

To: Committee on I-5 Replacement; Oregon Joint re: 9/5/2020 at 1:00 pm meeting  
From: Roberta Marcelle Robles, Quarantine temporary residency in Clark County WA.

*I encourage media distribution far and wide. There is no copyright transport justice.*

**Opposition to and Summary of DOT Transport Injustice re:  
2020 CRC Alignment Alternatives:**

My input has been systematically ignored by top racist bureaucrats; ODOT and WashDOT officials Brennan Finn and Carly Fiorni. This testimony is provided in response to the presentation material for the future [I-5 Committee 9/9/2020 at 1:00pm](#). They have not included my input, nor the full range of managed lanes opportunities. Their range of alternative corridors does not include a Bus and Freight Lane. I believe freight traffic needs are being handled outside the scope of public meetings and are co-opted by the Oregon Trucking Association. This group is a proxy for freeway widening industrial complex.

The “Chinook” people, or the generic name pioneers used to call the hundreds of tribes that passed by the banks of Fort Vancouver on their annual salmon hunting runs. The land at Fort Vancouver now prioritizes antique planes, and unsafe air access over global transport network at the very busy Ports on both sides of the Columbia River. According to OTC reports in 2019 Oregon has an oversupply of rural airfields whose finances are poorly managed; they subsidize those who rent discounted air hangers for little to no local taxes called economic incentive zones. Given the rise of drone manufacturing public utilities have a right to demand more taxes on these new businesses.

I would like to remind officials that youth and Black Lives Matter protests have shut the freeways down multiple times in protest to systemic exclusion in the design and development of a freeway expansion. ODOT has ignored simple cost effective solutions: **Congestion Management Principles**. These youth activists became involved through environmental justice teachers and student activists at Harriet Tubman MS. ODOT has dissolved multiple citizen advisory groups that summarily voice their opposition to racist freeway expansions into the Albina neighborhood.

**We Can Do Better!**

We can't solve the same traffic congestion issues with the same demand model of predictions. [Please see Vice Article The Broken Algorithm That Poisoned American Transportation](#). We need to toss demand based models and adopt a network based approach to managing freeway through lanes and interchanges. Apply geometric logic to the freeway network:

**Congestion Management Principles:**

1. The most efficient through speed on a freeway lane is 45 mph.
2. Closing some on and off ramps and removing oversized interchanges can significantly reduce overall land and project cost and increase neighborhood connectivity.

3. Congestion pricing can be an equity tool if the proceeds are used to subsidize public transit, walking and bicycling.

The entire Interstate Committee needs to add a quorum of Black and Indigenous transport experts. Induced demand issues stemming from inaccurate travel demand models can be mitigated by applying Congestion Management techniques that are known to work globally and can include freight only access to industrial areas in Swan Island and Lombard. These are regionally dedicated industrial areas. Freight traffic in this corridor could reach upwards of 10-15% if given priority access to any public transit option considered.

It's not just an interstate freeway; each interchange needs to be renegotiated to improve local trip passage and access to regionally significant Max lines at the Rose Quarter Transit Center. There are too many interchanges too close together with unsafe merging patterns; the solution is to close ramps, not widen auxiliary lanes. This is the most equitable, climate centered solution that is guaranteed to work. St. Louis, February 2019 5 ramp closure on I-64 matches the exact geography and issue. We know it works. We demand reductions in interchanges.

Whereas the alignment of the preferred alternative to CRC 2013 was not unanimously agreed upon, Clark County voters didn't approve it and the inability to deliver a solution at the Rose Quarter is proof that ODOT and WashDOT are continuing to obfuscate innovation from activist Harriet Tubman MS. This route prioritizes Fort Vancouver antique airplane access is completely untenable in a dense urban environment. The landing site was historically the landing site for Indigenous tribes as they migrated with the chinook runs.

I reject any planning efforts that do not center Indigenous leadership in the discussion for a new crossings. It's clear the proposal includes the status quo routing all Vancouver traffic through North Portland to an ALREADY disadvantaged community.

