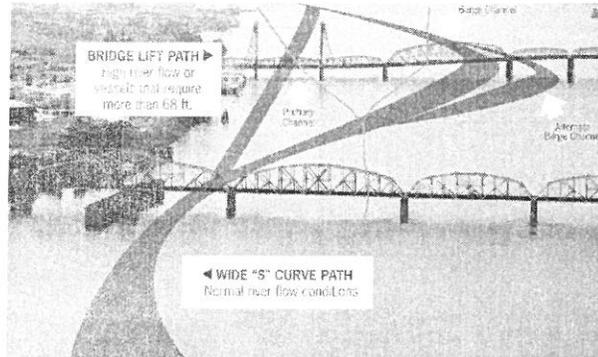


Immediate Congestion Relief

June 3, 2014
Submitted by:
Sharon Nassett
3 pages ①

Adding a new opening to the existing railroad bridge will eliminate most of the bridge lifts by permitting more barge traffic to use the "hump" under the current I-5 bridges.

◆ Decrease Lifts by 95% on I-5 bridges



◆ Install electronic warning sign boards on I-5 freeway stating bridge lift times

◆ Pleasure crafts lift "queuing system"

1. Lifts will decrease by 95% (CRC DEIS) with an upgrade to the BNSF rail bridge lift system.

The addition of a mid-channel opening on the BNSF bridge in line with the I-5 "hump" will allow most barge traffic to avoid causing bridge lifts on the I-5 bridge. A mid channel opening will make it easier for marine traffic to use the main or barge channels. We have approximately 20-30 lifts a month during high water. With a new lift, approximately 95% of the vessels needing a I-5 lift would have better channel access not needing a lift.

Benefits

- Highway - Less congestion and incidents from lifts
- Marine - Safety, wider lift opening, less maneuvering to us barge channels, more options to access channels for emergencies.
- Rail- Time savings – opening a new lift will be faster than the 1907 swing span.
- Air Quality- Less lifts helps to keep the traffic moving
- Historical - 95% less lifts means less wear and failures on the old I-5 lifts
- Cost Savings- Keeping traffic moving, keeping business traffic moving, less raising of bridge,

2. **Install electronic warning sign boards on I-5 freeway stating bridge lift times and make public announcements for commercial marine traffic.** ODOT/ WADOT currently manage I-5 bridges lifts, freeway warning signs, and public announcements about traffic. The DOTs need to include bridge lifts information into the current transportation warning system. The commercial marine traffic can notify their schedule prior to needing a lift.

3. Lifts for pleasure crafts during non-restricted lift times will be regulated to a "queuing system"

It is common for marine pleasure craft traffic to "line-up" and have one bridge lift, at scheduled times, instead of individually as we do now.

4. The lift upgrade has been recommended in transportation studies for decades.

Please see matrix

5. Upgrading the BNSF rail bridge has many supporters

6. **Federal funding must be sought to adding an additional mid-channel lift because it benefits the highway and marine traffic safety more the privately owned BNSF rail company.** The type of funding sought can be infrastructure, employment area grants, safety grants, and 4(f) Historical Resource grants for less lifts I-5 bridges.

7. **BNSF is willing and has added lifts to other rail bridges, in record time.** The lift upgrade on the Willamette River rail bridge took 72 hours, and is the largest in the world. I-5 Transportation and Trade Partnership in 2002 estimated \$42 million dollars and recommended upgrading the rail bridge.

Though Traffic Streamlining For immediate congestion relief on I-5 freeway.

The I-5 freeway though Portland from Stafford in the south all the way to the I-5 bridge with Washington is considered to be antiquated and over capacity. The obsolescence comes from narrow lanes, short on and off merge lanes, lack of merge lanes, and no emergency pullout areas.

The location of the I-5 freeway in Portland though neighborhoods has made I-5 widening impossible. Widening the freeway when all the arterioles leading up to, and adjacent to, the I-5 freeway are over capacity now, and can not hold more traffic, will not relieve congestion or help the environment, and will be less safe. Leaving us to add capacity in other locations and maximize inside the current Right Of Way..

Immediate and Cheap Congestion Relieve

Add capacity to I-5 bridge for emergency pullout lanes.

Replace Jersey barriers on both sides of each I-5 bridge with steel panels attached to the bridge. Removing Jersey add 2' to 3' lane space each. The Jersey barriers have 18" between the freeway lane and the barriers. So with two barriers 4' to 6' plus the 18" this is 5'6" to 7'6" space for emergency pullout by re-stripping the freeway bridge lanes putting the additional space together on one side.

Warning signs

Warning signs directing freight truck traffic to use left lanes avoiding continue start, stop, and extra pollution that comes from being in the slow lane as traffic merges in.

Warning signs directing though traffic approaching the I-5 bridges North and South to use the left lanes, leaving the right lane available to help short merge lanes just before the bridges.

