.		
172A	Jerry Sundrall Williams	Environmental Justice Action Group		<p>MR. ADAMS: There's change in your last name.</p> <p>I got married on Sunday. My husband is over there. It was the longest engagement in history. But, as you see, I'm dedicated to these things. I've been involved in the I-5 process since 1999. I was a part of the I-5 trade partnership, a part of the environmental justice work group, a part of the Delta to Lombard project, and currently a part of the Columbia River crossing task force.</p> <p>VAUGHN BROWN: Jerry, name and address real fast.</p> <p>My name is Jerry Sundrall Williams and I live at 1205 Northeast Holman Street. The executive director of the Environmental Justice Action Group, which is a nonprofit that works with communities of color and low-income communities to organize and fight for the rights, which is mostly around public health issues and how pollution and transportation plays a giant role in that.</p> <p>I do not have an alternative choice to sell to you. I wanted to speak specifically about the process. This process I—Kate Deane is my hero. We did an incredible respectful process. We listened to everyone, time and time and time again, and this is the last time.</p> <p>And I just wanted to say that we came to the table, not with expectations because we're not transportation experts. We came to the table to speak out for those people who don't have a voice at the table. The people who are directly affected by the pollution that's created on I-5, which is why in the partnership the fourth lane option was voted down.</p> <p>I believe a lot of it had to do with air quality, and the fact that if you chose the worst option for an environmental justice community that's who you're violating, environmental justice.</p> <p>We care about economics, but I would encourage everyone in this room, and there are incredibly brilliant people in this room who dedicated a lot of time to this effort. All free time. Brilliant people who sometimes I agreed with and sometimes I didn't. But that we can do even better.</p>	Air Quality—Air Toxics and Health Social Impacts—Environmental Justice	3
172B				We can have everything we need, but we have to really look at transportation to man management seriously. We have to look at getting people across the river. We have to look at ourselves as a joint region, that we are joined together by a river, not separated by a river. That we are neighbors. That we belong in the same region and we have to look at everyone's issue.	Proposes—Other Transportation Proposals	
172C				I care about workers. I came out of Labor Union work. I care about the public health of those workers because if you have the jobs and your children are sick and—or you're sick because you're next to a freeway that's pumping out 789.5 times over the diesel particular rate for cancer. We have a serious issue that we cannot just ignore and say, Well, for the sake of progress and for the sake of economics we can't do this.	Air Quality—Air Toxics and Health	

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				We can do it. We have brilliance here in this room, we have brilliance in Portland, we have brilliance in Washington, and so I can tell you that we know something needs to happen. So we're not supporting no bill. Thank you.		
173	Larry Mills		4	<p>Good evening, my name is Larry Mills, I'm a Kenton resident and business owner. My passion is revitalization of the Kenton neighborhood. I have been involved as a citizen activist for about 15 years, and with several years with the transportation citizen advisory committee.</p> <p>I believe the crux of this issue is neighborhood livability versus commerce, primarily truck traffic. Throughout this process there are issues which have seemed to divide the community, which is really kind of unfortunate because we're all neighbors there.</p> <p>I believe that alternative number two will have a direct adverse impact on the redevelopment of the areas directly adjacent to the Kenton station area, in contrary to the goals of the Kenton downtown plan which was adopted by city council several years ago.</p> <p>What we're really doing is relocating a problem 150 feet north of where it is today, approximately 150 feet.</p> <p>Already I'm hearing rumors concerning impact of truck traffic on redevelopment of the adjacent properties to the Argyle field proposal.</p> <p>A couple of other issues relative to alternative number four. There has been—and maintained throughout most of the documentation that there's the potential loss of business. There's a foundry that will lose access with either the three or the four option. And I don't know if that's necessarily the case.</p> <p>I'm a realtor. There's property down there. I think there's easement considerations, but I've been told by ODOT that that's not really their issue that—but I think that is something that could be explored.</p> <p>The loss of American Linen, they're a vendor that I use in my business. There are people here that come into my business for lunch, so I have really, really mixed feelings about it.</p> <p>But I think that it's early and we need to really explore the options there. I don't think that's been done yet.</p> <p>I just want you to remember that Argyle intersection is the second most congested intersection on the Interstate. Realistically I believe money is the key issue. And what's the cheapest will probably be built, if any are built, and as a committee we had to lobby very hard to get alternative four to this point. I believe it really needs close examination.</p> <p>Lastly, I just want to say remember high density housing and heavy truck traffic don't really mix very well. Thanks.</p>	<p>Social Impacts—Impacts on Neighborhoods</p> <p>Economic Impacts—Property Values</p>	3
174A	Tom Dechenne	Member of Portland Freight Committee	2	Thank you. My name is Tom Dechenne, I'm a commercial and industrial real estate broker. I live on northeast 33rd Avenue and I work downtown. The reason I'm here I'm a member of the Portland Freight Committee, but more importantly is that we deal in my	<p>Project Support</p> <p>Traffic Operations—HOV Lanes</p>	3

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				<p>day to day work, I deal with a number of companies. Primarily industrial type users, distributors, manufacturers, and so on. I work in the Columbia corridor area quite extensively. And I guess the point that I would like to make is that it's very encouraging to see this finally come to fruition as far as something will happen. And I applaud you. It takes a long time, private sector versus public sector, there's a big time difference in my opinion. So that's very good.</p> <p>I strongly support the additional adding the extra lane. Not from an HOV standpoint, but adding the extra line just to try to move that traffic a little bit easier.</p> <p>This has been studied an extreme amount of time, but I think as you talk to business people, people coming into the area, looking to come into the area, anything that we can do as a community to improve the traffic, and this is one way to do it, you know, this will help a lot. That perception becomes reality and we're on the frontline dealing with those companies, and I think anything that we can do to even move it sooner than 2008 will be quite advantageous. I know that's probably not too realistic.</p>		
174B			2	As far as the alternatives, from what I've seen alternative two seems to be the most, you know—given the cost and everything else would be a very good alternative. I'll tell you one thing, not having been too acquainted with the transportation system, the more involved you get the more complex it is. It's not an easy answer. So I would highly recommend take into consideration alternative two. Thank you very much.	Recommended Alternative 2	
175A	Sharon Nasset		No build	<p>My name is Sharon Nasset, I live at 1113 North Baldwin, and I do live right next to the I-5 and next to Kenton neighborhood. And I'd like to thank you very much for coming and listening. I know you do a lot of these panels and they must get very, very tiring. I actually believe kind of as Lenny does that this is more about widening the freeway and we're not really going to see any of the ramps, which I actually think could be best.</p> <p>I absolute support no build. And the reason is I believe that you can come back with something better.</p>	Recommended No Build Alternative	3
175B				<p>Currently it doesn't work to have Argyle and then the viaduct as the way to get onto the freeway, and you still don't get onto the freeway until Victory Boulevard, which is right before the bridge.</p> <p>So it's not getting our trucks and things onto the freeway earlier. And Argyle is at the bottom of Denver, which is in Kenton. The only way for the trucks on Lombard and everywhere else to get there is to come down through Kenton. They seem to not notice that all of the streets that are going to be the fillers to come to this new onslaught is going to be taking all the truck traffic, is going to be directing them right through the historic neighborhood and through the area which already has a huge problem. And our streets should not be used just as ramps for the freeways. We're actually neighborhoods and it would be nice if we were considered that.</p>	Social Impacts—Impacts on Neighborhoods	
175C				I also have a problem with not having the trucks have their own ramps on. They do need to have the speed-up ramps. You cannot have them merging over until they are at least up to speed or in a safe enough manner especially with all the turns you have in I-5 because we have a lot of blind corners you come around and there is a truck dead on straight up going 15 miles an hour.	Proposes Project Modifications—Truck Bypass Lane at Ramp Meters	

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175D				<p>HOV, as you know or may not know, we have only one HOV lane in the entire state, and that one lane is right there from Going up. We used to have it on I-84. They took it off as soon as they were able to put light rail through because they said it didn't work because we do not have the correct numbers.</p> <p>We do not have it on Highway 26 because studies have proven it does not work because we do not have a high enough numbers. We do not have it south going out of town because it has been proven we do not have enough numbers.</p> <p>In eight years of having it go north it has never met any of the requirements, like five or six opts? The largest thing it does do is raise the pollution, which is the number one thing it's supposed to do. It causes calming. It does not carry the amount of traffic that the other carries.</p> <p>If you are to put an HOV lane in you will have—right now you have three lanes from Columbia Boulevard all the way up to the split off of 405. You put in an HOV lane you have lost capacity because you've lost the lane from Columbia Boulevard all the way up to the freeway which now will be HOV.</p> <p>Our HOV lanes are not carrying the same amount of capacity, and they do cause a higher amount of pollution in our neighborhoods, and have been proven not to work, and are used as calming to force light rail into Vancouver and have damaged our economy.</p> <p>MR. ADAMS: Sharon, if I could ask you this. I know you've looked at this a lot. And I want to ask you to backtrack a little bit and take me through the concerns about trucks having to go through the neighborhood. Your first point.</p> <p>SHARON NASSET: Well, currently with the way that light rail was put in at Interstate they lost the concept that we have no north way for Highway 30 traffic to get down to I-5 to go north. And they can no longer fit on Interstate, which means all of them have to come one step over and down Denver.</p> <p>Right now we used to not have a problem with traffic on Chautauqua. Trucks will come down Columbia Boulevard from the north end of the Peninsula, turn on Chautauqua, go next to Columbia Park to get up to Lombard to turn and go back down, or to get on to—to go I-5 South. Where before they were able to use Interstate Avenue. Now nobody can turn there.</p> <p>So what happens is any trucks on Highway 30 that have come from the north or the northeast have no way to get down there except for to come down where—they have put a big hook for the trucks not to do that, and now the trucks just kind of go around the hook.</p> <p>MR. ADAMS: So of the two alternatives, understanding that the no built is—might be your preference, but if forced choice between the two alternatives which one addresses that particular issue better in your opinion?</p> <p>SHARON NASSET: Well, number four does not bring the traffic up and into the Denver viaduct. But you still have no way to get to it other than Interstate or Denver.</p> <p>If a shorter cut could be done and just come off and on of Columbia Boulevard similar to what we have now you would have—you would be able to fit it within close enough to the same guidelines you have currently. And that, I think, would not take as much property away, not be as long as that, and you can still come over to and add a full lane and a merge lane if you did something along that line.</p>	Traffic Operations—HOV Lanes	

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176A	Ray Polani	Citizens for Better Transit	4	<p>Good evening, ladies and gentlemen, my name is Ray Polani. I live at 6110 Southeast Ankeny Street in Portland. And I speak as an unpaid co-chair of Citizens For Better Transit and as a 52-year resident of Portland by choice.</p> <p>Alternative number four, the Columbia Connector, must be the choice. Number four must be the build option because only number four pays serious attention to rail, freight rail movement, which is very important and will only become much more so as time goes by. Only number four will provide nonfreeway access to Expo Road and eventually to Hayden Island.</p> <p>Time is on the side of alternative transportation. We better prepare for it by finally focusing on rail and transit. Number four is a major step in the right direction. No ifs and buts, choose number four for the future.</p> <p>Now, let me read you something that I wrote in March of this year in response to an editorial in The Oregonian about passenger rail. It is relevant at this time.</p> <p>Railroads, both passenger and freight are vital to the national economy of any country. The leader of the world is no exception. In 1976, after the first serious energy crisis of 1973, Dr. Berry Commoner (phonetic), a respected scientist and a true patriot, wrote and published an excellent paper called, "The Property of Power, Energy, and the Economic Crisis."</p> <p>In it, after noting that in our country transportation dominates the energy picture, he proceeded to explain that physics and economics provide where we go to measure efficiency in the use of energy in transportation, as well as in anything else.</p> <p>On the basis of that hard scientific analysis he laid out the conclusion that, and I quote, "With respect to the investment of capital, labor, land, and energy, railroads yield by far the highest overall returns on both passenger and freight traffic."</p> <p>This is the rational scientific reason why our country should quit pretending that subsidizing air and road transportation is an efficient use of resources, while investing in railroads passengers as well as freight is not. It's high time that our government should acknowledge scientific truth and act accordingly.</p> <p>You correctly stated in your editorial that Interstate, and I quote, Interstate passenger rail is in the national interest and ultimately it remains a federal responsibility. The economics of private ownership clearly did not work. Those hard facts have not changed.</p>	Proposes Project Modifications— Construction of second rail track	3
176B				<p>VAUGHN BROWN: Can you sum up real quick?</p> <p>RAY POLANI: I think your work is cut out. And I hope it steers us toward the future.</p> <p>MR. SCISCIONE: Ray, I have a question. Is the fact that alternative four is the only one that mentions an upgrade to the rail system, is that the reason—the only reason that you choose alternative four over alternative two?</p> <p>RAY POLANI: No, I thought I just mentioned that alternative four is also paying attention to Expo Road, and eventually Hayden Island. And I think Hayden Island has already Jantzen Beach, but there's a lot more things that are going to go on at Hayden Island, including freight and so on.</p> <p>I think the Port of Portland is finally paying attention to railroads. And even though at the present time our administration doesn't seem to realize that this is the wave of the future, I hope this is a passing folly that eventually will be rectified. The rest of the world</p>	Recommended Alternative 4	

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				is doing that, including China, India, et cetera. Thank you. MR. SCISCIONE: Thank you.		
177	Tina Kotek			<p>Good evening, for the record my name is Tina Kotek, I'm a Kenton resident, 7930 North Wabash, and also a candidate for state representative in North Portland for House District</p> <p>And I mention that this evening because I feel compelled to come up and say a few words about alternatives two and four, because as I'm knocking on doors and talking to voters in the district there's a real concern about job loss.</p> <p>So as I've been attending meetings and listening about alternatives two and four, I'm concerned about four because of the job loss and the business displacement.</p> <p>And this might have already been discussed this evening, but I guess I have more of a question. I'm not a transportation expert so I'm not going to weigh in on two or four around transportation issues. But in terms of four, are there dollars to guarantee no job loss or any business displacement? I'm just wondering what comes with the budget for this project.</p> <p>If four is, indeed, the one that is built we can't afford to lose jobs in the district, and we can also cut down on our transportation problems if people actually live in the area and work in the area.</p> <p>So, again, I'm just wondering what the plan is or is it just, it gets built and we lose those jobs? Because apparently one of them will have difficulty relocating, I believe the foundry. And, of course, you heard from the employee from American Linen.</p> <p>And so that is my concern. And there is a lot of—like I said, voters and people in the district are very worried about loss of jobs, and I know the city as a whole is. So I was wondering how that would be addressed? Thank you.</p> <p>MR. SCISCIONE: Our right of way—we have a right-of-way department that works with displaced businesses. So in the case of a foundry we would know that that's a hard business to relocate. They would start early and work hard at it. But we do compensate for loss of property and help the displaced owner.</p> <p>MS. NELSON: I would just back up Charlie said, that we basically try to help, but it's not included in the construction.</p> <p>TINA KOTEK: There's no guarantee for the job loss?</p> <p>MR. SCISCIONE: No guarantee for no job loss, but we do have a property owner with the business that we need to help relocate.</p> <p>AUDIENCE MEMBER: We can't hear you back there. Can you give him the mic, please?</p> <p>VAUGHN BROWN: She asked about a guarantee for job loss and he said there is no guarantee with job loss, but they do help the property owners.</p>	Economic Impacts—Impacts on Business and Industry	3
178A	Dan McFarling		4	<p>Thank you. My name is Dan McFarling, I reside at 20585 Southwest Cheshire Court in Aloha. Except for four years in the Navy I am a 58-year resident of the Portland Metropolitan area.</p> <p>Meaningful progress will only be made if we address all components to our transportation system, not just roadways. I favor alternative four. It is not just a roadway</p>	Recommended Alternative 4	

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				<p>solution. It is an element of a transportation solution.</p> <p>It provides a direct connection between Columbia Boulevard and I-5 North, it connects Denver Avenue to Expo Road, and in the future this road would be extended to Marine Drive and Hayden Island, and help provide meaningful relief, meaningful congestion relief to I-5 corridor and to the Columbia River bridge.</p> <p>As already mentioned, it also replaces a bottleneck in the freight and rail system, allowing more freight to be transported by rail, and, again, relieving the congested freeway corridor.</p>		
178B				<p>Somebody just talked about jobs. I would like to point out that our highway dependency deprives us of jobs. For every dollar we spend on gasoline, 85 cents of every dollar leaves the local economy. Much of it goes overseas. And you know what that's funding today.</p> <p>Every dollar spent on public transportation, and that would include rail transportation, of every dollar spent 80 cents goes directly to local wages, family wage jobs, and helps create more jobs in our Portland Metropolitan area. Thank you.</p>	Proposes—Other Transportation Proposals	
179A	Pam Arden		2	<p>I'm Pam Arden. I live at 1817 North Winchell in the Kenton neighborhood. I guess I'll be one of the minority group here about saying that I do not favor option four. And the biggest concern that I have about option four is the idea that you are going to have this Denver Avenue as a arterial with the possibility of going to Hayden Island. And I can understand the need for another alternative route off the island.</p> <p>But the concern that I have is that once that there is a link to Hayden Island there's going to be a lot more pressure to now have a link across to Vancouver so that you have a local connection between Vancouver and Portland that stay off the freeway. What will Denver Avenue and the Kenton area look like when it becomes a mini freeway?</p> <p>So if we're concerned right now about truck traffic and we're concerned about traffic on the Denver Interstate what is the possibility in the future? And once you have a bridge across there's going to be a lot of pressure to make that final connection. And that is a concern that I think we have to look at because we have to look beyond what is the immediate need for help to Hayden Island. I don't doubt that, but I think there needs to be another way.</p>	Opposes Alternative 4 Social Impacts—Impacts	3
179B				<p>Option number two, I've been—I've lived in the Kenton neighborhood for 28 years and Denver Avenue has always been the bridge that needs to be rebuilt. And so number two actually gives us that option of having us have a better connection from the community down to the park areas. I know that's a very kind of extra thing to this project, but it is a concern as to how do we link things. And that little segment there is kind of like the orphan bridge. You know, the state doesn't want to do something, we'd like the city to do it, the city doesn't want to do it. So we're kind of caught in between and this seems to be the best way to get that thing rebuilt. Thank you.</p>	Recommended Alternative 2 Proposes Project Modifications—Denver Structures	
180A	Frank Howhet			<p>My name is Frank Howhet, H-O-W-H-E-T. I live at 438 North Hayden Bay Drive, Portland, 97217. After looking at the four alternatives it seems to me the Argyle modification is probably the most practical from a cost standpoint and what it accomplishes.</p>	Recommended Alternative 2	3
180B				<p>The other alternative, I think it's four, that the advisory committee recommended besides the Argyle was—I think would create tremendous congestion on the northbound access</p>	Opposes Alternative 4	3

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				from Columbia Boulevard to I-5 in the Hayden Meadows area. It's already a congested area at rush hour. With the ramp signal it backs up traffic for a number of blocks. If you added the Columbia Boulevard northbound traffic to that on-ramp traffic I think it would be a horrendous backup. That's about the substance of my comment.		
181A	Steve Bates	Redmond Heavy Hauling	2	Steve Bates, Redmond Heavy Hauling, 613 Northeast Columbia Boulevard. I support alternative two simply because it's the best of the bunch.	Recommended Alternative 2	3
181B				I do have some concerns, one of them being HOV lanes.	Traffic Operations—HOV Lanes	
181C				Where the signal lights are going to be placed, the metered ramp lights are going to be placed, in lieu to gaining speed for our large trucks going southbound.	Traffic Operations—Impacts on Truck and Freight	
181D				And, also, I have concerns about the Lombard southbound on-ramp and the short distance it takes to get onto the freeway right there. When that lane opens up that ramp is fairly short, and I have concerns with that, especially if an HOV lane comes in there. So my concerns are HOV lane and metered traffic lights on the southbound on-ramp. Other than that, alternative two is the one that I support. I realize it will solve a lot of existing issues and it should probably help.	Safety Traffic Operations—HOV Lanes	
181E				Good evening, I'm Steve Bates. I'm the vice president of Redmond Heavy Hauling on Columbia Boulevard, 613 Northeast Columbia Boulevard. I'm not here to support either one of the two alternatives, number two, number four, that's not my concern. My concern is the I-5 improvement project southbound, which desperately needs to be done. I supported that project 100 percent. We'll start digging in the dirt tomorrow. I support that.	Project Support	
181F				I do have some concerns. We enter I-5 southbound 15 to 20 times a day with oversize loads. Right now we're entering into a free lane. We may enter that intersection at—the freeway on-ramp there today at 10 to 20 miles an hour. When that becomes an open lane if the signals are not placed far enough back we are going to enter that free lane of traffic now at 20, 25 miles an hour with an oversized load. I'm talking loads that can be 240,000 pounds gross weight, 12 foot wide, and like 138 feet long. It's a real concern I have not having the free lane. The other concern I have about the free lane going away is that the on-ramp southbound off of Lombard is a blind on-ramp. For you people that are familiar with that, as you come around you're going westbound on Lombard. You take the southbound on-ramp. At about 25 feet from the freeway you're now looking at the freeway. You're right there. That's now going to be a free lane of traffic with cars that are forcing themselves around the heavy trucks and merging back in front of the truck right as the car is coming off of Lombard on the freeway. It looks like a pinch point to me. It concerns me greatly.	Project Support—Loss of Add Lane	
181G				The other concern I have and absolutely do not support is an HOV lane simply for the reason I just spoke of. You're going to have a high density lane out there. With trucks merging into a no longer free lane, and as the transportation setting improved we have more intersections per mile than any other city in the United States. And logic would tell me that HOV lane in on-ramps and off-ramps simply don't merge. They don't work if you're trying to get from the far left lane to either Portland Boulevard,	Traffic Operations—HOV Lanes	

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				<p>Greeley, Going, there's just continual exits. And then you come to the 405 split and you have an HOV lane. Traffic is going to go three or four lanes to make those exits. It simply scares me. It scares my drivers, it scares—our liability, it would really go up in that case.</p> <p>So, like I say, I don't support either one. I don't disapprove any of them. I agree with the freeway project, I would probably go with number four personally. Number two probably has a better chance simply because of the cost. But number four addresses the railroad issue which long term is going to be an issue in the city.</p>		
181H				<p>But the costwise moving forward number two is probably the one, otherwise, let's just do the freeway widening and work on the rest of the solutions. Thank you.</p> <p>VAUGHN BROWN: Still if you feel like you want to make a comment and you want to testify we have more sheets back there. So feel free to find Kristin and sign up. We'll keep working our way down the list.</p>	Recommended Alternative 2 Project Support	
182	Donald R. Wagner, PE	WSDOT		<p>Testimony prepared for the Public Hearing before the Oregon Department of Transportation, city and Regional Representatives to make decision on the I-5 Delta Park Project</p> <p>To the members of the panel on the I-5 Delta Park Project:</p> <p>This testimony and recommendation have been prepared on behalf of the Washington State Department of Transportation (WSDOT), Southwest Region (SWR). SWR incorporates seven of Washington's Southwestern counties, including Clark, Cowlitz and Lewis counties—all on the Portland-to-Seattle I-5 corridor. Additionally, SWR administers the highway system just north of the I-5 interstate bridge between Oregon and Washington.</p> <p>We strongly support widening the southbound direction of the I-5 corridor between Victory Boulevard and North Lombard. In addition to the significance of this project to Oregon's public, this decision will have a significant impact on the State of Washington, WSDOT, and the rapidly growing number of vehicles that pass between Southwest Washington and northwest Oregon each day. Most importantly, the I-5 corridor is an economically necessary and thriving inter-state artery, serving to deliver cargo within, though and out of the Northwestern United States.</p> <p>I-5 is the primary commerce corridor serving the Vancouver-Portland region and the Northwestern United States. Just north of the project area, at the Columbia River, I-5 provides a critical connection to two major ports, deep-water shipping, upriver barging, two transcontinental rail lines, and much of the region's industrial land. Access to the Ports of Vancouver and Portland and regionally significant industrial and commercial districts is adversely affected by congestion in the I-5 inter-state area, which is increasingly spreading into the off-peak periods (including weekends) used by freight carriers. Declining freight carrier access to these key locations slows delivery times and increases shipping costs, diminishing the attractiveness of the Ports and negatively affecting the region's economy. Congestion in this portion of the highway usually begins around Delta Park where three lanes narrow into two forcing a bottle-neck which often backs up over ten miles north into neighboring Washington's Clark County.</p> <p>Inconvenience is not the only result of the traffic back-ups. Nearly 300 reported crashes occur annually in the I-5 bridge influence area, with many involving large tractor-trailer</p>	Response to Agency Comments	4

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				<p>trucks. Crashes have resulted in substantial property damage and injury; some have resulted in fatalities.</p> <p>What makes the Delta Park Project, specifically the I-5 widening, particularly important and necessary is the region's growth forecasts indicate that population, employment, and commercial trade will continue to grow, increasing regional travel demand.</p> <p>Lastly, local modal transportation is also suffering. Current congestion in the I-5 bridge influence area has an adverse impact on transit travel speed and service reliability. Between 1998 and 2005, local bus travel times between the Vancouver Transit Center and Jantzen Beach increased 50 percent during the peak period. Local buses crossing the I-5 bridge in the southbound direction currently take more than three times longer during parts of the morning peak period compared to off peak periods. As a result, transit travel times between Vancouver and Portland have increased.</p> <p>In closing, WSDOT would like to respectfully recommend that I-5 southbound be widened from the current two lanes in Delta park region where traffic patterns cause back-ups, congestion and negative traffic impacts beyond the state border, into Washington, limiting safe and timely commercial and freight passage.</p> <p>Thank you for your consideration.</p> <p>Donald R. Wagner, PE Regional Administrator, Southwest Washington WSDOT</p>		

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APPENDIX B
Public Hearing Transcript

0001

1 PUBLIC HEARING ON THE INTERSTATE 5 DELTA PARK
2 ENVIRONMENTAL ASSESSMENT

3
4
5
6
7
8
9

January 24, 2006

10 Held at O.A.M.E
11 4134 N. Vancouver
12 Portland, Oregon 97217
13

14
15 Reported by Denise C. Johnson
16

17 Panel:
18 Paul Smith
19 Charlie Sciscione
20 Sam Adams
21 Cathy Nelson
22 Thayer Rorabaugh
23 Rex Burkholder
24 Sue Keil
25

0002

1 INDIVIDUAL STATEMENTS

2 MR. HOWHET: My name is Frank Howhet,
3 H-O-W-H-E-T. I live at 438 North Hayden Bay Drive,
4 Portland, 97217. After looking at the four
5 alternatives it seems to me the Argyle modification
6 is probably the most practical from a cost
7 standpoint and what it accomplishes.

8 The other alternative, I think it's four,
9 that the advisory committee recommended besides the
10 Argyle was -- I think would create tremendous
11 congestion on the northbound access from Columbia
12 Boulevard to I-5 in the Hayden Meadows area.

13 It's already a congested area at rush
14 hour. With the ramp signal it backs up traffic for
15 a number of blocks. If you added the Columbia
16 Boulevard northbound traffic to that on-ramp traffic
17 I think it would be a horrendous backup. That's
18 about the substance of my comment.

19 STEVE BATES: Steve Bates, Redmond Heavy
20 Hauling, 613 Northeast Columbia Boulevard. I
21 support alternative two simply because it's the best
22 of the bunch. I do have some concerns, one of them
23 being HOV lanes. Where the signal lights are going
24 to be placed, the metered ramp lights are going to
25 be placed, in lieu to gaining speed for our large

0003

1 trucks going southbound.

2 And, also, I have concerns about the
3 Lombard southbound on-ramp and the short distance it
4 takes to get onto the freeway right there. When

5 that lane opens up that ramp is fairly short, and I
6 have concerns with that, especially if an HOV lane
7 comes in there.

8 So my concerns are HOV lane and metered
9 traffic lights on the southbound on-ramp. Other
10 than that, alternative two is the one that I
11 support. I realize it will solve a lot of existing
12 issues and it should probably help.

13
14 PUBLIC/OPEN PROCEEDINGS

15 VAUGHN BROWN: Folks, let's get started.
16 It's 6:30. Welcome everyone. Thank you for coming.
17 Just a couple quick announcements. We would
18 appreciate it if you could silence cell phones, that
19 would help out a lot to start off.

20 My name is Vaughn Brown. I've been hired
21 for ODOT to work with this project. We have
22 provided most of the public involvement and
23 postcards and newsletters that things that you
24 receive.

25 I also work with the citizens committee,
0004

1 citizens advisory committee, that tracked this thing
2 for two and a half years and worked for this site,
3 and then finding open houses and working along all
4 that stuff.

5 Many of you are familiar with all those
6 events. A lot of you are familiar faces out there
7 that we've seen around for quite a while. So,
8 welcome, we're glad you are back this evening.

9 This portion is the hearing portion of
10 tonight's event. And we are really -- it's time for
11 you people who wish to, to provide testimony to the
12 panel that we have up here that we will introduce to
13 you in just a second.

14 If you wish to provide testimony you need
15 to sign up, and you can still do that. Just head
16 right back where the desk is here. Kristin is back
17 at the desk and she will sign you up and get you on
18 the list to give public testimony tonight.

19 If you have a comment card that you
20 filled out, if you gave testimony during the open
21 house to the court reporter up here, or if you go
22 on-line or mail in your comment card anytime before
23 February 10th, all of that testimony becomes part of
24 the record and is all equally considered.

25 So this is just another way for those
0005

1 people who would like to actually verbally express
2 their opinion to this panel. Another opportunity,
3 another method for getting your comments in on this
4 project. So that's kind of the opening stuff.

5 What we'd like to do now is just quickly
6 introduce the panel. The panel is here basically to
7 listen to you. They may have a clarifying question,
8 but they're really not in the business of answering
9 questions that you may ask. So if you have

10 questions we'll pretty much consider them
11 rhetorical.

12 If you have some questions about the
13 project, we have staff here who will be here who
14 have been here since about 3:30, and who will be
15 able to spend a little bit of time afterwards, too,
16 if you have questions that you need answered about
17 the project.

18 So we really kind of are here to -- more
19 to hear your ideas, that's why it's called a
20 hearing. We're here to listen to what you have to
21 say.

22 So with that, just so you have an idea of
23 who you will be talking to, let's, if you would, go
24 down the panel quickly. I'll hand you the
25 microphone. Introduce yourself and just kind of

0006

1 tell us what your relationship to the project is.

2 MR. BURKHOLDER: My name is
3 Rex Burkholder. I am a Metro counselor. I
4 represent -- this is part of my district here. I
5 also sit on the Joint Policy Advisory Committee and
6 Transportation, which helps to do transportation
7 planning for the region. And just the process of
8 starting and updating the Regional Transportation
9 Plan, which is a 20-year vision of the region in
10 terms of transportation.

11 I also sit on the bi-state coordinating
12 committee, which is the reason why I'm here on this
13 board in front of you tonight. And I look forward
14 to hearing your testimony.

15 MR. RORABAUGH: Good evening. My name is
16 Thayer Rorabaugh. I'm the manager of Transportation
17 Services for the City of Vancouver, and I'm
18 representing Mayor Pollard, who is back in
19 Washington, D.C., this week. And so I'm
20 representing the Clark County side of the City of
21 Vancouver.

22 MS. NELSON: Good evening. I'm
23 Cathy Nelson, I'm the regional manager for the
24 Oregon Department of Transportation up here in the
25 Portland area. And we are the sponsor of this

0007

1 particular project. And I'm rather new to this
2 position. Just started in January, but I'm very
3 familiar with this project, and I really want to
4 welcome all of you for coming in here and giving us
5 your input. It's really important to this project.

6 MR. ADAMS: Good evening. My name is
7 Sam Adams, city commissioner for the City of
8 Portland. I'm in charge of transportation on the
9 Joint Policy Advisory Committee, the Columbia
10 Crossing Committee, Bi-state Committee, every
11 transportation committee you can possibly imagine I
12 try to attend.

13 MR. SCISCIONE: Hi, my name is
14 Charlie Sciscione, and I'm the area manager in 40,

15 dot, in region one. And my responsibility is
16 Multnomah County and Columbia County, so this is in
17 my area.

18 MR. SMITH: My name is Paul Smith, and
19 I'm the planning manager for the Portland Office of
20 Transportation. And our director Sue Keil will be
21 here shortly.

22 VAUGHN BROWN: Thank you. So that's the
23 group that is listening to what you have to say and
24 taking notes and diligently paying attention.

25 What we would like to do is spend a

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1 little bit of time right now just giving kind of a
2 basic project overview, very quick, very basic,
3 fundamental. Many of you have heard all of this
4 before, some of you have not.

5 But we'd like to establish the groundwork
6 for people so that we're all kind of starting out
7 from the same place. And no better person to do
8 that than Kate Deane, who has done a stellar job of
9 managing this project and has put an incredible
10 amount of time into being out in the community and
11 talking to people, offering herself and making sure
12 that everybody who possibly was paying any attention
13 at all knew that this project was happening and had
14 an opportunity to talk to her and weigh in on it.

15 So, Kate, I'll turn it over to you.

16 MS. DEANE: Thanks, Vaughn. I do pay
17 Vaughn's bill so that was -- I'm paying you just
18 right.

19 VAUGHN BROWN: She writes the checks.

20 MS. DEANE: I know most of you have been
21 a part of this process. This is not the first time
22 that you've been here so I'm not going to belabor
23 what the alternatives are. And we're going to try
24 to get -- really just provide you a little bit of
25 basic context and then get right down to hearing

0009

1 from you.

2 The first thing I want to do besides,
3 again, thanking you all for coming this evening, and
4 thanking you all for your participation in the past.
5 This really has made a difference in terms of the
6 alternatives that we've been studying -- in terms of
7 the alternatives that we've been studying and how
8 we've gotten here today.

9 I want to first acknowledge a few people
10 in the room who were a part of -- it's now going on
11 three years. They retired and hung up their hat in
12 June -- the Environmental Justice Work Group and the
13 Citizen Advisory Committee that were working on the
14 Delta Park Project. We have some members here. I'd
15 like for them just to stand and be acknowledged.

16 The Environmental Justice Work Group has
17 life that goes beyond the Delta Park Project. We'll
18 be looking at projects in the I-5 corridor, not just
19 this one, so they will be continuing to do work.

20 But these people gave two-plus good years
21 of their life to this project and are a big part of
22 why we're here today. So those of you who were a
23 part of it, Jerry, John, Larry, anybody else that
24 I've missed, please stand up and be acknowledged.
25 If you have any questions about the project these

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1 three community members know a lot about the
2 project. You just don't have to talk to us as staff
3 people.

4 MR. BURKHOLDER: I think they deserve a
5 hand for three and a half years.

6 MS. DEANE: Absolutely.

7 As I mentioned it's been a long
8 development process. I think for some people a
9 little bit too long. But we are here finally at a
10 point where we are having a public hearing on this
11 project and on the project alternatives.

12 Last June the two committees that I just
13 spoke about gave their recommendations and they
14 recommended two of the alternatives. Alternative
15 number two and alternative number four as their
16 preferred alternatives. They looked at all the
17 information that you've seen tonight and they made
18 the judgment that those two work the best.

19 They weren't, however, able to get down
20 to one recommendation. So part of what we want to
21 hear from you tonight are your feelings about the
22 project and if you have some preference among the
23 alternatives. Even if is not number two or number
24 four we'd like to hear from you about that.

25 And so processwise, we've had three years

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1 of very in-depth citizen involvement and input to
2 get to us this point. Where we go from here after
3 tonight's hearing is that the panel that you see
4 here will be meeting after this hearing to not only
5 hear -- you know, hear what you have to say tonight,
6 but they will be reading all the totality of the
7 public comments, and they'll be meeting two or three
8 times in order to come to a consensus about which of
9 these alternatives should be recommended.

10 We should have that recommendation ready
11 for the Bi-state Coordinating Committee and the city
12 council in April and May. We anticipate having
13 approval from the Federal Highway Administration
14 construction project in July.

15 A little bit more about the process and
16 the project itself. I'm not going to bring any of
17 the math up here, I'm not going to do the usual show
18 of pros and cons because I think most of you have
19 heard that before or have had an opportunity during
20 the open house to get a little bit of exposure to
21 the project.

22 I will just say that the project is a
23 three-way widening project, basically, on I-5. And
24 we call it sort of the bread and butter, the heart

25 and soul of this project, is to widen the freeway

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1 where it's three lanes and then it goes down to two
2 lanes at Delta Park southbound, and then it goes
3 back to three lanes. Between Delta Park and Lombard
4 we'll be widening this to get three lanes and to
5 reconstruct the Columbia Boulevard on-ramp as a
6 merge lane.

7 All of the alternatives do that widening.
8 In addition, the widening in the northbound
9 direction will add shoulders on two of the bridges
10 where we previously widened the freeway, restriped
11 it to get three lanes, but we weren't able to do a
12 major widening project of the structure. So it adds
13 back that safety feature.

14 So the three-way widening is common to
15 all the alternatives. That's the part that we do
16 have money for. It's the part that we would move
17 forward with in terms of construction. Should we
18 get approval we would move forward with that first,
19 and do have the money for that. Construction would
20 start in the year 2008, and we would anticipate it
21 would be done in the year 2010.

22 The differences among the alternatives
23 really have to do with how they provide access
24 between Columbia Boulevard and I-5. And we've
25 looked at four different ways for improving that

0013

1 access. A lot of the reason we've been looking at
2 this access change has to do with the Kenton
3 neighborhood and the route to and from the freeway
4 on Argyle Way, that leads traffic from Columbia
5 Boulevard on to I-5.

6 With that said, believe it or not I am
7 done. I'm not going to take up anymore of your time
8 because really what we want to do tonight is to hear
9 from you. And I think I'll turn it over to Vaughn
10 and get on with it.

11 VAUGHN BROWN: Thanks Kate. Okay. So
12 we're into the testimony part of this. I do want to
13 make a brief announcement. We have a sign-up sheet.
14 We just go through the names in the order in which
15 people signed up. We may interrupt that. We did
16 get a call that a person who may need some sign
17 interpretation may be showing up at the meeting.
18 We'll allow them to provide their testimony so that
19 we can get the interpreter involved in the meeting
20 and start to sign the meeting for that person. That
21 would be the only, probably, change to the speaking
22 schedule that we've got.

23 When you come up to give your testimony
24 we've got this set up so that you're a little bit
25 off to the side. We hoped that we could get the

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1 room up so the person giving testimony, the people
2 in the audience, and the panel can kind of all see
3 each other, and we expected a little more of a

4 triangle than what we've got. Typically, I think
5 you would see in a hearing the person giving
6 testimony like this (indicating). So we didn't want
7 to do that. So we kind of have them off to the
8 side. Actually, you look like you're in no-man's
9 land when you're giving testimony. But we will be
10 able to hear you.

11 I'm going to turn the microphone on, and
12 please make sure that you can be heard. We'll
13 certainly check after the first person. And, in
14 fact, if you're having difficulty hearing testimony
15 at any time if you just kind of signal back there
16 we'll try to get people a little closer to the
17 microphone and make sure that the system works.

18 We have -- we're closing in on about 20,
19 I think, folks to give testimony at this point, so
20 we're going to hold you to three minutes. Charmel
21 is going to help keep the time over here. She's got
22 a little timer. It's going to make a little digital
23 beeping sound when three minutes is up.

24 But to give you a little advanced notice,
25 she's holding the little flash cards up, she's going

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1 to give you as a speaker, she'll just let you know
2 you have about a minute left. And then she'll let
3 you know you have about 30 seconds left if you go
4 that far. Some of you will be surprised at how long
5 three minutes can be. Don't feel like you have to
6 use all of it.

7 When you're done you're done, that's
8 fine. We're not going to sit there and let blank
9 air time go by for the rest of the three minutes.
10 But if you do get to the three-minute time we're
11 going to ask you to stop at three minutes. When you
12 hear the beeper you're done and we'll interrupt you.

13 If you want to provide a finishing
14 statement that you didn't quite get to in the
15 testimony you can write that out and hand it in and
16 we can add it to the record.

17 Let's see. You need to state your name
18 and address when you get up there and we have a
19 little sign reminding you of that. Once you state
20 your name and address we we'll start the clock and
21 move through the testimony process.

22 If you are -- I guess my suggestion is to
23 sort of organize this as the same way all your
24 English teachers told you to write your essay. Get
25 the main things up front. Say what you want to say,

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1 make sure you make your main points early when
2 you're talking. Don't build up to it and end up not
3 being able to say what you really wanted to say
4 because your three minutes lapsed. So get that out
5 early.

6 If you are here representing a group and
7 you'd like to acknowledge that group and have them
8 raise their hand or point to them or some way or

9 another during your testimony let us know that you
10 are stating the opinions of more than one person,
11 that's fine, please do that and we'll get that in
12 the record, as well.

13 Let me see if I've got all of the --
14 everything that I needed to say here. I'm going to
15 do my best to pronounce your name correctly from the
16 list here. If I mispronounce that I apologize ahead
17 of time. It's not intentional here. And you can
18 give us the correct pronunciation and your address
19 when you give your testimony.

20 So with that I think we're ready to go.
21 Let me get the list going here. First person is
22 Jim Howell.

23 JIM HOWELL: I have some testimony here
24 and there's some attachments and there's only one of
25 these.

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1 My name is Jim Howell and I represent the
2 Association of Oregon Rail and Transit Advocates.
3 We support alternative four, Columbia Connector. Of
4 the two recommended alternatives the cheaper option,
5 all alternative two, Argyle on the hill, moves the
6 current truck traffic several hundred feet further
7 away from the Kenton neighborhood but does not
8 improve access from Columbia Boulevard to I-5 North.

9 It requires the demolition and rebuilding
10 of one of the historic Highway 99 viaducts, which
11 could be rehabilitated at much lower cost.
12 Furthermore, alternative two makes the Denver Avenue
13 Expo Road connection more circuitous than it is
14 today.

15 Alternative four, the Columbia Connector,
16 also removes truck traffic from the Kenton
17 neighborhood. This option provides a direct
18 connection between Columbia Boulevard and I-5 North
19 at a more intuitive location near the I-5 South
20 ramps, but it provides much more.

21 It connects Denver Avenue to Expo Road,
22 creating a continuous two-lane arterial road. This
23 road could be connected to Marine Drive near the
24 Expo Center light rail station, and then to Hayden
25 Island via a bridge across the Portland Harbor.

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1 This bridge could also carry light rail,
2 bicycles, and pedestrians, providing pedestrian,
3 light rail, and local road access between North
4 Portland and Hayden Island without having to fight
5 freeway traffic.

6 The most important advantage of
7 alternative four is that it replaces a major
8 bottleneck in the freight rail system.

9 The I-5 Rail Capacity Study was
10 commissioned in 2003, to provide freight rail
11 recommendations to the I-5 Partnership Task Force.
12 The study identified ten short-term, five- to
13 ten-years incremental improvements necessary to

14 alleviate the severe rail congestion in the Portland
15 area.

16 One of these short-term improvements
17 involves adding a second main track between North
18 Portland, Peninsula Junction, and Fir on the UP's
19 Kenton line.

20 This requires replacement of the old
21 single-track rail bridge over Columbia Boulevard
22 with the double track bridge, as proposed in the
23 alternative four, but not in alternative two.

24 Improving the rail operation in the
25 Portland-Vancouver area, one of the most congested
0019

1 rail hubs in the United States, is important to the
2 functioning of I-5. Faster, more reliable rail
3 service will reduce long-haul truck traffic and also
4 make passenger rail a more attractive alternative
5 for inter-city trips in the I-5 corridor.

6 These short-term rail improvements
7 identified in the study are needed before
8 implementing longer-term, 10 to 20 years
9 improvements that would allow the introduction of
10 commuter rail between Clark County and Portland.
11 Commuter rail and light rail are the most cost and
12 energy efficient long-term answers to the commuter
13 congestion problem in the I-5 corridor.