Less braking on freeway

Enlarge exit entrance to SR-14 east from I-5, by 10' with painted line re-stripping. The enlarging of exit entrance will keep drivers from breaking on the bridge. Future realigning the entrance to SR-14 by raising and lengthening exclamation lane would make it easier to us.

Relocate ODOT Truck Permit Center from Jantzen Beach to Hayden Meadows.

Freight trucks needing an ODOT permit must us the very close to the bridge on and off ramps at Jantzen Beach to purchase a permit on the island. Hayden Meadow just south of the island had good on and off ramps for north and south access to I-5, truck friendly, and has available commercial space. The historic tolling building can be turned into a much needed community center and be restored for the 2017 bridge birthday party.

Increase transit service with One Stop Hop express bus service

Increase bus service from residential areas into specific employment centers. Currently express buses just go to transit transfer or city centers. The transit user must go from residences to transit, then, transfer once or twice to get to employment centers other than downtown Portland, requiring 2 to 4 transfers to and from work each day. The Rivergate, ports, industrial, and terminals areas are the number one destinations of commuter and are not near downtown and have poor to moderate bus service. Buses connecting with park and rides in residential areas and going directly into Swan Island, Hillsboro, Rivergate, Columbia Blvd. Corridor, or the airport are needed. One bus that goes to where the user is going from near their resident will attract ridership. Get on a bus in Salmon Creek and get off in the NW Industrial Area, or Hillsboro. It's a WINNER!

For immediate congestion relief on I-5 freeway.

Open High Occupancy Vehicle to general purpose traffic

The Oregon Transportation Commission controls the HOV lane and can open it at any time!

Oregon has only one HOV lane in all it's freeway and highway miles and it causes congestion. The "third" lane carries a very small percentage of the lane's capacity during high demand commuter times, causing added pollution and safety issues in the adjacent neighborhoods when. These neighborhoods are already in the 2% worse air quality in the NATION and are damaged even more by the HOV. They are the ONLY neighborhoods to be damaged because all other neighborhoods had removed, or not had HOV lanes.

Oregon has only one short "temporary pilot" HOV and it is on I-5 north. The HOV lane is too short in length to be helpful and does not have separation barriers between it and general purpose lanes for speed and safety needed for HOV lanes. Other Portland area freeways have removed their HOV lanes and do not have HOV lanes now. I-84 HOV lanes were removed YET it has Vancouver bound buses. I-5 south of the Fremont Bridge all the way to California has no HOV lanes. HWY 217 has no HOV lanes, a HWY 26 study showed HOV would cause an enormous amount of additional congestion and has no HOV lane. I-205 has never had HOV lanes. YET it has Vancouver bound buses. The HOV lane, on I-5, in Vancouver was removed for causing congestion and pollution. There are no HOV lanes south on I-5 from Vancouver to Portland.

The General Purpose Lanes on HWY 217, HWY 26, I-5 South, I-84, and I-205 all carry buses, some including CTRAN buses bound for Vancouver. **The Portland area needs to stop the IMMORAL attack on the financially challenged neighborhoods of North and Northeast Portland, and on the non voting, yet tax paying commuters of the State of Washington!** Washington residents pay a significant amount of taxes to the State of Oregon yet have no voting rights.

The North and Northeast neighborhoods are already punished enough by the 1000's of vehicles that drive though our neighborhoods every day putting us in the 2% worse air quality in the nation, because I-5 is over capacity and the HOV lane make it worse.

The Oregon Transportation Commission controls the HOV lane and can open it at any time! It's cheap and every easy.... The Oregon Transportation Commission orders the Oregon State Police to not enforce the HOV, and remove the signs. Which can be done today.

From: kgurev@comcast.net
Sent: Tuesday, June 03, 2014 3:44 PM
To: RTC meetings
Subject: June RTC meeting, special accomodations

Regional Transportation Council
RECEIVED

JUN 03 2014

*Submitted by
Karen Gurevitch*

Dear RTC,

Karen Gurevitch cannot make it to your meeting due to a back injury, please insure this public testimony is given.

She would like to urge the RTC board to stop spending the money the public voted for preserving bus and van service on unnecessary BRT \$million busses and bloated and inflexible bus stops.

The public appeal for raising CTRAN taxes by \$9 MILLION plus annually was strongly made claiming the \$ would be used to help disabled riders and no mention was made of BRT. BRT is a new costly idea, not preserving busses and vans for disabled riders.

Seniors with limited mobility are helped greatly by door to door service such as the CVAN service. Most busstops are too far to get to by wheelchair, especially if it is not a scooter type chair. Medical and dental appointments are necessary for all seniors, and that is where the \$\$ should be spent.

Again, please do not steal the transportation \$\$ from seniors and disabled riders county wide and waste it on a bus route that is already better served than any other route in the county.

Sincerely, Karen Gurevitch