14 And I have four attachments that are not
15 on your sheets, but they're on the one that I put in
16 there. And that's -- and I hit -- hey, how about
17 that.

18 VAUGHN BROWN: He did it. And he's good.
19 Thank you, Jim.

20 Paul Edgar.

21 PAUL EDGAR: Good evening, my name is
22 Paul Edgar, I'm from 211 5th Avenue, Oregon City. I
23 have a prepared statement.

24 The basic and primary project of widening
25 of I-5 in the Delta Park area must be a go project.
0020

1 However, I am not in agreement with the design and
2 alternative.

3 Also, I do not support the taking of any
4 of this new critically needed capacity in the third
5 lane and using it as an HOV lane.

6 Efforts should be taken to advance this
7 basic project as soon as possible, as soon as all
8 conditions are met. I believe, however, that the
9 apron associated with the northbound off-ramp lane
10 between Lombard and Columbia Boulevard should be
11 pushed all the way out to the sound barrier.

12 This area should be developed into two
13 storage lanes where vehicles exiting to Hayden
14 Island, race track, and to all businesses, Expo
15 Center, and those areas associated can get out of
16 the corridor.

17 Currently right now there's a significant
18 amount of turbulence when people are planning to

19 turn out, are going northbound towards Vancouver and
20 hit a mile away from the place where they're going
21 to turn if they're in the lanes of traffic they slow
22 up. They start thinking about it, they become
23 irrational, and we can't take away their driver's
24 license just because they can't think. But
25 somewhere we have to plan to get them out of the

0021

1 traffic lanes, and this is what that's about.

2 Historically, the middle and far right
3 lanes are at level service F under the current and
4 proposed plans for this project for greater than
5 four hours per day. That's as bad as you can get.

6 Without dramatic changes that solve the
7 problem the current plan should be held up and not
8 advanced forward in the EIS process until it meets
9 and complies with all federal standards and
10 understandings.

11 It is my understanding that as a result
12 of construction -- these construction efforts
13 congestion levels of the I-5 should be reduced to
14 where improvements will allow for achieving level of
15 service C and D conditions for a period of at least
16 20 years. That's not going to be achieved currently
17 with this plan. That is not the basic
18 understandings of what the federal government asks
19 us to achieve.

20 This section of I-5 directly -- is
21 directly influenced by high SOV vehicle and
22 commercial truck count that is all squeezed into two
23 GP lanes. This results in the highest level of
24 emissions on any freeway corridor in the state of
25 Oregon. This has resulted in the highest level of

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1 airborne illnesses associated with people of need in
2 the whole state of Oregon in North Portland.

3 Additionally, there is nothing about the
4 proposed Columbia River crossing CRC project that
5 will change or eliminate this gridlock in I-5.

6 VAUGHN BROWN: Do you have one
7 substatement?

8 PAUL EDGAR: I have a final paragraph,
9 but they can read it.

10 VAUGHN BROWN: Thank you very much.

11 Dan Bourbonais.

12 DAN BOURBONAIS: Good evening. My name
13 is Dan Bourbonais. I am the general manager of
14 Also, formerly known as American Linen, located at
15 1441 North Columbia. In the alternatives three and
16 four my property line borders the state property for
17 the I-5 freeway on the western border. I have great
18 concerns about the impact of my business should
19 alternative three or four be selected.

20 We currently have approximately 160
21 individuals employed at this facility and a company
22 fleet of 55 vehicles. The alternative four
23 recommended proposal will take, as I understand it,

24 8,000 square feet of my property on the east side,
25 condemning a critical use warehouse distribution

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1 building, removal of valuable fleet parking spaces,
2 and disruption of production processing.

3 Nextly, the alternative closes access to
4 the front of our property from Columbia Boulevard.
5 And transferred ingress and egress to the rear of
6 our property with a 50-foot wide driveway, and,
7 again, claiming valuable parking, fleet parking.

8 It is without question that this change
9 reduces the value of our property by requiring our
10 customers, employees, and our vendors to access the
11 facility in the rear of our -- in the rear where our
12 production process commences. And essentially
13 eliminating the majority of our fleet parking. And,
14 in fact, when our fleets are moved out our employees
15 move their fleet vehicle out and replace it with
16 their personal vehicle.

17 Additionally, I have strong safety
18 concerns with our in-plant employees. Fleet,
19 vendors, and visitors having to ingress and egress
20 our property on what I would characterize as a
21 highly-traveled high-speed road.

22 My estimate that the number of vehicular
23 trips in and out of our property is near 500 trips
24 daily, with a significant number being tractor
25 trailer and large box trucks.

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1 Many of the trips are concentrated just
2 before plant starting time and after plant closing
3 time. Our neighbor to the west, BTS, has additional
4 high volume of traffic which essentially are all
5 tractor trailers.

6 I am concerned at the danger faced having
7 fire, rescue, and police navigating the crowded rear
8 fleet parking lot and narrow west side parking lot
9 roadway to the fire hydrant to supply water for fire
10 suppression.

11 Also, the concern is the booster standard
12 pipe located on Columbia Boulevard which will now be
13 nonaccessible due to the closer of the access
14 southward. The loss of property parking, critical
15 facilities, and process difficulties will lead me to
16 conclude that alternative three or four will require
17 us to relocate.

18 I understand the value of the widening
19 project but have difficulty understanding that the
20 alternative would affect this business cited in an
21 industrial haven with a high employment density when
22 other alternatives are available. And I strongly
23 encourage that alternative two be selected by the
24 committee.

25 MR. ADAMS: I have a question for you.

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1 DAN BOURBONNAIS: Sure.

2 MR. ADAMS: On the clarifying question.

3 Is there room next to your site that you don't own
4 or? So is it a matter of property you don't own or
5 is it just not available?

6 DAN BOURBONNAIS: It's property I do not
7 own. There is a large piece of property next door
8 to us that is owned by Blazen.

9 MR. ADAMS: Is it currently used for
10 industrial purposes?

11 DAN BOURBONNAIS: It is currently used as
12 a truck facility, a distribution facility.

13 MR. ADAMS: Okay. Thanks.

14 VAUGHN BROWN: Thank you. Terry Parker.

15 TERRY PARKER: Good evening my name is
16 Terry Parker, mailing address Post Office Box 13503,
17 Portland, 97213. The following are excerpts from
18 the study on the cost of congestion to the economy
19 of the Portland region, and this was done for Metro.

20 Congestion is already impacting large and
21 small businesses and hurting their competitiveness.
22 As congestion continues to worsen business in this
23 region will be at a disadvantage. Transportation
24 forecasting models show that current plan
25 investments will not keep up with traffic growth,

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1 resulting in severe congestion. This will effect
2 how well the region can compete for new jobs and
3 cost each household an additional of 50 hours of
4 lost time by 2025.

5 Another factor that must be considered is
6 that many of the businesses in this region are small
7 businesses. And a small business is not done on
8 transit, it's not done with large trucks, and it's
9 not done with alternative modes. It's done by
10 somebody driving a car, pickup, van, or SUV
11 oftentimes alone to contact their customers.

12 That brings me to my first objection, the
13 HOV lanes. Designating an HOV lane, it must be
14 removed from the projects. The HOV lane simply
15 creates gridlock and congestion in the other lanes
16 in the same.

17 Furthermore, during the early public
18 comment period of this project, three through lanes
19 was chosen by the public as most desired. Nothing
20 in that vote designated the third lane as a
21 restricted lane. If you looked at the small print,
22 and it was hard to find, there was something there.

23 Second, enough is enough. Bicyclists
24 must start paying for bicycle structure and transit
25 riders must start paying a greater share of the

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1 price tag of service. This would include charging
2 bicyclists and transit riders bridges tolls if tolls
3 were charged to others. If bicyclists are unwilling
4 to pay, then the bicycle portions of any
5 alternative -- they should not go forward.

6 Oregon will continue to lose out
7 competitively if greater emphasis is not placed on

8 road improvements. Oregon will be losing out --
9 will be on the losing end to other states for new
10 jobs in businesses if the automobile mentality
11 continues.

12 My first choice is alternative four.
13 Alternative four offers the best circulation plan
14 for the Hayden Meadows area.

15 But with alternative four the Victory
16 Avenue Whitaker northbound on-ramp should be removed
17 making people use the new connector road. This
18 would alleviate the traffic that backs up in front
19 of the small businesses on Whitaker Avenue every
20 single evening.

21 The Expo Center must be considered as
22 part of the Delta Park/Hayden Meadows circulation
23 area. And the only one that offers a circulation
24 plan for people to get out of the Expo Center at
25 5:00 is the Columbia Connector, which is alternative

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1 four. Because the traffic that backs up will be on
2 a road specifically designated to get into and off
3 of the freeway. Thank you.

4 VAUGHN BROWN: Thank you, Terry.
5 Ann Gardner.

6 ANN GARDNER: Good evening, my name is
7 Ann Gardner, I'm with Sensor Steel, but I'm
8 representing the Portland Freight Committee. I'm
9 chair of the Portland Freight Committee here
10 representing them this evening. And we're delighted
11 to be here in support of this project and
12 specifically alternative two.

13 The Portland Freight Committee has been
14 involved with the discussions about this project
15 throughout. And other members of the Portland
16 Freight Committee will probably be testifying to you
17 tonight.

18 This project was identified as one of
19 three bottlenecks in the I-5 2002 partnership
20 strategic plan, and we're delighted to hear that
21 funding has been secured and we will be moving
22 forward.

23 Since we've first began the discussions
24 about the I-5 trade corridor we have new information
25 about the cost of congestion on this community and

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1 its liveability. And it's terrific that we're
2 moving forward to invest in the highways because we
3 now know how important that is to not only the
4 economy of the community but our livability, as
5 well.

6 This project provides important capacity,
7 and, as important, it increases the safety shoulder
8 which will dramatically effect the functioning of
9 this freeway.

10 I'm not going to repeat the points in the
11 letter that I've provided to you, but I do want to
12 emphasize a couple of points. Regarding the HOV

13 lane, in our letter we encourage you not to
14 implement, or make this decision, as part of the
15 decision underway. There's more information that
16 needs to come forward. We support three through
17 travel lanes. Three through travel lanes is
18 important for the movement of freight, and any
19 discussion on determining an HOV at this time we
20 believe is premature.

21 With respect to alternative two we have
22 really carefully analyzed this. We understand some
23 of the benefits that have been advanced with
24 alternative four, particularly the rail
25 improvements. But it is a complex solution.

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1 Alternative four is complex.

2 Alternative two we believe is simple.
3 There's a minimal impact on truck movement, it's the
4 lower cost of the two, and we're encouraging you to
5 support alternative two and to implement that with
6 the other freeway expansion.

7 And, quite frankly, we have sufficient
8 reservations about alternative four, that if -- that
9 we would prefer no alternative over alternative
10 four.

11 So thank you very much for your time, and
12 encourage you to move forward with this project of a
13 widening as soon as possible. Thanks.

14 MR. BURKHOLDER: Ann, I have a question
15 for you on the HOV. Even though it's typified here
16 as an HOV, I know the bi-state committee talks more
17 about the idea of a managed lane, which then could
18 include allowing freight through that area, on that
19 lane, as well. And I don't know if you've had a
20 chance to talk about a more nuance concept of a
21 managed lane versus HOV lane in your group or not.
22 But I'm curious whether if it was a managed lane,
23 which we don't know what that is exactly except we
24 would control what goes there, it might be freight,
25 as well as during the noncommute times, have you had

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1 a chance to have a discussion with the freight
2 committee about those issues?

3 ANN GARDNER: A little bit. But as you
4 say, that hasn't been defined as to what it is. As
5 that portion of the freeway now functions the truck
6 and freight movement coming from Columbia, coming
7 onto the freeway, has its own lane and a lot of that
8 traffic goes directly down to Swan Island.

9 As it stands now with the design, this
10 truck traffic will need to merge into moving
11 traffic. And it's our view based on looking at the
12 volumes of traffic, in early morning particularly
13 there's a lot of freight movement, that if there's a
14 restriction on that third lane that that is going to
15 impede, slow down, complicate the movement of trucks
16 into the travel lanes.

17 So we're very concerned about decisions

18 to constrict, restrict traffic in any of those three
19 lanes.

20 MR. BURKHOLDER: Thank you.

21 VAUGHN BROWN: Our next person on the
22 list is Marion Haynes.

23 MARION HAYNES: Good evening, I apologize
24 for not bringing extra copies of my letter, but my
25 name is Marion Haynes and I'm representing the

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1 Portland Business Alliance. I'm also a member of
2 the Portland Freight Committee.

3 The reliable and efficient movement of
4 goods and people into and through this region is key
5 to a healthy regional economy. And I'm pleased to
6 see a couple other folks before me talk about the
7 cost of congestion study. I was going to do that a
8 little bit, too.

9 The Portland Business Alliance, along
10 with Metro -- thank you Counselor Burkholder -- and
11 the Port of Portland, commissioned the study to
12 quantify the relationship between investments and
13 our transportation infrastructure and our economy.
14 And the results were very eye opening, I think, for
15 all of us.

16 I won't go into a lot of the details that
17 some of the other folks talked about, but some of
18 the reason why this is so important for this area is
19 that, in comparison with other U.S. metropolitan
20 areas of similar size, Portland's competitiveness is
21 largely dependent on the region's role as a
22 transportation hub and gateway to domestic and
23 international markets.

24 I-5 is the only north/south Interstate
25 trade corridor through this region, and as such it

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1 plays a critical role in supporting this region's
2 economy.

3 In the next 20 years the region is going
4 to face considerable increase in vehicular traffic.
5 Part of that is due to our increasing population and
6 the growth and cars really follows that increase.
7 But a larger degree of the increase is going to come
8 from increasing truck volumes.

9 Business interviews as part of this study
10 reveal that congestion is already impacting business
11 competitiveness. And, that while all modes are
12 important to a transportation system, they are few
13 alternatives to a smoothly functioning road and
14 highway system for businesses.

15 For that reason we are very supportive of
16 these improvements on I-5 moving forward. It's an
17 important first step to addressing a few bottlenecks
18 that are identified and the project should move
19 forward.

20 The Portland Business Alliance is
21 supportive of alternative two because it builds on
22 existing travel patterns, results in less disruption

23 for existing travel, and involves fewer impacts on
24 existing businesses, and is the lowest cost option.
25 A couple of further comments. We

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1 encourage both phase one and phase two to move
2 forward. The widening is an important part of the
3 project, as are accessed improvements that would
4 come along in phase two. And I also want to say
5 that the alliance at this time is not supportive of
6 a high occupancy vehicle lane. The environmental
7 assessment is clear that the potential HOV lane does
8 not meet national standards for successful HOV lane
9 projects, which is based on the ability to carry
10 more persons in that lane than adjacent general
11 purpose lanes. And we believe that the HOV lane
12 will increase congestion on the remaining lanes.

13 VAUGHN BROWN: Thank you.

14 Dan Marlitt.

15 DAN MARLITT: Good evening my name is Dan
16 Marlitt. I'm the fleet manager for AlSCO. 1441
17 North Columbia Boulevard. I would like to express
18 my concerns and some viewpoints about the project
19 that has been proposed.

20 We would lose as a company 6- to 8,000
21 square feet of our area in the back of our fleet
22 parking lot. And our warehouse that is in the back
23 lot, that would also lose -- we would also lose
24 under the proposed alternatives of three and four.
25 This would create a very problematic situation as we

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1 would not be able to conduct our business out of the
2 building that we now occupy because of the fact that
3 we would be losing that many square feet. This,
4 which is essential to our operation and the success
5 of the branch.

6 The largest reason that confronts myself
7 directly is the entrance and exit from the back
8 parking lot of the property of the plant for the
9 fleet, which is already very crowded at this time.
10 And with the route vans and bulk trucks we have a
11 problem.

12 If we were to have our in-plant
13 production personnel use the proposed new entrance,
14 alternatives number three and number four, with our
15 fleet we would have virtual chaos. These two groups
16 of vehicles will combine at the same time to use the
17 entrance and exit of the back parking lot of the
18 plant.

19 The reason for this is under the proposed
20 alternatives number three and number four the
21 entrances and exits to the plant would be
22 eliminated, meaning that all entrances and exits
23 would be in the back fleet parking lot. And that --
24 what would be left of it.

25 This would lead to numerous complications

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1 and non compatibility to vehicles around the

2 immediate area of the building impact unloading and
3 loading of the products, freight, and 125-plus
4 personnel around the plant.

5 The volume of traffic on the proposed new
6 through road on alternative three and four that
7 would see also great concern, especially in the
8 morning, in the afternoon, and the evening hours
9 there would be in excess of 450 entrances and exit
10 situations on any given day.

11 In closing I strongly urge no on
12 alternatives number three and four simply because of
13 the hardships that would be created on our employees
14 and the continued success of our company. And I
15 endorse alternative number two, and I want to thank
16 you for my opportunity to speak.

17 VAUGHN BROWN: Tracy Ann Whalen.

18 TRACY ANN WHALEN: My name is
19 Tracy Ann Whalen, I live at 8295 Southwest
20 Scholls Ferry Road in Beaverton, Oregon. I am
21 employed by Esco Corporation in Northwest Portland
22 where I serve as corporate traffic manager.

23 I am one of those individuals that gets
24 involved in the community, as Sam will attest to, he
25 sees me at a lot of the different transportation

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1 meetings around the area.

2 I have submitted written testimony but
3 these separate comments, hopefully you'll take these
4 into consideration.

5 I was a member of the citizen advisory
6 committee for this project. And I do take great
7 pride in participating, and also with all the
8 commitment that was given by all of the other
9 members of that committee.

10 I-5 is a national resource. It is a
11 connector between Canada and Mexico, and services
12 Washington, Oregon, and California.

13 Unfortunately, in this stretch of I-5 it
14 also serves as a connector between the communities
15 of Vancouver and Portland. So because of that it
16 has a dual role, and there are only -- there's only
17 one other bridge connecting the two communities.

18 Thus, we have through traffic using this
19 for commercial business and also commuters traveling
20 between different portions of the state, but also
21 daily commuter traffic to service people going to
22 and from business.

23 The project addresses one of those
24 bottlenecks that was addressed by the I-5
25 partnership. And I must say that one of the

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1 disappointments I had was that the project that we
2 worked on did not address capacity of I-5, and the
3 future things that are going to be done as far as
4 the Columbia River crossing. We did not look at
5 should we add four lanes to -- in each direction,
6 just basically -- just the widening of the freeway

7 as it is now. So that's a disappointment.
8 But I will say that I'm here to support
9 alternative two, and I worked very hard on that.
10 The Argyle Hill alternative does not submit traffic
11 to abnormal movements. It improves on the natural
12 flow that is there today. I feel that if you add
13 the two new signals that are proposed with
14 alternative four you will have traffic backed up on
15 Denver, all the way through the Interstate, Argyle
16 interchange, and you'll also have traffic backed up
17 on Columbia Boulevard waiting for all these signals
18 to be -- to change through.

19 Additionally, I do not support HOV lanes.
20 What they do is reduce capacity of the freeway, and
21 they reduce flow. And one of the things that we're
22 really trying to accomplish here is to improve the
23 flow of freeway. Thank you.

24 VAUGHN BROWN: Thank you. Dave Foland.
25 Dave Foland: Good evening. Thank you.

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1 I have problems much less than theirs but it still
2 is great. I've been --

3 VAUGHN BROWN: Could you just give your
4 name?

5 Dave Foland: Excuse me. Dave Foland, my
6 address 7123 Southeast Pleasant Home Road, Gresham,
7 Oregon. But I was asked by the Association of
8 Columbia Cemetery to speak in their behalf, as well
9 as the families. And they also asked me to
10 reconstruct the cemetery and bring it back to pearl
11 condition. It's a long-term project, of course.
12 And I'm new to this and I was told I had to speak
13 about the freeway.

14 Anyway, number two we find is the best
15 alternative for us. And that it has the least
16 impact on the cemetery which is -- goes back to
17 1857. There's a lot of history buried in there.

18 And so the only thing we really ask out
19 of ODOT and MAT is that when they're doing hopefully
20 number two that perhaps they could provide us with
21 more of a parking area. Because right now as it
22 looks that may be -- what little parking we have may
23 be taken away. We've been swallowed up -- the
24 cemetery has been swallowed up by buildings and
25 freeways. And this is actually a treasure to the

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1 United States, as well, because of who's buried
2 there and the time that's passed there.

3 So number two would greatly help us out.
4 And I thank you for your time, and I appreciate it.

5 VAUGHN BROWN: Thank you. Fred Nussbaum.

6 FRED NUSSBAUM: Good evening, my name is
7 Fred Nussbaum. I reside at 6510 Southwest Barnes
8 Road, 97225, just outside the city limits.

9 I am a 47-year resident of Portland, of
10 the Portland area, and I'm testifying in that
11 capacity. I make about 15 trips a year between

12 Portland and Seattle, or points north of Portland,
13 so I'm a user of this corridor. About six or seven
14 times a year I use the train, so I'm doing my part
15 to reduce congestion in that area.

16 And this whole project is about reducing
17 congestion or getting goods and people moving
18 through the area. I am very much in favor of
19 alternative four. Yes, it is more expensive than
20 alternative two; however, you get a whole bunch more
21 in terms of transportation solutions out of number
22 four.

23 This alternative meets all the major
24 criteria of the project, but -- and in rebuilding
25 the rail bridge at Columbia Boulevard it also

0041

1 addresses a major transportation issue identified in
2 the I-5 rail capacity study. And the benefits are
3 not only to eastwest rail movement, but also in the
4 I-5 corridor passenger and freight movement because
5 the rail congestion backs up to the main line
6 running north and south.

7 By disconnecting North Denver Avenue from
8 the freeway you're providing a continuous arterial
9 that the area needs, in addition to the freeway
10 widening. I actually disagree with the widening,
11 but that's okay, it's going to happen. It lays a
12 foundation for the connection on arterial to
13 Hayden Island and to Vancouver, which will take a
14 lot of the traffic, the local traffic, off of I-5.

15 That's one of the main reasons why we're
16 congested there, is because of local traffic getting
17 on and off to get to Hayden Island and to Vancouver,
18 and vice versa.

19 It also lays a foundation for extending
20 MAX to Vancouver, which has been a major priority
21 for the metropolitan region in terms of moving
22 people. That's been delayed, but it's still a major
23 priority.

24 As a society we cannot afford to be
25 myopic in our solutions to transportation problems,

0042

1 or any problems, really. The comprehensive
2 multimobile approach is not just a preference, but
3 our policies on a federal and state level require us
4 to take such a big picture approach. So I urge you
5 to go for the approach that does that. Alternative,
6 four. Thank you.

7 (Sue Keil is now here instead of Paul Smith.)

8 VAUGHN BROWN: Sue, would you just give
9 us a quick introduction here as your change? You
10 missed the earlier introduction.

11 MS. KEIL: I'm Susan Keil, I'm the
12 interim director of the city's Office of
13 Transportation. And I've been out introducing the
14 mayor at a speech tonight, so I'm sorry I'm late.
15 Having to be here, reviewed the material on this, so
16 I'll be interested in hearing what you folks have to

17 say. Thank you.

18 VAUGHN BROWN: Thank you. Our next
19 person is Lenny Anderson.

20 LENNY ANDERSON: Good evening. My name
21 is Lenny Anderson, I live at 2934 Northeast 27th
22 Avenue here in Portland. I manage a transportation
23 project on Swan Island, a Swan Island TMA, and was a
24 member of the governor's I-5 task force.

25 Our project on Swan Island moves freight
0043

1 by creating and promoting transportation options.
2 And I want to say that the great irony of this
3 project, which has never been one I particularly
4 cared for, is that while freight has been cited and
5 is, in fact, the meat and potatoes of what I do
6 every day, freight is a loser in this project
7 because of the loss of the add lane off Columbia
8 Boulevard south. That's a loss.

9 Now, I've had lunch with people from
10 Clark County all my career on Swan Island and I know
11 that they hate the Slough bridge. So I think
12 they're clear winners here, and my friends from
13 Clark County are among them. But I want to focus a
14 little bit on how we can mitigate the losses to the
15 moment of freight.

16 In addition to the loss of the add lane
17 as congestion, and we can argue about how exactly
18 it's going to work with or without HOV lanes, we're
19 going to have a more congested freeway in North
20 Portland because we're going to reduce a bottleneck.

21 That means that when UPS trucks pull up
22 at the ramp meters at Going Street they're going to
23 be at the mercy of that congestion. And I think we
24 can make a similar point at Greeley Avenue, so that
25 all three of those southbound on-ramps which today

0044
1 are all add lanes but which Columbia will
2 discontinue being an add lane when this is built.
3 All of these would -- should be refitted with ramp
4 meters, with a special truck lane, and a guarantee
5 from the people in this -- from yourselves and from
6 ODOT, that the dwell time for freight getting onto
7 this freeway, whether it's Columbia Boulevard, Going
8 Street, or Greeley Avenue, that that dwell time will
9 be what it is today. And ODOT knows what it is.

10 So all I'm saying is when we make use of
11 that capacity I want trucks to have an edge. They
12 have an edge today and this project is going to take
13 it away. I want you to put it back in with truck
14 bypass ramp meters guaranteed to provide truck
15 access southbound onto I-5 exactly what it is today
16 so that UPS isn't backed up all the way down to
17 Anchor Street, and all the beer trucks aren't tied
18 back to Cutter Circle.

19 I'm seeing you write that down and I'm
20 going to hold you to it, because I think that is
21 something that can be done and should be done. And

22 my friend Ann Gardner will probably raise her hand
23 and applaud right with everyone else that we are
24 going to give trucks priority onto this freeway.
25 Thank you.

0045

1 MR. RORABAUGH: Have you seen that done
2 before anywhere?

3 LENNY ANDERSON: I'm not a traffic
4 engineer, but most ramp meters on I-5 are two-lane.
5 There is preference for transit I know in the Denver
6 northbound bypass. I don't see any reason that --
7 there's an enforcement question, but, hey, there's
8 an enforcement question with bicyclists.

9 What I think we can do is the right
10 thing, which is to say policy here is that those
11 trucks that are carrying goods, I don't mean
12 people's pickups and SUVs. I mean trucks that are
13 carrying goods are going to get an edge in this
14 roadway between Columbia Boulevard and destination
15 south.

16 MR. RORABAUGH: Providing we are able to
17 do what you ask, which of the four alternatives
18 would you like to see?

19 LENNY ANDERSON: Do you want me to be
20 frank?

21 MR. RORABAUGH: Yes.

22 LENNY ANDERSON: Larry is going to take
23 me out behind the woodshed, but my recollection is
24 during I-5 I drew a line on the map that's number
25 two. However, I'm going to suggest -- and this is

0046

1 going to challenge you, too. My firm conviction is
2 none of these are going to get built. The program
3 here is to widen the freeway and the rest of it,
4 with all due respect to Kate and to ODOT, has been
5 something of a charade. I don't think there's the
6 money out there, the \$50, \$60, \$80 million to do any
7 of this, frankly. And the cost benefit analysis is
8 not going to make it fly. So I'm going to almost
9 demure on that question.

10 To me, I want something done to make up
11 for the loss of the add lane that's being taken away
12 to accommodate my friends from Clark County who
13 still want to drive their cars, even though I'm
14 offering van pools at only 60 bucks a month. Thank
15 you. Good night.

16 VAUGHN BROWN: Nancy Leppa.

17 NANCY LEPPA: My name is Nancy Leppa, I
18 live at 706 Northeast Holland Street. I have been
19 employed by American Linen for 39 years, and I've
20 been a bookkeeper there, and I am very concerned
21 about the I-5 project causing us to lose property
22 that might result in our company moving. And I've
23 heard rumors, maybe Washington. I'm not looking
24 forward to a drive over I-5 to go to Vancouver to go
25 to work and running into all of that mess. I'm

0047

1 happy where I work, and I would like you to pick an
2 option maybe that isn't going to take our property.
3 Thank you.

4 VAUGHN BROWN: Jerry Sundrall Williams.
5 MR. ADAMS: There's change in your last
6 name.

7 JERRY SUNDRALL WILLIAMS: I got married
8 on Sunday. My husband is over there. It was the
9 longest engagement in history. But, as you see, I'm
10 dedicated to these things. I've been involved in
11 the I-5 process since 1999. I was a part of the I-5
12 trade partnership, a part of the environmental
13 justice work group, a part of the Delta to Lombard
14 project, and currently a part of the Columbia River
15 crossing task force.

16 VAUGHN BROWN: Jerry, name and address
17 real fast.

18 JERRY SUNDRALL WILLIAMS: My name is
19 Jerry Sundrall Williams and I live at 1205 Northeast
20 Holman Street. The executive director of the
21 Environmental Justice Action Group, which is a
22 nonprofit that works with communities of color and
23 low-income communities to organize and fight for the
24 rights, which is mostly around public health issues
25 and how pollution and transportation plays a giant

0048
1 role in that.

2 I do not have an alternative choice to
3 sell to you. I wanted to speak specifically about
4 the process. This process I -- Kate Deane is my
5 hero. We did an incredible respectful process. We
6 listened to everyone, time and time and time again,
7 and this is the last time.

8 And I just wanted to say that we came to
9 the table, not with expectations because we're not
10 transportation experts. We came to the table to
11 speak out for those people who don't have a voice at
12 the table. The people who are directly affected by
13 the pollution that's created on I-5, which is why in
14 the partnership the fourth lane option was voted
15 down.

16 I believe a lot of it had to do with air
17 quality, and the fact that if you chose the worst
18 option for an environmental justice community that's
19 who you're violating, environmental justice.

20 We care about economics, but I would
21 encourage everyone in this room, and there are
22 incredibly brilliant people in this room who
23 dedicated a lot of time to this effort. All free
24 time. Brilliant people who sometimes I agreed with
25 and sometimes I didn't. But that we can do even

0049
1 better. We can have everything we need, but we have
2 to really look at transportation to man management
3 seriously. We have to look at getting people across
4 the river. We have to look at ourselves as a joint
5 region, that we are joined together by a river, not

6 separated by a river. That we are neighbors. That
7 we belong in the same region and we have to look at
8 everyone's issue.

9 I care about workers. I came out of
10 Labor Union work. I care about the public health of
11 those workers because if you have the jobs and your
12 children are sick and -- or you're sick because
13 you're next to a freeway that's pumping out 789.5
14 times over the diesel particulate rate for cancer.
15 We have a serious issue that we cannot just ignore
16 and say, Well, for the sake of progress and for the
17 sake of economics we can't do this.

18 We can do it. We have brilliance here in
19 this room, we have brilliance in Portland, we have
20 brilliance in Washington, and so I can tell you that
21 we know something needs to happen. So we're not
22 supporting no bill. Thank you.

23 VAUGHN BROWN: Larry Mills.

24 LARRY MILLS: Good evening, my name is
25 Larry Mills, I'm a Kenton resident and business

0050

1 owner. My passion is revitalization of the Kenton
2 neighborhood. I have been involved as a citizen
3 activist for about 15 years, and with several years
4 with the transportation citizen advisory committee.

5 I believe the crux of this issue is
6 neighborhood livability versus commerce, primarily
7 truck traffic. Throughout this process there are
8 issues which have seemed to divide the community,
9 which is really kind of unfortunate because we're
10 all neighbors there.

11 I believe that alternative number two
12 will have a direct adverse impact on the
13 redevelopment of the areas directly adjacent to the
14 Kenton station area, in contrary to the goals of the
15 Kenton downtown plan which was adopted by city
16 council several years ago.

17 What we're really doing is relocating a
18 problem 150 feet north of where it is today,
19 approximately 150 feet.

20 Already I'm hearing rumors concerning
21 impact of truck traffic on redevelopment of the
22 adjacent properties to the Argyle field proposal.

23 A couple of other issues relative to
24 alternative number four. There has been -- and
25 maintained throughout most of the documentation that

0051

1 there's the potential loss of business. There's a
2 foundry that will lose access with either the three
3 or the four option. And I don't know if that's
4 necessarily the case.

5 I'm a realtor. There's property down
6 there. I think there's easement considerations, but
7 I've been told by ODOT that that's not really their
8 issue that -- but I think that is something that
9 could be explored.

10 The loss of American Linen, they're a

11 vendor that I use in my business. There are people
12 here that come into my business for lunch, so I have
13 really, really mixed feelings about it.

14 But I think that it's early and we need
15 to really explore the options there. I don't think
16 that's been done yet.

17 I just want you to remember that Argyle
18 intersection is the second most congested
19 intersection on the Interstate. Realistically I
20 believe money is the key issue. And what's the
21 cheapest will probably be built, if any are built,
22 and as a committee we had to lobby very hard to get
23 alternative four to this point. I believe it really
24 needs close examination.

25 Lastly, I just want to say remember high
0052

1 density housing and heavy truck traffic don't really
2 mix very well. Thanks.

3 VAUGHN BROWN: Steve Bates.

4 STEVE BATES: Good evening, I'm
5 Steve Bates. I'm the vice president of Redmond
6 Heavy Hauling on Columbia Boulevard, 613 Northeast
7 Columbia Boulevard.

8 I'm not here to support either one of the
9 two alternatives, number two, number four, that's
10 not my concern. My concern is the I-5 improvement
11 project southbound, which desperately needs to be
12 done. I supported that project 100 percent. We'll
13 start digging in the dirt tomorrow. I support that.

14 I do have some concerns. We enter I-5
15 southbound 15 to 20 times a day with oversize loads.
16 Right now we're entering into a free lane. We may
17 enter that intersection at -- the freeway on-ramp
18 there today at 10 to 20 miles an hour.

19 When that becomes an open lane if the
20 signals are not placed far enough back we are going
21 to enter that free lane of traffic now at 20, 25
22 miles an hour with an oversized load. I'm talking
23 loads that can be 240,000 pounds gross weight, 12
24 foot wide, and like 138 feet long. It's a real
25 concern I have not having the free lane.

0053

1 The other concern I have about the free
2 lane going away is that the on-ramp southbound off
3 of Lombard is a blind on-ramp. For you people that
4 are familiar with that, as you come around you're
5 going westbound on Lombard. You take the southbound
6 on-ramp. At about 25 feet from the freeway you're
7 now looking at the freeway. You're right there.
8 That's now going to be a free lane of traffic with
9 cars that are forcing themselves around the heavy
10 trucks and merging back in front of the truck right
11 as the car is coming off of Lombard on the freeway.
12 It looks like a pinch point to me. It concerns me
13 greatly.

14 The other concern I have and absolutely
15 do not support is an HOV lane simply for the reason

16 I just spoke of. You're going to have a high
17 density lane out there. With trucks merging into a
18 no longer free lane, and as the transportation
19 setting improved we have more intersections per mile
20 than any other city in the United States.

21 And logic would tell me that HOV lane in
22 on-ramps and off-ramps simply don't merge. They
23 don't work if you're trying to get from the far left
24 lane to either Portland Boulevard, Greeley, Going,
25 there's just continual exits. And then you come to
0054

1 the 405 split and you have an HOV lane. Traffic is
2 going to go three or four lanes to make those exits.
3 It simply scares me. It scares my drivers, it
4 scares -- our liability, it would really go up in
5 that case.

6 So, like I say, I don't support either
7 one. I don't disapprove any of them. I agree with
8 the freeway project, I would probably go with number
9 four personally. Number two probably has a better
10 chance simply because of the cost. But number four
11 addresses the railroad issue which long term is
12 going to be an issue in the city.

13 But the costwise moving forward number
14 two is probably the one, otherwise, let's just do
15 the freeway widening and work on the rest of the
16 solutions. Thank you.

17 VAUGHN BROWN: Still if you feel like you
18 want to make a comment and you want to testify we
19 have more sheets back there. So feel free to find
20 Kristin and sign up. We'll keep working our way
21 down the list.

22 Our next person is Tom Dechenne.

23 TOM DECENNE: Thank you. My name is
24 Tom Dechenne, I'm a commercial and industrial real
25 estate broker. I live on northeast 33rd Avenue and
0055

1 I work downtown. The reason I'm here I'm a member
2 of the Portland Freight Committee, but more
3 importantly is that we deal in my day to day work, I
4 deal with a number of companies. Primarily
5 industrial type users, distributors, manufacturers,
6 and so on. I work in the Columbia corridor area
7 quite extensively. And I guess the point that I
8 would like to make is that it's very encouraging to
9 see this finally come to fruition as far as
10 something will happen. And I applaud you. It takes
11 a long time, private sector versus public sector,
12 there's a big time difference in my opinion. So
13 that's very good.

14 I strongly support the additional adding
15 the extra lane. Not from an HOV standpoint, but
16 adding the extra line just to try to move that
17 traffic a little bit easier.

18 This has been studied an extreme amount
19 of time, but I think as you talk to business people,
20 people coming into the area, looking to come into

21 the area, anything that we can do as a community to
22 improve the traffic, and this is one way to do it,
23 you know, this will help a lot. That perception
24 becomes realty and we're on the frontline dealing
25 with those companies, and I think anything that we
0056

1 can do to even move it sooner than 2008 will be
2 quite advantageous. I know that's probably not too
3 realistic.

4 As far as the alternatives, from what
5 I've seen alternative two seems to be the most, you
6 know -- given the cost and everything else would be
7 a very good alternative. I'll tell you one thing,
8 not having been too acquainted with the
9 transportation system, the more involved you get the
10 more complex it is. It's not an easy answer. So I
11 would highly recommend take into consideration
12 alternative two. Thank you very much.

13 VAUGHN BROWN: Sharon Nasset (phonetic).

14 SHARON NASSET: My name is
15 Sharon Nasset, I live at 1113 North Baldwin, and I
16 do live right next to the I-5 and next to Kenton
17 neighborhood. And I'd like to thank you very much
18 for coming and listening. I know you do a lot of
19 these panels and they must get very, very tiring. I
20 actually believe kind of as Lenny does that this is
21 more about widening the freeway and we're not really
22 going to see any of the ramps, which I actually
23 think could be best.

24 I absolute support no build. And the
25 reason is I believe that you can come back with
0057

1 something better. Currently it doesn't work to have
2 Argyle and then the viaduct as the way to get onto
3 the freeway, and you still don't get onto the
4 freeway until Victory Boulevard, which is right
5 before the bridge.

6 So it's not getting our trucks and things
7 onto the freeway earlier. And Argyle is at the
8 bottom of Denver, which is in Kenton. The only way
9 for the trucks on Lombard and everywhere else to get
10 there is to come down through Kenton. They seem to
11 not notice that all of the streets that are going to
12 be the fillers to come to this new onslaught is
13 going to be taking all the truck traffic, is going
14 to be directing them right through the historic
15 neighborhood and through the area which already has
16 a huge problem. And our streets should not be used
17 just as ramps for the freeways. We're actually
18 neighborhoods and it would be nice if we were
19 considered that.

20 I also have a problem with not having the
21 trucks have their own ramps on. They do need to
22 have the speed-up ramps. You cannot have them
23 merging over until they are at least up to speed or
24 in a safe enough manner especially with all the
25 turns you have in I-5 because we have a lot of blind

0058

1 corners you come around and there is a truck dead on
2 straight up going 15 miles an hour.

3 HOV, as you know or may not know, we have
4 only one HOV lane in the entire state, and that one
5 lane is right there from Going up. We used to have
6 it on I-84. They took it off as soon as they were
7 able to put light rail through because they said it
8 didn't work because we do not have the correct
9 numbers.

10 We do not have it on Highway 26 because
11 studies have proven it does not work because we do
12 not have a high enough numbers. We do not have it
13 south going out of town because it has been proven
14 we do not have enough numbers.

15 In eight years of having it go north it
16 has never met any of the requirements, like five or
17 six opts? The largest thing it does do is raise the
18 pollution, which is the number one thing it's
19 supposed to do. It causes calming. It does not
20 carry the amount of traffic that the other carries.

21 If you are to put an HOV lane in you will
22 have -- right now you have three lanes from Columbia
23 Boulevard all the way up to the split off of 405.

24 You put in an HOV lane you have lost
25 capacity because you've lost the lane from Columbia

0059

1 Boulevard all the way up to the freeway which now
2 will be HOV.

3 Our HOV lanes are not carrying the same
4 amount of capacity, and they do cause a higher
5 amount of pollution in our neighborhoods, and have
6 been proven not to work, and are used as calming to
7 force light rail into Vancouver and have damaged our
8 economy.

9 MR. ADAMS: Sharon, if I could ask you
10 this. I know you've looked at this a lot. And I
11 want to ask you to backtrack a little bit and take
12 me through the concerns about trucks having to go
13 through the neighborhood. Your first point.

14 SHARON NASSET: Well, currently with the
15 way that light rail was put in at Interstate they
16 lost the concept that we have no north way for
17 Highway 30 traffic to get down to I-5 to go north.
18 And they can no longer fit on Interstate, which
19 means all of them have to come one step over and
20 down Denver.

21 Right now we used to not have a problem
22 with traffic on Chautauqua. Trucks will come down
23 Columbia Boulevard from the north end of the
24 Peninsula, turn on Chautauqua, go next to Columbia
25 Park to get up to Lombard to turn and go back down,

0060

1 or to get on to -- to go I-5 South. Where before
2 they were able to use Interstate Avenue. Now nobody
3 can turn there.

4 So what happens is any trucks on

5 Highway 30 that have come from the north or the
6 northeast have no way to get down there except for
7 to come down where -- they have put a big hook for
8 the trucks not to do that, and now the trucks just
9 kind of go around the hook.

10 MR. ADAMS: So of the two alternatives,
11 understanding that the no built is -- might be your
12 preference, but if forced choice between the two
13 alternatives which one addresses that particular
14 issue better in your opinion?

15 SHARON NASSET: Well, number four does
16 not bring the traffic up and into the Denver
17 viaduct. But you still have no way to get to it
18 other than Interstate or Denver.

19 If a shorter cut could be done and just
20 come off and on of Columbia Boulevard similar to
21 what we have now you would have -- you would be able
22 to fit it within close enough to the same guidelines
23 you have currently. And that, I think, would not
24 take as much property away, not be as long as that,
25 and you can still come over to and add a full lane

0061

1 and a merge lane if you did something along that
2 line.

3 MR. ADAMS: Thank you.

4 VAUGHN BROWN: Ray Polani.

5 RAY POLANI: Good evening, ladies and
6 gentlemen, my name is Ray Polani. I live at 6110
7 Southeast Ankeny Street in Portland. And I speak as
8 an unpaid co-chair of Citizens For Better Transit
9 and as a 52-year resident of Portland by choice.

10 Alternative number four, the Columbia
11 Connector, must be the choice. Number four must be
12 the build option because only number four pays
13 serious attention to rail, freight rail movement,
14 which is very important and will only become much
15 more so as time goes by. Only number four will
16 provide nonfreeway access to Expo Road and
17 eventually to Hayden Island.

18 Time is on the side of alternative
19 transportation. We better prepare for it by finally
20 focusing on rail and transit. Number four is a
21 major step in the right direction. No ifs and buts,
22 choose number four for the future.

23 Now, let me read you something that I
24 wrote in March of this year in response to an
25 editorial in The Oregonian about passenger rail. It

0062

1 is relevant at this time.

2 Railroads, both passenger and freight are
3 vital to the national economy of any country. The
4 leader of the world is no exception. In 1976, after
5 the first serious energy crisis of 1973,
6 Dr. Berry Commoner (phonetic), a respected scientist
7 and a true patriot, wrote and published an excellent
8 paper called, "The Property of Power, Energy, and
9 the Economic Crisis."

10 In it, after noting that in our country
11 transportation dominates the energy picture, he
12 proceeded to explain that physics and economics
13 provide where we go to measure efficiency in the use
14 of energy in transportation, as well as in anything
15 else.

16 On the basis of that hard scientific
17 analysis he laid out the conclusion that, and I
18 quote, "With respect to the investment of capital,
19 labor, land, and energy, railroads yield by far the
20 highest overall returns on both passenger and
21 freight traffic."

22 This is the rational scientific reason
23 why our country should quit pretending that
24 subsidizing air and road transportation is an
25 efficient use of resources, while investing in

0063

1 railroads passengers as well as freight is not.
2 It's high time that our government should
3 acknowledge scientific truth and act accordingly.

4 You correctly stated in your editorial
5 that Interstate, and I quote, Interstate passenger
6 rail is in the national interest and ultimately it
7 remains a federal responsibility. The economics of
8 private ownership clearly did not work. Those hard
9 facts have not changed.

10 VAUGHN BROWN: Can you sum up real quick?

11 RAY POLANI: I think your work is cut
12 out. And I hope it steers us toward the future.

13 MR. SCISCIONE: Ray, I have a question.
14 Is the fact that alternative four is the only one
15 that mentions an upgrade to the rail system, is that
16 the reason -- the only reason that you choose
17 alternative four over alternative two?

18 RAY POLANI: No, I thought I just
19 mentioned that alternative four is also paying
20 attention to Expo Road, and eventually Hayden
21 Island. And I think Hayden Island has already
22 Jantzen Beach, but there's a lot more things that
23 are going to go on at Hayden Island, including
24 freight and so on.

25 I think the Port of Portland is finally

0064

1 paying attention to railroads. And even though at
2 the present time our administration doesn't seem to
3 realize that this is the wave of the future, I hope
4 this is a passing folly that eventually will be
5 rectified. The rest of the world is doing that,
6 including China, India, et cetera. Thank you.

7 MR. SCISCIONE: Thank you.

8 VAUGHN BROWN: Tina Kotek.

9 TINA KOTEK: Good evening, for the record
10 my name is Tina Kotek, I'm a Kenton resident, 7930
11 North Wabash, and also a candidate for state
12 representative in North Portland for House District
13 44. And I mention that this evening because I feel
14 compelled to come up and say a few words about

15 alternatives two and four, because as I'm knocking
16 on doors and talking to voters in the district
17 there's a real concern about job loss.

18 So as I've been attending meetings and
19 listening about alternatives two and four, I'm
20 concerned about four because of the job loss and the
21 business displacement.

22 And this might have already been
23 discussed this evening, but I guess I have more of a
24 question. I'm not a transportation expert so I'm
25 not going to weigh in on two or four around

0065

1 transportation issues. But in terms of four, are
2 there dollars to guarantee no job loss or any
3 business displacement? I'm just wondering what
4 comes with the budget for this project.

5 If four is, indeed, the one that is built
6 we can't afford to lose jobs in the district, and we
7 can also cut down on our transportation problems if
8 people actually live in the area and work in the
9 area.

10 So, again, I'm just wondering what the
11 plan is or is it just, it gets built and we lose
12 those jobs? Because apparently one of them will
13 have difficulty relocating, I believe the foundry.
14 And, of course, you heard from the employee from
15 American Linen.

16 And so that is my concern. And there is
17 a lot of -- like I said, voters and people in the
18 district are very worried about loss of jobs, and I
19 know the city as a whole is. So I was wondering how
20 that would be addressed? Thank you.

21 MR. SCISCIONE: Our right of way -- we
22 have a right-of-way department that works with
23 displaced businesses. So in the case of a foundry
24 we would know that that's a hard business to
25 relocate. They would start early and work hard at

0066

1 it. But we do compensate for loss of property and
2 help the displaced owner.

3 MS. NELSON: I would just back up Charlie
4 said, that we basically try to help, but it's not
5 included in the construction.

6 TINA KOTEK: There's no guarantee for the
7 job loss?

8 MR. SCISCIONE: No guarantee for no job
9 loss, but we do have a property owner with the
10 business that we need to help relocate.

11 AUDIENCE MEMBER: We can't hear you back
12 there. Can you give him the mic, please?

13 VAUGHN BROWN: She asked about a
14 guarantee for job loss and he said there is no
15 guarantee with job loss, but they do help the
16 property owners.

17 Let's get Dan McFarling, the next person
18 signed up. If you'd like to make a statement,
19 please, we still have sign-in over here.

20 DAN McFARLING: Thank you. My name is
21 Dan McFarling, I reside at 20585 Southwest Cheshire
22 Court in Aloha. Except for four years in the Navy I
23 am a 58-year resident of the Portland Metropolitan
24 area.

25 Meaningful progress will only be made if
0067

1 we address all components to our transportation
2 system, not just roadways. I favor alternative
3 four. It is not just a roadway solution. It is an
4 element of a transportation solution.

5 It provides a direct connection between
6 Columbia Boulevard and I-5 North, it connects Denver
7 Avenue to Expo Road, and in the future this road
8 would be extended to Marine Drive and Hayden Island,
9 and help provide meaningful relief, meaningful
10 congestion relief to I-5 corridor and to the
11 Columbia River bridge.

12 As already mentioned, it also replaces a
13 bottleneck in the freight and rail system, allowing
14 more freight to be transported by rail, and, again,
15 relieving the congested freeway corridor.

16 Somebody just talked about jobs. I would
17 like to point out that our highway dependency
18 deprives us of jobs. For every dollar we spend on
19 gasoline, 85 cents of every dollar leaves the local
20 economy. Much of it goes overseas. And you know
21 what that's funding today.

22 Every dollar spent on public
23 transportation, and that would include rail
24 transportation, of every dollar spent 80 cents goes
25 directly to local wages, family wage jobs, and helps

0068
1 create more jobs in our Portland Metropolitan area.
2 Thank you.

3 VAUGHN BROWN: Pam Arden.

4 PAM ARDEN: I'm Pam Arden. I live at
5 1817 North Winchell in the Kenton neighborhood. I
6 guess I'll be one of the minority group here about
7 saying that I do not favor option four. And the
8 biggest concern that I have about option four is the
9 idea that you are going to have this Denver Avenue
10 as a arterial with the possibility of going to
11 Hayden Island. And I can understand the need for
12 another alternative route off the island.

13 But the concern that I have is that once
14 that there is a link to Hayden Island there's going
15 to be a lot more pressure to now have a link across
16 to Vancouver so that you have a local connection
17 between Vancouver and Portland that stay off the
18 freeway. What will Denver Avenue and the Kenton
19 area look like when it becomes a mini freeway?

20 So if we're concerned right now about
21 truck traffic and we're concerned about traffic on
22 the Denver Interstate what is the possibility in the
23 future? And once you have a bridge across there's
24 going to be a lot of pressure to make that final

25 connection. And that is a concern that I think we
0069

1 have to look at because we have to look beyond what
2 is the immediate need for help to Hayden Island. I
3 don't doubt that, but I think there needs to be
4 another way.

5 Option number two, I've been -- I've
6 lived in the Kenton neighborhood for 28 years and
7 Denver Avenue has always been the bridge that needs
8 to be rebuilt. And so number two actually gives us
9 that option of having us have a better connection
10 from the community down to the park areas. I know
11 that's a very kind of extra thing to this project,
12 but it is a concern as to how do we link things.
13 And that little segment there is kind of like the
14 orphan bridge. You know, the state doesn't want to
15 do something, we'd like the city to do it, the city
16 doesn't want to do it. So we're kind of caught in
17 between and this seems to be the best way to get
18 that thing rebuilt. Thank you.

19 VAUGHN BROWN: That was the last of our
20 signees for testimony. I'd like to ask anybody on
21 the panel want to make any last comments? I think,
22 Cathy, you were going to wrap it up. But anybody
23 before Cathy does that want to say anything?

24 MR. ADAMS: Yes. Well, one, I appreciate
25 the comments and your willingness to come out, some
0070

1 of you again, to refine and focus your concerns and
2 hopes on these final two alternatives. I think that
3 the point about losing a free lane or a truck lane
4 is a really important point that I would like to see
5 folks get back to me on in terms of options.

6 The issue of rail, and I'm interested in
7 rail, can be an option with option two in terms of
8 improvement to the rail infrastructure if those are
9 mutually independent or not, I thought are good
10 issue that were raised. And I think that to take
11 the concerns about option four and the impacts on
12 property or businesses I need to see more -- I need
13 to see more specific help that might be available
14 for relocation for those businesses.

15 And, yes, the cemetery. I'm interested
16 in my neighborhood cemetery.

17 Just so you all know, if you don't
18 already, I live in Kenton so that's my disclaimer.
19 And I live two blocks from one of the potential -- I
20 live two blocks from alternative two, Argyle, so you
21 need to know that. But I'm looking at this, trying
22 to balance all of the various competing needs and
23 requirements and interests, and it is a lot to try
24 to deal with in one project, but committed to coming
25 up with a balance to a fair alternative. Thanks for

0071
1 being here.

2 MS. KEIL: Just a question, probably.
3 Coming in late you always bear the risk of having

4 had it discussed before. But I'm interested in the
5 environmental impact, or the assessment of the
6 approvability because of the environmental kinds of
7 issues on either of these options. Maybe someone
8 could answer a question about those issues for me.

9 MS. DEANE: Alternative four has a new
10 crossing of the Columbia slough, which in and of
11 itself has environmental impacts with new piers
12 going in the slough. And it will impact more of the
13 riparian area that is right next to the Slough.

14 Alternative two, right now it is not --
15 in our original alternative it was not proposed that
16 we would replace the bridge over the slough;
17 however, it was the recommendation of the citizen
18 committee that we do replace that, that we replace
19 both bridges. And so while that bridge may
20 ultimately be replaced, that's part of the
21 recommendation that we need to come up with, even if
22 we are replacing that bridge it would be -- there's
23 a potential for us to reduce the number of overall
24 columns that we have in the slough. And we wouldn't
25 be impacting as much riparian area. That is mainly

0072

1 the difference among the two alternatives from an
2 environmental standpoint. On all other factors
3 they're roughly equal.

4 MS. KEIL: Thanks.

5 MR. BURKHOLDER: I just want to recognize
6 Thayer Rorabaugh here this evening. It is pretty
7 historic that we have a Washington representative on
8 a decision like this. But I think Washington earned
9 their place. What is it, \$10 million that
10 Washington has put into this project? I think
11 that's pretty historic that we are making bridging,
12 as Jerry Sundrall said, that we are neighbors here
13 and we need to care about each other.

14 This is the prelude to the big project
15 which is the I-5 bridge crossing, and I'm not sure
16 what we're going to do there, but a lot of dollars
17 coming from both sides. And I just want to
18 recognize that.

19 I know the mayor would like to be here
20 but he's not here in this town tonight. But we've
21 been doing a lot of work to try to connect the two
22 sides of the river, and this project share the fact
23 that the taxpayers of Washington put \$10 million
24 into an Oregon project I think is pretty
25 revolutionary and I just want to recognize that.

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1 MS. NELSON: Well, I just want to say
2 thank you to all of you showing up tonight. I know
3 this has been a long process. I was extremely
4 impressed by the articulateness of all the folks
5 here and the passion that you have around your
6 issues.

7 And, also, it clearly shows the
8 complexity of this corridor, because we had a number

9 of different interests that were represented with
10 freight interest and business interest and
11 neighborhoods and congestion a variety of things,
12 but I was very impressed and convinced that we can
13 find a solution because folks are looking at how can
14 we integrate all these different issues.

15 So I thank you very much for showing up
16 on your time to help make clear to us what all the
17 different aspects are, and we'll continue to work on
18 coming up with what you made as different proposals.
19 So thank you very much.

20 VAUGHN BROWN: Thank you, everybody.
21 Staff is willing to stick around for a few minutes.
22 If you have more questions please do so. And,
23 again, a big final thank you to the citizen
24 committee and all you folks that are here. We
25 really appreciate the work that you did.

0074

1 (Proceeding concluded at 8:06 p.m.)

2

3 (As a matter of firm policy, the
4 stenographic notes and computerized backups of this
5 transcript will be destroyed five years from the
6 date appearing on the following certificate, unless
7 notice is received otherwise from any party or
8 counsel thereto on or before said date of the 3rd
9 day of February, 2011.)

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0075

1 C E R T I F I C A T E

2

3 I, Denise C. Johnson, Certified
4 Shorthand Reporter, do hereby certify that the
5 proceedings were held before me at the time and
6 place mentioned in the caption herein; that said
7 proceedings were taken down by me in stenotype and
8 thereafter reduced to typewriting; and, that the
9 foregoing transcript, Pages 1 to 73, both inclusive,
10 constitutes a full, true, and accurate record of all
11 oral proceedings had, and of the whole thereof, to
12 the best of my ability.

13

Witness my hand at Portland, Oregon, this

14 3rd day of February, 2006.

15

16

17

18

19

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21

22

Denise C. Johnson

CSR No. 01-0375

23

24

25

APPENDIX C
Agency Letters



Date: June 3, 2005
To: Kate Deane, ODOT
From: Tony Mendoza, Manager Service Development
Subject: I-5: Delta Park to Lombard Project

In 2003 & 2004, TriMet worked with the community to improve transit connections in the I-5/Delta Park area as part of the Interstate Local Area Access Plan. This area was included in TriMet's Transit Investment Plan.

Several of the proposed ODOT Build Alternatives have potential to provide connections to transit service that is already passing through the area.

New Southbound Connection from Delta Park/Vanport Transit Center

A new southbound connection at the Delta Park/Vanport TC would allow C-Tran buses to connect to the TriMet bus and rail system at the most efficient transfer location between the two districts. The attached map displays the desired connections. **Alternatives 2, 3 & 4 could provide southbound access from Delta Park/Vanport TC to Denver with the modifications of the Victory SB off ramp. Alternative 4 appears to have the best potential for this connection.**

Access to Employment

Columbia Boulevard-Columbia Slough. The ODOT project has potential to improve access between bus service on Denver Avenue and the approximate 600 employees in the area between Columbia Boulevard and the Columbia Slough. **Alternatives 3 & 4 could provide this new connection. Alternative 3 appears to offer the best potential for this connection.**

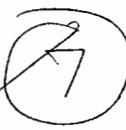
Schmeer/Whitaker. The ODOT project has the potential to improve access to approximately 300 employees in the area around Schmeer/Whitaker from Denver. **Alternatives 2, 3 & 4 would improve this connection.**

Kenton

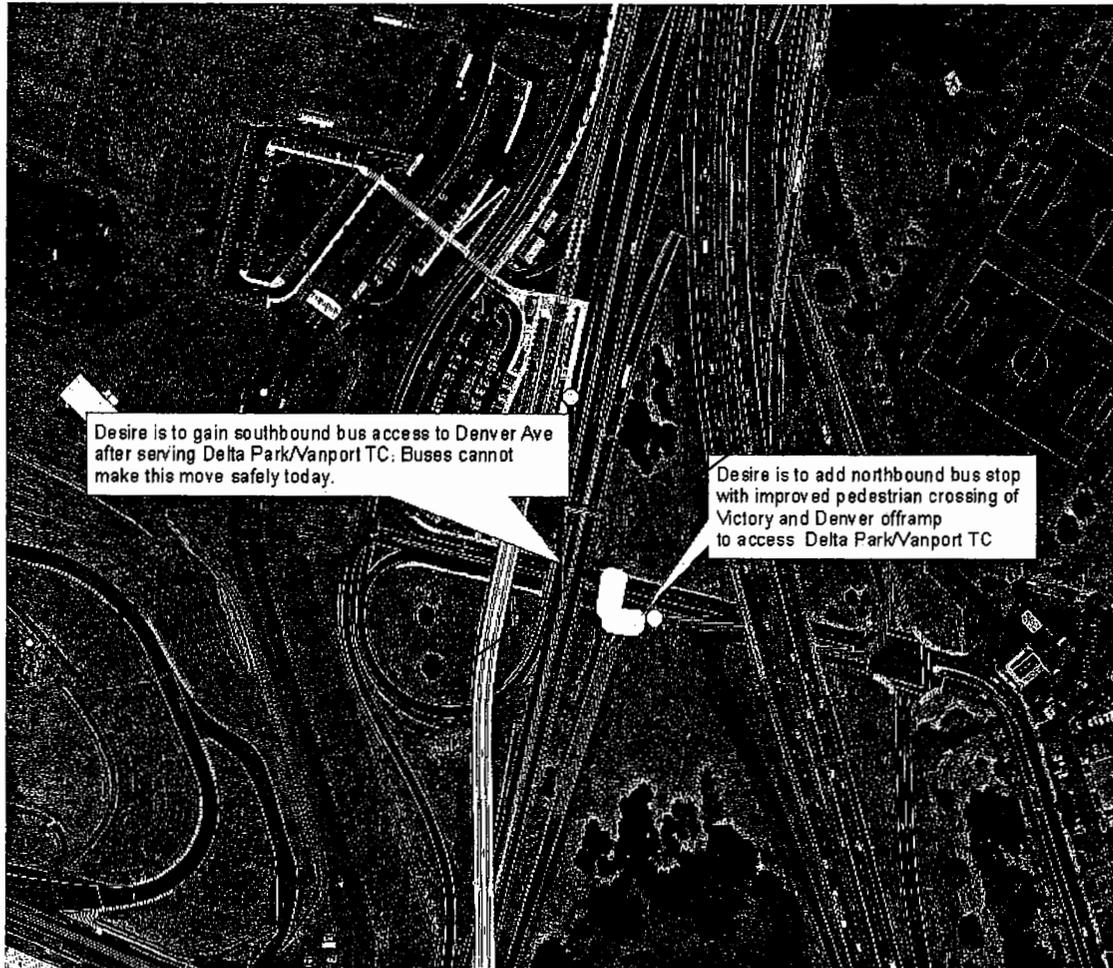
Alternative 2 could provide a new bus stop location at Argyle (southbound) and improve the bus/rail connection in Kenton.

Thank you for considering these connections as part of your overall evaluation. Please call me at (503) 962-6452 with any questions.

Attachment

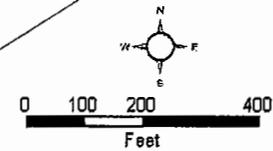


Delta Park/Vanport TC Potential Southbound and Northbound Bus Access Improvements



Desire is to gain southbound bus access to Denver Ave after serving Delta Park/Vanport TC. Buses cannot make this move safely today.

Desire is to add northbound bus stop with improved pedestrian crossing of Victory and Denver offramp to access Delta Park/Vanport TC



- Bus Movements
- Southbound
- Northbound
- New Bus Stop



PORTLAND FREIGHT COMMITTEE

January 24, 2006

Ms. Kate Deane, Project Manager
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209-4037

Subject: **Testimony for the I-5 Delta Park to Lombard Project**

Dear Kate:

The City of Portland Freight Committee (PFC) appreciates the opportunity to provide the following testimony for the public hearing on the I-5 Delta Park to Lombard Project as part of the public comment period of the environmental assessment process.

The PFC was established by the City Council of Portland in early 2003. The committee includes private sector membership of about thirty men and women directly involved in the multi-modal movement of freight within the City. Public sector participation includes representatives from the City, ODOT, Metro, Port of Portland, Portland Development Commission, Multnomah County and the Federal Highways Administration. The PFC serves to advise City Council and the city bureaus on matters relating to freight mobility.

The mission of the Portland Freight Committee is to promote efforts to enhance freight mobility in the City of Portland and the region and advise the City Council on decisions regarding appropriate freight infrastructure investments. As you know many of our committee members are very knowledgeable of this project and some have served on the project Citizen Advisory Committee that allowed for additional project insight and information sharing.

The Portland Freight Committee (PFC) has reviewed and discussed the I-5 Delta Park to Lombard Project on several occasions throughout the project development process. We have provided formal input through letters dated June 3, 2004 and June 2, 2005 that offered our observations and recommendations at key project milestones.

Since our last letter to you, we have also reviewed the recent study entitled "The Cost of Congestion to the Economy of the Portland Region" which finds that, even with planned improvements, our transportation system will not keep pace with projected increases in freight and general traffic. Failing to adequately invest in our transportation system will result in a potential loss to the regional economy of \$844 million annually by year 2025. Because this region is uniquely trade dependent, it is critical to our economy that we adequately invest in improvements that increase the capacity of our existing system.

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In our previous letters we identified important design features, performance criteria and other considerations for assessing the various project alternatives and refining a preferred alternative from a freight perspective. We also proposed several actions that we want to reaffirm with this letter.

Recommendation

The Portland Freight Committee recommends the following actions for the I-5 Delta Park to Lombard Project.

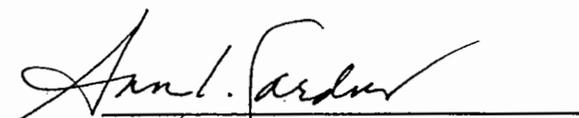
1. Our committee strongly supports the proposed freeway mainline improvements for this segment of I-5 as provided by Phase 1 of the project that is a common element to all of the alternatives. The I-5 North freeway is part of a vital transportation corridor for freight and interstate commerce and provides access to over half of the industrial land in the region. Construction of this project is an important first step in implementing the I-5 Partnership Strategic Plan supported by businesses and governments on both sides of the Columbia River. The proposed merge lane design should adequately respond to truck access needs from Columbia Boulevard while improving truck mobility on the freeway mainline due to the capacity provided by the additional lane.
2. We do not support implementation of a High Occupancy Vehicle (HOV) lane on the freeway southbound as part of a decision on implementing the I-5 Delta Park to Lombard Project. A standard HOV lane in the project area would create increased congestion and travel times on the general-purpose travel lanes in which trucks operate, thereby greatly impacting freight mobility and schedule reliability. Any future consideration of an HOV lane should be evaluated in the context of the Bi-State Columbia River Crossing Project and should specifically deliberate the impacts and opportunities for freight access and mobility through a corridor perspective.
3. Alternative 2, "Argyle on the Hill" has the strong support of the PFC and should be selected as the project "build" alternative. This alternative offers a simple solution that builds upon existing traffic patterns that are familiar to both trucks and motorists in the area and the Columbia Corridor. Truck operations along Columbia Boulevard would not be as impacted during construction compared to the other alternatives. Alternative 2 has fewer direct impacts to industrial businesses. Also, this is the lowest cost alternative.
4. Given the cost savings of Alternative 2 compared to the other alternatives, we are hopeful that the project scope of this alternative may be expanded to consider inclusion of some of the beneficial design elements from the other alternatives. Design enhancements may include modernization of both of the Denver structures over the Columbia Slough rather than rebuilding only the south structure. Another enhancement would be realignment of Schmeer Road to the south as it approaches the Denver viaduct to provide a more regular intersection and allow the container yard to remain a larger and more viable development parcel.

160 59

5. The localized double track railroad line and grade separation project over Columbia Boulevard provided by Alternatives 3 and 4 is a significant freight improvement. This project concept should continue to be further refined, even if separate from the Delta-Lombard project. Freeway mainline construction plans in the vicinity should be design compatible with this future grade separation project.
6. If possible from a programming standpoint, it would be beneficial to construct the Phase 2 elements of Alternative 2 concurrent with Phase 1. If this is not possible, a strong commitment must be made for advancing the schedule for implementing Phase 2. A preferred approach would be to advanced right-of-way acquisition for the new re-aligned Argyle Way secure this vital property for the future street and define its location so that development of adjacent parcels may respond accordingly.

In closing, the Portland Freight Committee would like to acknowledge the dutiful work of you and your project staff and your willingness to come to our committee on several occasions. This was an excellent example of a technically sound and an open and complete public planning process.

Sincerely,



Ann Gardner, Chairperson
Portland Freight Committee

cc: Mayor Tom Potter
Commissioner-in-Charge Sam Adams
Kathy Nelson, Manager, ODOT Region 1
Sue Keil, Director, Portland Office of Transportation



CITY OF PORTLAND
ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue., Room 1000, Portland, Oregon 97204-1912 Dean Marriott, Director Dan Saltzman, Commissioner

To: Kate Deane, ODOT Project Manager
I-5 Delta Park (Victory Boulevard to Lombard Section)

From: Dean Marriott, Director

Cc: Nancy Hendrickson, Columbia Slough Watershed Manager
Michael Reed, Endangered Species Act Program
Ry Thompson, Watershed Services, BES
Susan Barthel, Watershed Services, BES

RE: I-5 Delta Park (Victory Boulevard to Lombard Section) Environmental Assessment
Summary and I-5 Delta Park (Victory Boulevard to Lombard Section) Environmental
Assessment Documents

Date: February 9, 2006

Thank you for the opportunity to comment on these two important documents. The Bureau of Environmental Services supports the development of Alternate 2. Alternate 2 provides for project development while presenting the fewest impacts to waterways, habitats and riparian areas.

The following comments address information contained in the Environmental Assessment Summary

Page 17: Other Information: We are assuming that you do not mean ESA listed fish. Is this correct?

Page 28-29 Final Paragraph: " Federally listed fish and sensitive fish species that may occur" ... should read " species occur in the Lower Columbia Slough". Sampling (as recent as January 19, 2006) has documented both wild and hatchery salmonids in the Lower Slough.

What do you mean by " sensitive" species?

Coho are now listed as " Threatened" by NMFS (per personal communication with Michael Reed, December 2005)

Page 29: A Bald Eagle nest is located near the Great Blue Heron rookery. Bald Eagles have been observed roosting in the riparian trees at the present day Columbia Boulevard-I-5 on ramp.

Figure 7: Re: Blue Heron Rookery: This document' s text says 2.0-2.5 miles from the site. We believe the 3.0 miles indicated here is incorrect.

Figure 7: A Bald Eagle nest is located near the Great Blue Heron rookery at Smith Bybee wetlands. This should be cited.

Page 40: Final paragraph: " There is no evidence to indicate that any listed salmonids (salmon or steelhead trout that are species listed as threatened or endangered under the federal or state Endangered Species Act) are present within or immediately downstream of the project site." City sponsored sampling in January 2006 has documented both young of the year and smolts in the Lower Slough. We believe that there is a strong possibility that such species are present especially during high water events within the Lower Slough at all locations below the NE 18th Avenue levee. Additionally, the Slough has experienced high water events during the month of June, essentially within the same period as the in-water work period proposed. Salmonids are found in the Willamette mainstem year-round and may utilize cool water refugia areas of the Lower Slough.

- Please add: The Lower Columbia Slough has been designated a " critical habitat area " by NOAA Fisheries for Lower Columbia River ESU Chinook and steelhead. NOAA released Critical Habitat designations for Pacific Salmon in August 2005.

Page 49: Table 9 Temporary Impacts
It is not clear which impacts are temporary and which are permanent.

Page 54: Water: Paragraph 3: We applaud ODOT' s intention to provide the greatest water quality benefit.

Figure F Viewpoint 5
This rendering does an excellent job of showing impacts for proposed construction. Our considerable concern about the environmental impact of the project in this area stems from the loss of shade, cooling and shelter due to removal of the large and numerous riparian trees. The loss of near shore beneficial functions provided by the present riparian zone is permanent. Barriers to wildlife movement are also expected with the narrowing of the riparian zone, construction of a retaining wall and installation of the riprap embankment.

We recommend removing the retaining wall or moving it south as much as possible to minimize the loss of near shore ecological functions and to maximize the micro thermal diversity that comes with a mature riparian area.

The following comments address information contained in the *Environmental Assessment*:

Page S 2: Paragraph 3: " The project would result in the loss..." We advocate for a design that minimizes the loss of these important mature riparian trees and the important near shore ecological functions associated with them.

Page S 2: Paragraph 4: " remove poor quality wetland". Wetlands cannot be re-sited. This is a loss of wetland in a watershed that has lost more than 90% of its pre-development wetland area.

Page S 2: Paragraph 6: The loss of these tall trees and their shading, shelter and aesthetics as causes long term impacts

Paragraph S 2 Paragraph 9: Please detail how long you believe it will take for replacement vegetation to acquire the functions of the mature riparian forest that will be removed. The loss of function over time is significant. The size and proximity of mature trees to the waterbody is impossible to mitigate for a variety of species and conditions.

Page 3-8 Fish: first sentence : " Although water temperatures are usually too high and dissolved oxygen content too low should be replaced with " Although water temperatures and dissolved oxygen levels may prevent year round use of the Lower Slough by salmonids, seasonal use by salmonids is documented by recent sampling by ODFW, Ducks Unlimited and the City' s ESA program. Fish have been documented using the Lower Slough from November to June."

- Please add: The Lower Columbia Slough has been designated a " critical habitat area " by NOAA Fisheries for Lower Columbia River ESU Chinook and steelhead. NOAA released Critical Habitat designations for Pacific Salmon in August 2005.

Page 3-9 second line: " It is possible that, on rare occasions, listed salmonids could occur in the slough in the project area." Should be replaced with " It is likely that salmonids can occur in the Slough in the project area."

Page 3-9 paragraph 1: This paragraph seems to reference salmonid spawning conditions. The Slough provides salmonid refugia, primarily for out-migrating juveniles. As such it provides shelter from the rapid flows, velocity and predators found in the Willamette and Columbia River systems and provides shelter, cover and food sources consistent with uses as refugia habitat. A discussion of the refugia benefits this type of system offers would be more appropriate and accurate.

Page 3-9: paragraph 2: The City of Portland and Ducks Unlimited have released sampling data from 2001-2006 that details use of the Lower Slough through January 2006.

Page 3-9 Table 3-3:

- " Bull Trout" What is your source for listing this fish? Sampling by Portland ESA/Ducks Unlimited has not found Bull Trout
- " Green Sturgeon" White Sturgeon have generally been cited

Page 3-11 Paragraph 4: Extensive field bird survey observations by John Fitchen and Iain Tomlinson (2003) has documented 171 species of birds in the watershed. More than 120 species have been identified at Vanport Wetlands (immediately north of the project site) by the Port of Portland's observers and monitors.

Page 3-12 Table 3-5 Six species of bats have been found in the Smith and Bybee Wetlands including the little brown bat. We would suggest a bat species survey as a component of this project prior to commencement of project construction. Many of these bat species are USFWS designated Species of Concern, yet little is known about their detailed distribution in urban areas, including the use of urban features such as bridges.

Page 4-4 Paragraph 3: Dissolved oxygen levels can be extremely low during Portland deicing events. Therefore additional loads are a problem.

Page 4-8 Alternative 4: Second paragraph
Impacts from the removal of mature riparian forest, construction of the retaining wall and narrowing of the riparian area include water temperature, wildlife habitat and wildlife movement along the wildlife corridor located along the slough bank. The loss of near shore functions is significant and cannot be mitigated.

Page 4-10-11: Fish: Paragraph 3: " There is no evidence to indicate that any listed salmonids are present or within or immediately downstream of the project site". This *may* be true during the in-water work period however, there may well be fish present during November through mid June.

Page 4-12: First 3 bullet points:
Please cite references for the bullet points included in this section.

Page 4-13-16 The discussion of temporary and permanent impacts to mature riparian forest is confusing without a graphic.

Page 4-142 Column 2: " Columbia Slough Watershed Plan and Action Plan" are these the *Portland Watershed Management Plan (2005)* and the *Columbia Slough Watershed Council Action Plan (2003)*?

Page 6-3 First paragraph
" Upon selection of a preferred alternative, ODOT will reapply these actions during final design and the development of an engineered, site-specific wetland mitigation plan." What does this sentence mean?

Page 6-3 Table 6-1
Please indicate what the City of Portland mitigation ratio is – for mature riparian forest: (ie 2:1... Etc)

115

Page 6-3 Conceptual Mitigation Plan, paragraph 3
"Columbia Slough Watershed Plan". Are you referring to the *Portland Watershed Management Plan*?

Page 6-3 Conceptual Mitigation Plan, paragraph 4: "worst case impact of 4.48 acres would be effectively mitigated at 1.5 to 1 replacement value..." This is confusing. Please describe how you have arrived at this ratio as you state later in the paragraph that the ratios are not known. Also: More recent information and sites may be available for consideration. Please consult with City staff.

Page 6-4: Overall Mitigation Goals: "Columbia Slough Watershed Plan and Action Plan." We believe that you are referencing two plans-the *Portland Watershed Management Plan (2005)* and the Columbia Slough Watershed Council's *Columbia Slough Watershed Action Plan (2003)*.

The following comments are based on those previously submitted by BES in response to Open House information. We are including these comments again as the concepts are not directly addressed in the *Environmental Assessment*.

- The retaining wall proposed for the current Columbia Blvd on ramp area seems excessive and intrusive to wildlife passage. If the wall must be built wildlife passage impacts might be mitigated in part by creating an emergent wetland area adjacent to the wall and extending into the slough.
- Our preference is that the project mitigate impacts close to the impact areas and that waterway impacts should be mitigated within the Lower Columbia Slough waterway itself; rather than in areas that are separated from the mainstem, as this is a currently known salmonid use area.
- Impacts to the large trees, both in the Ezone and non-Ezone protected areas are significant. We hope that ODOT provides significant mitigation for the loss of large trees even if they are not Ezone protected as they provide significant shade, cover and stormwater benefits.
- We are doubtful that a full mitigation project can be achieved at Schmeer Road Slough because landowners in the area have previously objected to revegetation projects in the because it would interfere with views of their businesses.
- Lighting of wetlands, forested areas, riparian areas and the cemetery would impact wildlife and bird routines and use of these areas. It should be avoided.
- We would encourage ODOT to consider planting trees in its rights of way as a means of mitigating noise, air quality and water quality impacts.

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Finally, we applaud ODOT' s careful examination of the environmental issues related to this project. Our bureau has a long history of active stewardship and protection for the Columbia Slough, its watershed and associated natural resources. However, there appear to be unavoidable impacts that should be addressed in a compensatory mitigation plan that exceeds regional and local requirements and truly recognizes the permanent loss of functions associated with project construction.

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I-5: DELTA PARK

(Victory Boulevard to Lombard Section)
Multnomah County

Thank you for your interest in the I-5: Delta Park Project. We welcome your comments. They will be shared with decision makers and will become part of the public record for this project. Mail comments to:

Susan Whitney, Environmental Project Manager
Oregon Department of Transportation
123 NW Flanders St.
Portland, OR 97209

E-mail comments to: susan.a.whitney@odot.state.or.us

The Environmental Assessment (EA) for the I-5: Delta Park project was published December 22, 2005. The Oregon Department of Transportation MUST RECEIVE comments by February 10, 2006.

First Name Tyrone Henry

Last Name Henry

Organization (if any) Portland Development Commission

Address 222 NW 5th Ave.

City Portland State OR Zip 97209-3859

Telephone (include area code) 503-823-3315

Email henryt@pdc.us

It is not necessary to use this form to submit comments; it is provided for your convenience. Comments can be e-mailed to the address above or submitted through the project web site at <http://www.oregon.gov/ODOT/HWY/REGION1/I-5DeltaPark>.

Do you prefer one of the following alternatives?

- No Build
- 1: Full Columbia Ramps
- 2: Argyle on the Hill
- 3: New Road by the Slough
- 4: Columbia Connector

What is the zip code where you:

Live? 97007

Work? 97209-3859

Please write your comments on the other side

DEADLINE FOR COMMENTS IS FEBRUARY 10, 2006

I-5: Delta Park Project Comments—Continued

Please share any comments about the Environmental Assessment or proposed projects with us below.

1. Budget for Technical Assistance for DBEs to insure effective & competitive bids
2. Encourage round table discussions among DBEs & majority firms with hopes of creating partnerships.
3. Bring PMs to all Outreach meetings

DEADLINE FOR COMMENTS IS FEBRUARY 10, 2006

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Eric E. Parsons
Commission Chair

February 7, 2006

Douglas C. Blomgren
Commissioner

Susan Whitney, Environment Project Manager
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209

Bertha Ferrán
Commissioner

Dear Ms. Whitney:

Sal Kadri
Commissioner

The Portland Development Commission (PDC) appreciates the opportunity to review the Environmental Assessment for the I-5: Delta Park Project and submits the following comments on the proposed project.

Mark Rosenbaum
Commissioner

The I-5 freeway extends through the middle of the Interstate Corridor Urban Renewal Area (ICURA), influencing the economic vitality and livability of the area. Increasing traffic congestion on the freeway brings spillover onto neighborhood streets and increased pollution levels to the nearby neighborhoods and business districts.

Tom Potter
Mayor

PDC supports the efforts of the Portland/Vancouver I-5 Transportation and Trade Partnership to address the traffic congestion problems in the I-5 corridor. PDC, along with the Interstate Corridor Urban Renewal Area Advisory Committee (ICURAC) are in consensus on the importance of mitigating impacts of the project, particularly on the Kenton neighborhood and existing businesses.

Bruce A. Warner
Executive Director

While PDC is not ready to take a formal position on which project alternative should be selected, we offer the following comments:

- Alternative 2 has the potential to have a positive effect on the redevelopment potential of sites around Argyle Way, including the TriMet-owned site at Argyle and Interstate Avenue. However, without a guarantee for funding or timing for the new ramp work, the uncertainty could actually delay future development in Kenton, rather than assist it.
- To reach the full redevelopment potential of the area around Argyle Way, portions of the existing Argyle Way need to be vacated and improvements made at the same time that the ramp work is complete. While this is indicated in the current plan, it is not guaranteed that this would be part of the final ramp work.
- We acknowledge that the City of Portland Freight Committee supports alternative 2.

www.pdc.us

PDC will continue to support efforts to address traffic congestion and its impacts on our communities.

222 Northwest
Fifth Avenue
Portland, OR
97209-3859

Sincerely,



Byron Estes
Sr. Development Manager
Portland Development Commission

tel: 503.823.3200
fax: 503.823.3368
TTY: 503.823.3366





Oregon

Theodore R. Kulongoski, Governor

128
Parks and Recreation Department

Heritage Conservation Division

725 Summer St. NE, Suite C

Salem, OR 97301-1271

(503) 986-0707

FAX (503) 986-0793

www.hcd.state.or.us

February 8, 2006

Susan Whitney
ODOT Environmental Project Manager
123 NW Flanders
Portland, OR 97209

RE: I-5 Delta Park Project (Victory Blvd to Lombard Section)
Multnomah County, Portland
SHPO Case No. 06-0291

Dear Susan:

I have reviewed the Cultural Resource Technical Report for the Environmental Assessment Summary of the project referenced above. CH2M Hill has reported that, "no archaeological investigations have been conducted within the specific areas identified in the four Build alternatives for the Delta Park to Lombard Project". I have no comment at this time.

I know that the University of Oregon has applied for an archaeological permit to investigate three high probability areas within the project boundaries. I look forward to reviewing the completed report and will make comments at that time.

Please call me if you have any questions or comments about my letter.

Lucie Tisdale, M.A., R.P.A.
SHPO OTIA Archaeologist
503-986-0683
Lucie.Tisdale@state.or.us





**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

RECEIVED
OREGON DEPT. OF TRANSP.
REGION 1 OFFICE

2005 JAN 27

Southwest Region
11018 Northeast 51st Circle
P.O. Box 4709
Vancouver, WA 98668-1709
360-905-2000
Fax 360-905-2222
TTY: 1-800-833-6388
www.wsdot.wa.gov

**Testimony prepared for the Public Hearing before the Oregon
Department of Transportation, City and Regional Representatives to
make decision on the I-5 Delta Park Project**

To the members of the panel on the I-5 Delta Park Project:

This testimony and recommendations have been prepared on behalf of the Washington State Department of Transportation (WSDOT), Southwest Region (SWR). SWR incorporates seven of Washington's Southwestern counties, including Clark, Cowlitz and Lewis counties – all on the Portland-to-Seattle I-5 corridor. Additionally, SWR administers the highway system just north of the Delta Park and immediately north of the I-5 interstate bridge between Oregon and Washington.

We strongly support widening the southbound direction of the I-5 corridor between Victory Boulevard and North Lombard. In addition to the significance of this project to Oregon's public, this decision will have a significant impact on the State of Washington, WSDOT, and the rapidly growing number of vehicles that pass between Southwest Washington and Northwest Oregon each day. Most importantly, the I-5 corridor is an economically necessary and thriving inter-state artery, serving to deliver cargo within, through and out of the Northwestern United States.

I-5 is the primary commerce corridor serving the Vancouver-Portland region and the Northwestern United States. Just north of the project area, at the Columbia River, I-5 provides a critical connection to two major ports, deep-water shipping, upriver barging, two transcontinental rail lines, and much of the region's industrial land. Access to the Ports of Vancouver and Portland and regionally significant industrial and commercial districts is adversely affected by congestion in the I-5 inter-state area, which is increasingly spreading into the off-peak periods (including weekends) used by freight carriers. Declining freight carrier access to these key locations slows delivery times and increases shipping costs, diminishing the attractiveness of the Ports and negatively affecting the region's economy. Congestion in this portion of the highway usually begins around Delta Park where three lanes narrow into two, forcing a bottle-neck which often backs up over ten miles north into neighboring Washington's Clark County.

Inconvenience is not the only result of the traffic back-ups. Nearly 300 reported crashes occur annually in the I-5 bridge influence area, with many involving large tractor-trailer

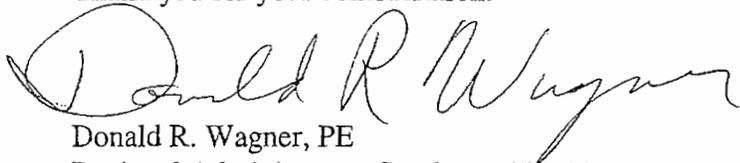
trucks. Crashes have resulted in substantial property damage and injury; some have resulted in fatalities.

What makes the Delta Park Project, specifically the I-5 widening, particularly important and necessary is the region's growth forecasts indicate that population, employment, and commercial trade will continue to grow, increasing regional travel demand.

Lastly, local modal transportation is also suffering. Current congestion in the I-5 bridge influence area has an adverse impact on transit travel speed and service reliability. Between 1998 and 2005, local bus travel times between the Vancouver Transit Center and Jantzen Beach increased 50 percent during the peak period. Local buses crossing the I-5 bridge in the southbound direction currently take more than three times longer during parts of the morning peak period compared to off peak periods. As a result, transit travel times between Vancouver and Portland have increased.

In closing, WSDOT would like to respectfully recommend that I-5 southbound be widened from the current two lanes in the Delta Park region where traffic patterns cause back-ups, congestion and negative traffic impacts beyond the state border, into Washington, limiting safe and timely commercial and freight passage.

Thank you for your consideration.



Donald R. Wagner, PE
Regional Administrator, Southwest Washington
WSDOT

WHITNEY Susan A

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From: MCCABE Mike [Mike.MCCABE@state.or.us]
Sent: Monday, February 06, 2006 8:39 AM
To: WHITNEY Susan A
Cc: HAUPT Susan
Subject: FW: I-5 Delta Park (Victory to Lombard) EA

Re: I-5 Delta Park (Victory to Lombard) EA

Hi Susan: I reviewed the document and have no substantive comments at this point regarding the wetland and water resources as defined in the Oregon Removal-Fill Law that DSL implements via a permitting system. However, I did note that compensatory wetland mitigation concepts for potential project impacts were listed in the environmental assessment (EA). For the future, the Department of State Lands would like to be involved in the preliminary assessment of potential wetland mitigation concepts as early as possible in the process.

Thanks much,

Mike

Michael V. McCabe
ODSL-ODOT Liaison
Wetland and Waterways Conservation Division
Department of State Lands
phone: 503.378.3805 ext. 255
fax: 503.378.4844
mike.mccabe@dsl.state.or.us
<http://www.oregonstatelands.us/>

From: HAUPT Susan [mailto:Susan.Haupt@state.or.us]
Sent: Wednesday, February 01, 2006 3:33 PM
To: VALLETTE, Yvonne; BIANCHI, Mike; COHEN, Joyce; MARSHALL, John; MELVILLE, Tom; MIRANDA, Donette; MURTAGH, Tom; STURGES, Susan; WRAY Simon N; BLANTON Dale; CHANG Elton; CORTRIGHT Bob; ERAUT Michelle; GERMOND Jon P; MCCABE Mike; ORENDORFF Cindy; TISDALE Lucie
Cc: DEANE Kate H; WHITNEY Susan A
Subject: FW: CETAS stuff due this Friday!

CETAS Team:

Reminder: Comments on the I-5 Delta Park (Victory to Lombard) EA are due February 10th! Substantive comments received by February 10th will be formally responded to in the Revised Environmental Assessment.

Susan Whitney will be providing an informational update for this project at the Feb 21st CETAS meeting, and will be presenting an analysis of the comments received on this project at the March 21st CETAS meeting.

The I-5 Delta Park (Victory to Lombard) EA is available through the following link:

FW: CETAS stuff due this Friday!

Page 2 of 2

<http://www.oregon.gov/ODOT/HWY/REGION1/I-5DeltaPark/index.shtml>

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Susan Haupt
NEPA Program Coordinator/CETAS Coordinator
Oregon Department of Transportation
63020 O.B. Riley Road
Bend, OR 97701
office (541) 388-6021
cell (541) 280-4617
fax (541) 388-6108

Comment 147, City of Portland Bureau of Development Services

Name	Organization	Address	Telephone	E-mail	Home Zip	Work Zip	Preferred Alternative	Comment	Comment Category	Document Type
Kimberly Parsons	City of Portland, Bureau of Development Services	1900 SW 4th Ave, Suite 5000 Portland, OR 97201	503-823-7830	kparsons@ci.portland.or.us	97202	97201	2	The project site extends across the Columbia Slough, which has a City of Portland Environmental Conservation overlay zone designation. The City has identified significant resources and functional values for the Columbia Slough in the Columbia Corridor Industrial/Environmental Mapping Project, Water Feature # 40. Values identified to be protected in this area include forested riparian strip for wildlife habitat; visual amenity; erosion control; and drainageway functions including fish habitat, drainage, flood storage, desynchronization, sediment trapping, and pollution and nutrient retention and removal. After reviewing the Environmental Assessment, Alternative 2 Argyle on the Hill is the most consistent with the City of Portland's environmental regulations. Compared to the other development alternatives presented, Alternative 2 has the least impact on wetland and mature forest habitat. In addition, Alternative 2 will have less impervious surface than the other alternatives. The other alternatives identified in the Environmental Assessment appear to have a greater impact on city designated environmental values to be protected. The Columbia Slough acts as wildlife corridor, connecting major wetland areas. Additional bridges across the slough and through environmental zones will require the removal or disturbance of wildlife habitat along the slough, potentially impacting its function as a wildlife corridor.	Response to Agency Comments	Web Site

APPENDIX D
List of Preparers

List of Preparers

Oregon Department of Transportation

Project Management and Review

Kate Deane, Project Manager. M.B.A. Transportation experience since 1991.

Susan Whitney, Environmental Project Manager. B.A. Humanities, M.A. Art History. Environmental experience since 1978.

Winston Sandino, Region 1 Project Leader. B.S. Civil Engineering, M.S. Civil Engineering, Construction Project Management Certificate. Engineering experience since 1993.

Claire Carder, Wetlands Specialist. B.S. Geography, B. Landscape Architecture. Environmental experience since 1985.

Linda Dodds, Cultural Resources Specialist. B.S. Arts and Letters, M.A. Interdisciplinary Studies. Cultural resource experience since 1979.

Simon Eng, Traffic Analysis Team Leader. B.S. Civil Engineering. Traffic engineering experience since 1990.

Jane Estes, Utility Specialist. B.S. Geology. Utilities experience since 1994.

Joyce Felton, Major Projects Planner. B.A. Planning, Public Policy, and Management. Masters of Urban and Regional Planning. Transportation planning experience since 1994.

Dave Goodwin, Senior Acoustical Specialist. Engineering experience since 1969, environmental experience since 1985.

Bill Jablonski, Landscape Architect. B.S. Landscape Architecture. Landscape architecture experience since 1990.

Ross Kevlin, Senior Planner. Masters of Urban and Regional Planning. Planning experience since 1994.

Marina Orlando, Air Quality Program Coordinator. A.S. Civil-Structural Engineering. Transportation, Environmental and Traffic Engineering experience since 1983.

Adam Roberts, Biologist. B.S. Natural Sciences/Wildlife Ecology. Environmental experience since 1994.

Environmental Research

Kate Deane, Project Manager. Author, Public Involvement Report. M.B.A. Transportation experience since 1991.

William Fletcher, Water Resources Program Coordinator. Author, Water Resources Report. B.S. Geology, Cand. Real. Physical Geography. Environmental experience since 1984.

David McEldowney, Right-of-Way Project Manager. Author, Right-of-Way Report. Right-of-way experience since 1991.

Engineering Research

Henry Allen, Hydrologist. Author, Hydrology and Hydraulics Report.

John Boskett, Traffic/ Access Specialist. Author, Access Management Report.

C. Fred Gullixson, Engineering Geology Team Leader. Author, Geology and Geotechnical Report. B.S. Earth Science, M.S. Geology. Geology experience since 1982.

Paul Wittbrodt, Senior Hazardous Materials Specialist, Author, Hazardous Materials Technical Report. B.S. Geology, M.S. Geology, Ph.D. Environmental Science. HazMat experience since 1994.

City of Portland

Mike Coleman, Supervising Traffic Engineer. B.S. Civil Engineering. Traffic engineering experience since 1983.

John Gillam, Transportation Planning Supervisor. B.S. Economic Geography and Environmental Studies, M.S. Resources Geography and Transportation Engineering. Transportation planning experience since 1978.

Federal Highway Administration

Elton Chang, P.E., Environmental Coordinator. B.S. Civil Engineering. FHWA experience since 1971.

Michelle Eraut, Environmental Protection Specialist. M.P.A, Public Administration. FHWA experience since 2000. Transportation experience since 1996.

John Wichman, Division Right-of-Way Officer. B.S. Agricultural Business. Right-of-way experience since 1968.

CH2M HILL

Tom Arnold, Project Manager. B.S. Preveterinary Medicine, M.S. Environmental Science. Environmental experience since 1973.

Mark Assam, Environmental Planner. B.S. Biology. Environmental justice and community planning experience since 1990.

Jim Bard, Senior Cultural Resources Specialist. B.A. Anthropology, M.A. Anthropology, Ph.D. Anthropology. Cultural resources management experience since 1976.

Mark Bastasch, Environmental Engineer. B.S. Environmental Engineering, M.S. Environmental Engineering. Noise analysis experience since 1995.

Don Caniparoli, Senior Air Quality Engineer. B.S. Atmospheric Sciences. M.S. Civil Engineering (Air Resources). Air quality experience since 1978.

Theresa Carr, Transportation Planner. B.A. Economics, Master of Urban and Regional Planning. Transportation planning experience since 1998.

Lori Durio, Architectural Historian. B.A. English and Political Science, M.F.A. Historic Preservation. Professional architectural historian since 1995.

Farshad Farhang, Senior Acoustics Specialist. B.S. Electrical Engineering, M.B.A. Noise analysis experience since 1991.

Michael Hoffmann, Transportation Planner. B.A. English and Geography, Master of Urban and Regional Planning. Transportation planning and land use analysis experience since 2001.

Steve Linhart, AICP. Senior Environmental Planner. B.S. Geography and Environmental Planning; M.B.A. Land use, socioeconomics, and NEPA documentation experience since 1993.

Robin McClintock, Anthropologist. B.S. Anthropology. Archaeology and cultural resources experience since 1981.

Peggy O'Neill, Environmental Scientist. B.A. Earth Sciences, M.S. Environmental Sciences and Resources. Biological assessment experience since 1997.

Rob Rodland, Environmental Planner. B.A. Geography. Environmental Justice analysis experience since 2004.

Eric Sack, Lead GIS Analyst. B.S. Geography. GIS experience since 1998.

Pauline Sullivan, Technical Editor. B.A. English. Technical editing experience since 1982.

Larry Weymouth, Visual Analyst. B.S. Political Science with Landscape Architecture minor. Landscape and resource planning experience since 1976.

Greg White, Senior Fisheries and Aquatic Biologist. B.S. Fisheries Science, M.S. Biological Oceanography (emphasis in fisheries). Fisheries and aquatic resource experience since 1985.

Tim Yamada, Senior Civil Engineer. B.S. Civil Engineering. Civil engineering experience since 1982.

Subconsultants to CH2M HILL

Jean Ochsner, Environmental Science & Assessment. B.A. Aquatic Biology, M.S. Geology. Biological impact assessment experience since 1989.

David Helton, EcoNorthwest. B.S. Environmental Engineering, M.A. Public Administration, Master of Urban and Regional Planning. Engineering and planning experience since 1979.

Consultants to ODOT

Mike Baker, David Evans and Associates. B.S. Civil Engineering, M.S. Civil Engineering. Transportation engineering experience since 1991.

APPENDIX E

Technical Reports Prepared for This Project

APPENDIX E

Technical Reports Prepared for This Project

This revised environmental assessment summarizes the technical reports prepared for the I-5: Delta Park (Victory Boulevard to Lombard Section) Project. The full technical reports are lengthier and more detailed than their representative sections in the environmental assessment.

These reports are available on request from the following address:

Oregon Department of Transportation
Attn: Environmental Project Manager
Region 1
123 NW Flanders Street
Portland, OR 97209

Alternatively, these reports can be requested on the project Web site at:

<http://egov.oregon.gov/ODOT/HWY/REGION1/I-5DeltaPark/>

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Air Quality Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Archaeological Resources Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Biological Resources Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Cultural Resources Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Economic Impacts Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Environmental Justice Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Land Use Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Noise Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Social Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Utility Technical Report.*

CH2M HILL. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Visual Resources Technical Report.*

David Evans and Associates (DEA) and Parisi Associates. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Transportation and Traffic Technical Report.*

Oregon Department of Transportation. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Access Report.*

Oregon Department of Transportation. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Geology Technical Report.*

Oregon Department of Transportation. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Hazardous Materials Technical Report.*

Oregon Department of Transportation. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Public Involvement Technical Report.*

Oregon Department of Transportation. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Right-of-Way Report.*

Oregon Department of Transportation. 2005. *I-5: Delta Park (Victory Boulevard to Lombard Section) Water Resources Technical Report.*

APPENDIX F
Signed Resolutions

BEFORE THE BI-STATE COORDINATION COMMITTEE

FOR THE PURPOSE OF RECOMMENDING THE) RESOLUTION NO. 06-05
APPROVAL OF THE INTERSTATE 5/ DELTA)
PARK TO LOMBARD PROJECT) Introduced by Vice- Chair Royce Pollard

WHEREAS, in 2001 the Bi-State Transportation Committee, the predecessor of the Bi-State Coordination Committee, recommended approval of the I-5 Transportation and Trade Partnership *Strategic Plan*; and

WHEREAS, the *Strategic Plan* included transportation improvements on both sides of the Columbia River in the Portland/Vancouver area; and

WHEREAS, the transportation improvements in the *Strategic Plan* are of bi-state significance; and

WHEREAS, the *Strategic Plan* included a recommendation that the segment of Interstate 5 between Delta Park and Lombard be considered for transportation improvements; and

WHEREAS, the Oregon Department of Transportation initiated the I-5 Delta Park to Lombard Project and has provided the Bi-State Coordination Committee numerous briefings and the opportunity for comment on the existing and likely future conditions, possible alternatives, recommended alternative and Environmental Assessment; and

WHEREAS, a hearings panel has taken testimony from the public in April and May 2006 and has formulated recommendations concerning the I-5 Delta Park to Lombard Project; and

WHEREAS, the Bi-State Coordination Committee has reviewed and considered the I-5 Delta Park Project materials and recommendations; now therefore,

BE IT RESOLVED,

1. The Bi-State Coordination Committee recommends that the Oregon Transportation Department approve the I-5 Delta Park Project as recommended by the Hearing Panel and as indicated in the detailed recommendations in Attachment "A" to this resolution.
2. The Bi-State Coordination Committee also directs staff to forward these recommendations to the Joint Policy Advisory Committee on Transportation and the Metro Council.

ADOPTED by the Bi-State Coordination Committee this 18th day of May 2006.


Rex Burkholder, Chair
Bi-State Coordination Committee *Burkholder*


Royce E. Pollard, Vice-Chair
Bi-State Coordination Committee

RESOLUTION No. 36414

Adopt the I-5 Delta Park to Lombard Hearings Panel recommendations for the Locally Preferred Alternative. (Resolution)

WHEREAS, the Hearings Panel was composed of: Charlie Scisione, Oregon Department of Transportation (ODOT) Deputy Region 1 Manager; Cathy Nelson, ODOT Technical Services Manager/Chief Engineer; Sam Adams, City of Portland Commissioner; Susan Keil, Director, City of Portland Office of Transportation; Rex Burkholder, Metro Councilor and Royce Pollard, Mayor, City of Vancouver, WA

WHEREAS, the recommendations are based on the findings of the Environmental Assessment, public comments on the Environmental Assessment, recommendations from the project's Citizen Advisory Committee and Environmental Justice Work Group, recommendations from local and regional staff, and input from ODOT's local, state and federal environmental regulators; and

WHEREAS, the Hearings Panel recommendations will be sent to the Bi-State Coordinating Committee, the Portland City Council, the Joint Policy Advisory Committee on Transportation, and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) for review and endorsement in May/June 2006; and

WHEREAS, The Preferred Alternative will be documented in a Revised Environmental Assessment that is expected to be published in July/August 2006; and

WHEREAS, the I-5 Delta Park to Lombard project was one of several highway, transit and rail projects recommended by the I-5 Strategic Partnership. It is the first project to be developed for the I-5 Corridor; and

WHEREAS, the Columbia River Crossing Project is the next that will be developed. The public process for that project has recently been initiated; and

WHEREAS, over the past three years, considerable public input has been solicited and considered at all stages of developing the I-5 Delta Park Project to Lombard; and

WHEREAS, ODOT formed two project advisory committees, a Citizen Advisory Committee and Environmental Justice Working Group, to guide development of the project; and

WHEREAS, the advisory committees and public input have influenced the development of the purpose and need statement for the project, the evaluation factors for the project, the range of alternatives studied in the Environmental Assessment, and the recommendation of the preferred alternative; and

WHEREAS, in the development of this project ODOT has worked closely with regional

and local jurisdictions, most notably with staff from the City of Portland's Office of Transportation, Portland Parks and Recreation, Bureau of Environmental Services and the Portland Development Commission; and

WHEREAS, the Environmental Assessment for this project included a No Build alternative and four Build alternatives; and

WHEREAS, each of the Build alternatives proposed the same improvements to the I-5 freeway including: widening I-5 to three lanes southbound, widening shoulders and medians northbound, reconstructing the southbound Columbia Blvd. on ramp as a merge lane, and geometric changes at the Columbia Blvd. and Lombard Street interchanges; and

WHEREAS, the four Build alternatives differ from one another in the proposed changes in northbound access to I-5 from Columbia Blvd.; and

WHEREAS, the project is expected to be constructed in two phases; and

WHEREAS, phase I construction would be proposed I-5 freeway improvements. This phase of construction is expected to begin in 2008 and to be completed in 2010; and

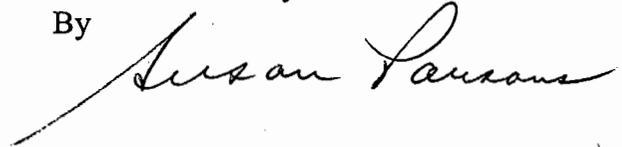
WHEREAS, phase II construction would be the proposed changes in access between Columbia Blvd. and I-5. A construction year for Phase II has not been established; and

NOW, THEREFORE BE IT RESOLVED that the Council of the City of Portland adopts the Recommendations of the I-5 Delta Park Hearings Panel for the Locally Preferred Alternative for the I-5 Delta Park Project: Victory to Lombard as described in Exhibit A.

Adopted by the Council: MAY 24 2006

Prepared by:
Stuart Gwin
May 1, 2006

GARY BLACKMER
Auditor of the City of Portland
By



Deputy

RECEIVED
OREGON DEPT. OF TRANSP
REGION 1 OFFICE

2006 JUN 26 AM 8:20

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DETERMINING THE)	RESOLUTION NO. 06-3704
CONSISTENCY OF THE LOCALLY PREFERRED)	
ALTERNATIVE FOR THE INTERSTATE 5/)	
DELTA PARK TO LOMBARD PROJECT WITH)	Introduced by Councilor Rex Burkholder
THE ADOPTED INTERSTATE 5/ DELTA PARK)	
TO LOMBARD PROJECT IN THE REGIONAL)	
TRANSPORTATION PLAN AND)	
RECOMMENDING PROJECT APPROVAL)	

WHEREAS, JPACT and the Metro Council approved the 2000 Regional Transportation Plan (RTP) by Ordinance No. 00-869A, For the Purpose of Adopting the 2000 Regional Transportation Plan; and

WHEREAS, the approved 2000 RTP recounted the transportation conditions in the Interstate 5 north corridor and stated that “To address these problems, the I-5 Trade Corridor Study will evaluate different capacity and transit improvements in this corridor and make recommendations for inclusion in the Regional Transportation Plan”; and

WHEREAS, the I-5 Transportation and Trade Partnership Strategic Plan was endorsed by JPACT and Metro Council by Resolution No. 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations; and

WHEREAS, in Resolution No. 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, JPACT and the Metro Council concluded that transportation improvements include: “Three through-lanes in each direction on I-5, between I-405 in Portland and I-205 in Clark County including southbound through Delta Park including designation of one of the three through lanes as an High Occupancy Vehicle (HOV) lane as feasible... “ and directing Metro staff to incorporate this and other Strategic Plan recommendations into the next update of the Regional Transportation Plan (RTP); and

WHEREAS, JPACT and the Metro Council approved Ordinance No. 04-1045A, For the Purpose of Amending the 2000 Regional Transportation Plan (“RTP”) for Consistency with the 2004 Interim Federal RTP and Statewide Planning Goals; and

WHEREAS, the approved 2004 RTP Project lists as project number 4005: “I-5 North Improvements, Lombard Street to Expo Center/Delta Park, widen to six lanes,” as one of the financially constrained projects; and

WHEREAS, the approved 2004 RTP states that: “This heavily traveled route is the main connection between Portland and Vancouver. In addition to a number of planned and proposed highway capacity improvements, light rail is proposed along Interstate Avenue to the Expo Center, and may eventually extend to Vancouver. As improvements are implemented in this corridor, the following design considerations should be addressed: - consider HOV lanes and peak period pricing, -transit alternatives from Vancouver to Portland Central City (including light rail transit and express bus)...”; and

WHEREAS, the Oregon Department of Transportation (ODOT) initiated the I-5 Delta Park to Lombard Project, providing a public involvement process and prepared, based on public comment, project alternatives and an Environmental Assessment of alternatives which, if constructed, would widen this segment of I-5 to six lanes, including three lanes southbound; and

WHEREAS, ODOT assessed the likely outcome of a southbound HOV lane in addition to the existing northbound HOV lane; and

WHEREAS, the Columbia River Crossing Project will address transit, including HOV as well as highway, bicycle, pedestrian access in the I-5 bridge influence area immediately north of the I-5 Delta Park to Lombard segment; and

WHEREAS, ODOT convened a Hearings Panel that heard public testimony on the alternatives and Environmental Assessment in February 2006 and from which Hearings Panel recommendations were formulated for consideration; and

WHEREAS, the Bi-State Coordination Committee, the City of Portland and JPACT have recommended approval of a Preferred Alternative for the I-5 Delta Park to Lombard Project, including the Hearings Panel recommendations; now, therefore

BE IT RESOLVED that the Metro Council:

1. Concludes that the Preferred Alternative for the I-5 Delta Park to Lombard Project, as described in the Hearings Panel recommendations attached as Exhibit "A" to this resolution, is consistent with the I-5 Delta Park to Lombard Project in the 2004 Regional Transportation Plan as demonstrated in Exhibit "A" the I-5 Delta Park (Victory Boulevard to Lombard Section) Land Use Technical Report, December 2005, and the Transportation and Traffic Technical Report, I-5: Delta Park (Victory Boulevard to Lombard Section), Parisi Associates, December 2005.

2. Concludes that the ODOT decision about whether the additional southbound lane on I-5 should be a general purpose lane, an HOV lane, or a managed lane should be made in concert with the Columbia River Crossing Project or prior to the opening of the new lane to traffic, whichever is sooner. Furthermore, ODOT's decision should be made only after consideration of recommendations from the Bi-State Coordination Committee, JPACT and the Metro Council, with the recognition that an amendment to the RTP by the Council may be necessary.

ADOPTED by the Metro Council this 9th day of June 2006.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney

I-5 Delta Park: Victory to Lombard Section

Recommendations of the I-5 Delta Park Hearings Panel for the Locally Preferred Alternative

April 28, 2006

Purpose:

The purpose of this report is to convey the recommendations of the I-5 Delta Park Hearings Panel regarding the selection of a Preferred Alternative for the I-5 Delta Park Project. The Hearings Panel was composed of: Charlie Sciscione, ODOT Deputy Region 1 Manager, Cathy Nelson, ODOT Technical Services Manager/Chief Engineer, City of Portland Commissioner Sam Adams, Sue Keil, Director of the Portland Office of Transportation, Metro Councilor Rex Burkholder, and Vancouver Mayor Royce Pollard.

The recommendations are based on the findings of the Environmental Assessment, public comments on the Environmental Assessment, recommendations from the project's Citizen Advisory Committee and Environmental Justice Work Group, recommendations from local, regional and state staff, and input from ODOT's local, state and federal environmental regulators.

The Hearings Panel's recommendations will be sent to the Bi-State Coordinating Committee, the Portland City Council, the Joint Policy Advisory Committee on Transportation, and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) for review and endorsement in May/June 2006. The Preferred Alternative will be documented in a Revised Environmental Assessment that is expected to be published in July/August 2006.

Background:

The I-5: Delta Park to Lombard project was one of several highway, transit and rail projects recommended by the I-5 Strategic Partnership. It is the first of the recommended projects to be developed for the I-5 Corridor. The Columbia River Crossing Project is the next project that will be developed. The public process for that project has recently been initiated.

Over the past three years, considerable public input has been solicited and considered at all stages of developing the I-5 Delta Park Project. ODOT formed two project advisory committees, a Citizen Advisory Committee and the Environmental Justice Work Group, to guide development of the project. The advisory committees and public input have influenced the development of the purpose and need statement for the project, the evaluation factors for the project, the range of alternatives studied in the Environmental Assessment, and the recommendation of the preferred alternative.

In developing this project ODOT has also worked closely with regional and local jurisdictions, most notably with staff from City of Portland's Transportation, Planning, Parks, and Environmental Services bureaus and staff from the Portland Development Commission.

The Environmental Assessment for this project included a No Build alternative and four Build alternatives. Each of the Build alternatives proposed the same improvements to the I-5 freeway including: widening I-5 to three lanes southbound, widening shoulders and medians northbound, reconstructing the southbound Columbia Blvd. on ramp as a merge lane, and geometric changes at the Columbia Blvd. and Lombard Blvd. interchanges. The four Build alternatives differed from one another in the proposed changes in access between Columbia Blvd. and I-5.

This project is anticipated to be constructed in two phases. Phase I construction would include the proposed I-5 freeway improvements. This phase of construction is anticipated to begin in 2008 and be completed in 2010. Phase II construction would include the proposed changes in access between Columbia Blvd. and I-5. A construction year for Phase II has not yet been established.

Recommendations:

The Hearings Panel's recommendations are presented below and are separated into the following categories:

- ❖ Preferred Alternative Recommendation
- ❖ Recommended Changes to the Preferred Alternative
- ❖ Recommendations for Final Design and Construction Phases
- ❖ Mitigation Measures and Community Enhancements Recommendations
- ❖ High Occupancy Vehicle Lane Recommendations
- ❖ Phasing and Financing Recommendations

Preferred Alternative Recommendation:

The Hearings Panel recommends Alternative 2-Argyle on the Hill as the preferred alternative for the I-5 Delta Park Project for the following reasons:

Transportation:

- ◆ The proposed improvements to I-5, which are common to all four Build alternatives, will improve the operation, efficiency and safety of the freeway in the project area. The greatest operation and efficiency improvements will be experienced during the mid-day, evening, and weekend periods.
- ◆ Alternative 2 reinforces existing access routes, maintains familiar freeway travel patterns, and makes the least change in freeway access.
- ◆ Alternative 2 does not require traffic calming measures to encourage use of the new freeway access route.
- ◆ Alternative 2 reconstructs the Denver Avenue Bridge over Columbia Blvd., which is a long-term capital maintenance/replacement liability concern for the City and ODOT.
- ◆ Alternative 2 has the least negative traffic impact on the operation of Portland International Raceway.

Neighborhood Livability:

- ◆ Alternative 2 results in the greatest reduction in traffic on existing Argyle Way and would provide the greatest improvement to the pedestrian environment along the existing Argyle Way. The volume of auto and truck traffic on Argyle Way has been identified as negatively impacting future development in the Kenton Light Rail Station area. This alternative relocates Argyle Way to the periphery of the Kenton downtown, and away from Kenton Park, downtown Kenton and the light rail station.
- ◆ Alternative 2 results in a noticeable decrease in noise levels for approximately 3 blocks of mixed use/residential properties and Kenton Park.
- ◆ Alternative 2 minimizes impacts on the planned Columbia Slough Trail.

Environmental Impacts:

- ◆ Alternative 2 has the least environmental impacts and is, therefore, consistent with City of Portland's Type II Environmental Review requirements and approval criteria.
- ◆ Alternative 2 affects less environmentally sensitive land by expanding existing development rather than building a new bridge over the Columbia Slough.
- ◆ Alternative 2 maintains the wildlife corridor for North and Northeast Portland by not breaking up existing habitat for birds and animals along the Columbia Slough with new bridges or roads.
- ◆ Alternative 2 minimizes impacts on the existing forested riparian strip located between the N. Denver Avenue bridge and the I-5 bridge. New bridges or roads along the slough would remove vegetation and replace it with new impervious surface. This would result in a potential increase in pollutants and sediment entering the slough.
- ◆ Alternative 2 requires the least amount of new impervious surface (paving). Impervious surfaces have the potential to increase stormwater runoff, raise water temperature, and increase pollutant loading into nearby waterways.

Economic/Redevelopment Impacts:

- ◆ Alternative 2 minimizes business displacements.
- ◆ Alternative 2 has the potential to positively affect the redevelopment prospects of high density sites around Argyle Way and Interstate Avenue, provided funding certainty for the Phase II interchange work.
- ◆ Alternative 2 has the second lowest property acquisitions.

Recommendations for Changes to the Preferred Alternative:

The Hearings Panel recommends that Alternative 2 be amended as follows and that these changes be documented in the project's Revised Environmental Assessment:

- ❖ The reconstruction of the Denver Avenue Bridge over the Columbia Slough should be added to Alternative 2. Reconstructing both of the Denver Avenue Bridges at the same time will minimize community disruption in the long term.

- ❖ The Schmeer Road realignment should be moved further south to minimize impacts to the TMT Development/Container Care property. The opportunity to move the Schmeer Road realignment further south is provided by reconstructing the Denver Avenue Bridge over the Columbia Slough.

Recommendations for Final Design and Construction Phases:

As Phase I and Phase II of the I-5 Delta Park Project go through the final design and construction work, the Hearings Panel recommends that:

- ❖ During Phase I, ODOT further investigate ramp meters and lane treatments on the Columbia Blvd. southbound on-ramp with the objective of balancing the desire for most efficient entry to I-5 for trucks with the operational needs of the ramp.
- ❖ ODOT develop Phase II improvements in cooperation with the Portland Office of Transportation to ensure that the local circulation elements (new Argyle Way, Denver Avenue Bridges and Schmeer Road) are developed with appropriate City input and review.
- ❖ ODOT ensure that development of Phase II improvements includes opportunities for public input on roadway and structures designs for local circulation elements including: the new Argyle Way, the Denver Avenue Bridges, and Schmeer Road.
- ❖ During development of Phase II improvements, ODOT continue to investigate design modifications for the new Argyle Way alignment balancing the objectives of minimizing property impacts, maximizing re-development opportunities, and optimizing transportation safety and operations.
- ❖ During development of Phase II improvements, ODOT continue to investigate design options for bicycle and pedestrian facilities on the Denver Avenue Bridges balancing the objectives of providing good bicycle and pedestrian access, accommodating freight movement, minimizing property impacts, and optimizing traffic safety and operations.
- ❖ During Phase I and Phase II, ODOT coordinate with the Portland Office of Transportation to provide for City review of the construction management plan, which will ensure the least possible business and community disruption during the construction of these improvements.
- ❖ ODOT work with the Portland Office of Transportation to vacate portions of the existing Argyle Way during Phase II construction to help the area around Argyle Way to reach its full redevelopment potential.
- ❖ ODOT and the Portland Office of Transportation develop an Intergovernmental Agreement(s) regarding the ownership and maintenance of local circulation elements of the project, the development of an access management plan for the interchange area, and the implementation of local system community enhancements.

Mitigation Measures and Community Enhancements Recommendations:

With regard to mitigation measures and community enhancements, the Hearings Panel recommends:

- ❖ Implementing the full mitigation and conservation measures outlined in the Environmental Assessment including: erosion and sediment control measures, air and water pollution control measures, wetlands mitigation measures, landscaping and riparian re-vegetation measures, fish conservation measures, fencing for the Columbian Cemetery, and meaningful workforce diversity and DBE goals.
- ❖ Adding an additional mitigation measure to the Environmental Assessment for ODOT to provide technical assistance during Phase II of construction to help local businesses prepare for the construction impacts of both of the Denver Avenue Bridge replacements.
- ❖ Setting the Community Enhancement Fund for the I-5 Delta Park Project at \$1 million.

High Occupancy Vehicle Lane Recommendations:

With regard to an HOV lane or other managed lane, the Hearings Panel recommends that:

- ❖ The I-5 Delta Park Revised Environmental Assessment identify that one of the I-5 southbound lanes may be operated as an HOV or managed lane in the future between, approximately, the Marine Drive and Alberta interchanges.
- ❖ ODOT make a decision about whether or not to operate a southbound HOV or managed lane in Oregon by the time the I-5 Delta Park Project is opened to traffic, in approximately 2010. In making this decision ODOT should seek recommendations from the Bi-State Coordination Committee, JPACT and Metro Council and seek an amendment to the RTP as necessary.
- ❖ ODOT conduct additional investigation of a southbound HOV or managed lane using traffic data and traffic models constructed for the Columbia River Crossing (CRC) Project in order to explore:
 - ◆ Transit service assumptions for a HOV or managed lane;
 - ◆ The length and duration of congestion on I-5, SR 14 and SR 500 with and without an HOV or managed lane;
 - ◆ The feasibility of operating the lane as a managed lane;
 - ◆ Enforcement levels needed for an HOV or managed lane;
 - ◆ How CRC Project decisions regarding future high-capacity transit, freeway, and transportation demand management would support operation of an HOV or managed lane in Oregon.
- ❖ ODOT coordinate its analysis and decision making regarding a southbound HOV or managed lane with the Bi-State Coordination Committee and appropriate Bi-State staff.
- ❖ The CRC Project continue to investigate HOV and managed lane concepts for the Portland/Vancouver I-5 corridor through the EIS.

The Hearings Panel makes these recommendations for the following reasons:

- ❖ Local, regional, state and federal policies are supportive of providing transportation options other than the single-occupancy vehicle in the I-5 corridor.
- ❖ More investigation of transit service levels, congestion impacts, feasibility, and enforcement is warranted prior to making a final decision about southbound HOV or managed lane implementation.
- ❖ Additional information about the long-range southbound HOV and managed lane system is likely to result from the Columbia River Crossing Project. The decision about implementation of a southbound HOV or managed lane in Oregon should be coordinated, to the greatest extent practicable, with the CRC Project direction for HOV and managed lanes.

Phasing and Financing Recommendations:

The Hearings Panel recommends that funding for design, property acquisition and construction of Phase II be prioritized by ODOT and the City, and a project implementation schedule for Phase II construction be established.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3704, FOR THE PURPOSE OF DETERMINING THE CONSISTENCY OF THE LOCALLY PREFERRED ALTERNATIVE WITH THE ADOPTED INTERSTATE 5/ DELTA PARK TO LOMBARD PROJECT IN THE REGIONAL TRANSPORTATION PLAN AND RECOMMENDING PROJECT APPROVAL

Date: May 30, 2006

Prepared by: Mark Turpel

BACKGROUND

The Interstate 5 (I-5) freeway is the major West Coast road system serving people and good movement north and south via auto, bus and truck both in the Metro area and as far as the Canadian and Mexican borders.

The 2000 Regional Transportation Plan recognized the transportation challenges of the corridor along I-5 from the Marquam Bridge to the Interstate Bridge and referenced the I-5 Trade and Transportation Partnership project as a process that would identify needed transportation actions on both sides of the Columbia River in the vicinity of I-5. Governors Gary Locke and John Kitzhaber appointed a bi-state I-5 Transportation and Trade Task Force of community, business, and elected representatives in January 2001 to develop the plan. The Task Force adopted al *Strategic Plan* on June 2002. The recommendations included:

- Three through-lanes in each direction on I-5, including southbound through Delta Park.
- A phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 corridors.
- An additional span or a replacement bridge for the I-5 crossing of the Columbia River, with up to 2 additional lanes for merging and 2 light rail tracks.
- Interchange improvements and additional merging lanes where needed between SR500 in Vancouver and Columbia Boulevard in Portland. These include a full interchange at Columbia Boulevard.
- Capacity improvements for freight rail.
- Bi-state coordination of land use and management of our transportation system to reduce demand on the freeway and to protect the corridor investments.
- Involving communities along the corridor to ensure that the final project outcomes are equitable.

In November 2002, the Metro Council endorsed the *Strategic Plan* by adopting Resolution No. 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations and directed staff to incorporate the *Strategic Plan* recommendations in the next update of the RTP.

In July 2004, the Metro Council approved the update of the RTP through adopting Ordinance 04-1045A For the Purpose of Amending the 2000 Regional Transportation Plan ("RTP") for Consistency with the 2004 Interim Federal RTP and Statewide Planning Goals. Accordingly, the 2004 Regional

Transportation Plan (RTP) includes project number 4005, widening to six lanes the segment of I-5 from Lombard Street at the southern end to Expo Center/Delta Park at the northern end. This project would provide a consistent freeway width and eliminate a current condition where there is a portion of the freeway segment with two southbound lanes, while the balance of the freeway segment has three lanes each direction.

However, the 2004 RTP also states: "...despite a range of different improvements to the I-5 interstate bridges and transit service, latent demand exists in the corridor that cannot be address with highway capacity improvements alone." The 2004 RTP further states: "Light Rail transit and expanded bus service along parallel arterial streets are effective alternatives to I-5 for access to the Portland central city." The 2004 RTP also states that design considerations should be considered including:

- "HOV lanes and peak period pricing
- transit alternatives from Vancouver to the Portland Central City (including light rail transit and express bus)..."

The I-5 Delta Park to Lombard Project was initiated to look at alternatives along I-5 between Lombard and Delta Park, and, in addition to the direct freeway improvements (primarily changing this segment of I-5 to three lanes each direction by adding one additional lane southbound), four interchange/access alternatives (Full Columbia Ramps, Argyle on the Hill, New Road by the Slough, and Columbia Connector) were identified and assessed. Further, the feasibility of operating the new southbound lane as an HOV lane was assessed.

Most recently, the Columbia River Crossing (CRC) Project has taken up where the I-5 Transportation and Trade Partnership left off with regard to highway, transit, bicycle and pedestrian movement across the Columbia River in the immediate vicinity of I-5, just north of the I-5 Delta Park Project. A wide range of transit alternatives will be reviewed and analyzed during this effort and should address the transit questions along I-5 north corridor in Oregon (as well as into Clark County). However, the CRC project could benefit from consideration of whether HOV lanes will be included in the Delta Park to Lombard segment. Accordingly, it has been recommended that ODOT not make a decision about the status of the I-5 Delta Park Project additional southbound lane (whether it should be a general purpose lane, HOV or managed lane) until the CRC Project is further along. This can be achieved because final engineering and even most of the construction can proceed without making a decision about the lane status.

A draft resolution was brought to the Transportation Policy Advisory Committee (TPAC) on May 26, where it was unanimously recommended for approval. Subsequent to this action, Metro staff concluded that the resolution would be more precise if the resolution title directly stated that the project was already part of the RTP and that the resolves reference the titles of the supporting technical reports and these changes are reflected in the proposed resolution for JPACT and Metro Council consideration.

ANALYSIS/INFORMATION

1. Known Opposition

There have been concerns expressed by residents of the area along I-5 concerning additional air pollution, noise, dust and traffic congestion. These issues are described in the Environmental Assessment and Hearings Panel recommendations (Exhibit "A"). There have been concerns expressed about the operation of a new southbound lane as an HOV or managed lane, including representatives of trucking and Clark County commuters to the Metro area. Further, there have been concerns expressed about whether the proposed project helps implement the region's plans.

2. Legal Antecedents

Resolution No. 98-2625, For the Purpose of Amending the Metropolitan Transportation Improvement Program to Approve a Six-Month High Occupancy Vehicle (HOV) Lane Demonstration on I-5 Northbound and Associated Financing.

Ordinance No. 00-869A, For the Purpose of Adopting the 2000 Regional Transportation Plan.

Resolution No. 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations.

Ordinance No. 04-1045A, For the Purpose of Amending the 2000 Regional Transportation Plan ("RTP") for Consistency with the 2004 Interim Federal RTP and Statewide Planning Goals.

3. Anticipated Effects

Construction of the I-5 Delta Park to Lombard Project as recommended by Exhibit "A".

4. Budget Impacts

No direct impacts to the Metro budget. The project is included in the list of Financially Constrained System Projects (number 4005) of the Regional Transportation Plan.

RECOMMENDED ACTION

Approve Resolution No. 06-3704, For the Purpose of Determining the Consistency of the Interstate 5/ Delta Park to Lombard Project with the Regional Transportation Plan and Recommending Project Approval.

APPENDIX G

Community Enhancement Report

I-5 Delta Park Community Enhancement Fund

Advisory Board's Preliminary Funding Recommendations

May 2, 2006 – Updated!!

The primary purpose of this document is to convey the I-5 Delta Park Community Enhancement Advisory Board's preliminary recommendations for community enhancement projects.

Background

In 2002, the Oregon and Washington Departments of Transportation, working closely with community and elected representatives in the Portland/Vancouver area, developed a transportation plan for the I-5 corridor between Portland and Vancouver known as the *I-5 Partnership Strategic Plan*. In addition to recommending a series of highway, transit and rail improvements in the I-5 corridor, the plan also recommended creation of a Community Enhancement Fund to benefit the communities affected by transportation projects on I-5.

The first project from the *I-5 Partnership Strategic Plan* to be developed was the I-5 Delta Park Project. This project will widen I-5 to three lanes southbound and improve access between Columbia Blvd and I-5. It was developed with considerable community input, and is in the final stages of the alternative selection and approval process. ODOT is required to mitigate any adverse impacts of the I-5 Delta Park freeway and interchange project. The Community Enhancement Fund provides additional opportunities to move beyond mitigation and achieve multiple transportation-related benefits in the project impact area. Based on the recommendation of Alternative 2 - Argyle on the Hill - as the locally preferred alternative, ODOT has set the Community Enhancement Fund at \$1,000,000.

A Community Enhancement Advisory Board of neighborhood and community representatives has guided the process of soliciting enhancement ideas from the community, screening proposed projects and recommending projects for funding. Following a three month solicitation period, thirteen community enhancement applications were received requesting almost \$3 million in proposed community enhancement projects. Three applications were determined to be ineligible for transportation funds and were not evaluated. The remaining ten applications were thoroughly reviewed by the Advisory Board. Their preliminary recommendations are set forth below.

Preliminary Recommendations

Projects listed below in Table 1 have been recommended by the Advisory Board for community enhancement funding. Please note that the projects are not listed in priority order and that these recommendations are preliminary.

A final list of projects, funding amounts, and likely timing of construction will be determined by the Advisory Board in the Fall of 2006. The projects recommended for funding and amounts allocated to each project may change based on additional review of project costs by ODOT and the City of Portland.

The Advisory Board and ODOT appreciate the incredible amount of work that community members put into their project applications and commend each applicant for their commitment to making the community a better place to live in.

Table 1: Preliminary Project Funding Recommendations

Project	Preliminary Amount	Funding Recommended For:
Neighborhood Tree Planting	\$65,000	Neighborhood tree plantings in the Kenton, Arbor Lodge, Overlook, Piedmont, Humboldt and Boise neighborhoods between N. Albina Avenue and Interstate Avenue.
Portland Blvd Bicycle Lanes	\$90,000	Bicycle facility improvements on Portland Blvd between Vancouver Avenue and Montana Avenue.
Bryant Street Pedestrian Overpass	\$50,000	Preliminary engineering to identify potential solutions to improve the safety of the overpass for pedestrians.
I-5/Killingsworth Overcrossing Improvements	\$200,000	Widening sidewalks, installing lighting and providing overpass screening on Killingsworth over I-5.
Columbia Slough Trail	\$460,000	Extension of the Columbia Slough Trail between Denver Avenue and Martin Luther King Blvd.
Downtown Kenton	\$75,000	Traffic circle and other traffic calming on Denver Avenue in Kenton.
Peninsula Park Crosswalk	\$60,000	Crosswalk improvements on Portland Blvd. at Kerby Street to provide safer pedestrian access to Peninsula Park.

In addition to developing the funding recommendations in Table 1, the Advisory Board has the following additional comments and recommendations about the proposed community enhancement projects:

- **Bryant Street Overcrossing:** The Advisory Board recognizes the neighborhood's desire to make the Bryant Street bridge a safe and pleasing pedestrian crossing. The funds requested for this project are very likely not adequate to design and construct improvements to address the safety concerns associated with the bridge. The funds designated by the Advisory Board for this project are for preliminary engineering to determine the feasibility, cost and scope of renovations needed for the overpass.

- Denver Avenue Sidewalks: As a part of Phase II of the Delta Park project ODOT will construct sidewalk improvements along the west side of Denver Avenue between Schmeer Road and Victory Blvd. The Advisory Board recommends that ODOT and the City of Portland work together to design, fund and construct these sidewalks so that they are wide enough to accommodate street trees, pedestrians and bicycle traffic. The Advisory Board believes the west-side Denver Avenue sidewalk improvements are critical for the following reasons:
 - The sidewalks will provide pedestrian and bicycle connections from the Kenton neighborhood to park, trail, and transit facilities and Hayden Meadows businesses.
 - The sidewalks are an important part of the City's trail system connecting the Columbia Slough Trail with trail facilities in the Delta Park and Marine Drive vicinity.
 - The on-street bicycle lanes on this heavily traveled, high-speed, limited visibility street will serve experienced bicycle commuters but are inadequate for providing connections to the trail system, Portland International Raceway, etc. for families or casual recreational cyclists.

More Information:

For additional information about the I-5 Delta Park Project and the Community Enhancement Fund process, please contact:

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Advisory Board's Preliminary Recommendations for Community Enhancement Projects



Denver Avenue Sidewalks - See "Additional Recommendations"

Columbia Slough Trail: Extend trail from Denver Ave to MLK Blvd.

Downtown Kenton: Traffic Circle and Traffic Calming

Bryant St. Pedestrian Overpass: Preliminary engineering to address safety issues

Portland Blvd. Bicycle Access: Bicycle Improvements between Montana and Vancouver

Peninsula Park Crosswalk of Portland Blvd. at Kerby

Killingsworth Overcrossing Improvements: Sidewalks, Bike Lanes, Lighting, Screening

Friends of Trees: 600 street trees planting focused between interstate and Albina Avenues, in the Kenton, Arbor Lodge, Piedmont, Boise, Humboldt and Overlook Neighborhood

KEY

I-5 Delta Park Project Community Enhancement Fund Initiative Area