**Recommendation:**

- 1) Add enough Black and Indigenous voices to the Joint Committee on the I-5 committee from both Washington and Oregon to enable their power as a quorum. Remove all white legislatures who's districts do not directly reside in the Portland Metro area. There is too much political input from outside of the Portland region ruining our local neighborhoods and cities.
- 2) We demand transport justice by renegotiating all Interchange Area Manage Plans as required by the Federal Highway Administration. Minimizing private vehicular traffic from Washington from local Portland roads.
- 3) Center Indigenous maritime access to the Columbia River at Fort Vancouver. Demolitioning Fort Vancouver for an Interstate Bridge span that brings together our communities and provides river access. Similar to river access at St. Johns Bridge.
- 4) We demand a complete redo of the preferred option alignment, the options proposed were developed over 20 years ago and are seeped in protecting the money interested historic preservation, military industrial elite residing at or near Fort Vancouver. The

views are absolutely gorgeous and represent the most racist outcome of interstate freeway placement along this corridor. Fort Vancouver launched raiding parties that went as far as the Rogue Valley on the California borders.

- 5) We demand a future network transport build out that **CENTERS** bicycles as the most healthy green form of transport for urban trips under 5 miles. Statewide mandate to slow speeds in urban areas to 20 mph and heft substantial fees and penalties to road ragers who harm vulnerable road users.

### **Known Solutions Ignored by ODOT and PBOT**

PBOT hosts an ongoing pay to play Freight Committee that has excluded me for 3 years. If you aren't a member of the Oregon Trucking Association one does not get access to the committee.

1. We demand a solution on Interstate 5 that diverts all private traffic away from the Albina redevelopment at the Rose Quarter.
2. **Oregonians to Vancouverites:** We will never accept another interstate beltway around our cherished agriculture lands and suburbs. It's not our job to build your road to work. It's your job to ride the bus network you chose. Get on the bus, it has wifi.
3. Demand the Trail Blazers develop their own travel demand management plan that prioritizes low income workers access. Riding your bike will give you a 9-12% competitive advantage if we clean up the air. **NBA losers don't get free parking passes.**
4. We demand a Max line completion bridge to Vancouver fully funded by the federal government. This is the **most important bi-state public transit crossing for the entire Western USA**. We demand transport justice from federal funding sources to finish this connection. Oregonians have already paid dearly for the extension to the Expo Center. Another no car Tilikum style bridge is needed in addition to a CRC replacement Bridge.
5. Oregon Bicyclists have been systematically excluded from hard fought funding sources. Averaging 1 mile of cycle lane per year in Oregon, as reported to OTC in 2019. We demand a Columbia River cycle crossing that is of substantial quality and accessibility that **CENTERS BICYCLES** as the most healthy green form of transport for urban trips under 5 miles. Slow speeds in urban areas to 20 mph and heft substantial fees and penalties to road ragers who harm vulnerable road users.
6. We demand the inclusion of the Frog Ferry Service in the development of preferred alternatives. *I reject the non-profit unelected leadership of the Friends of Frog Ferry.* There demand models are riddled with the same issues as the travel demand models for the freeways. They have systematically hidden cost estimates that favors expensive passenger trips to Lake Oswego and obscures financial interest of waterfront landowners. We reject naming any ferry terminal Zidell. Instead all Ferry terminals should be named after the tribes left, with restorative land taxes included in response to centuries of genocidal practices launched from Fort Vancouver. Indigenous voices and Riverkeepers need a place at the ferry table and the price per trip figure needs to be provided as a regular reporting figure. Cheap to no cost tickets should be preferred over

luxury high speed boat rides to Lake Oswego. No Ferry terminal in Lake Oswego until they open their rail access to public commuters and allow pedestrian bridges over the Willamette.

## Summary

We demand a complete redo of the preferred option alignment over the Columbia River. The options proposed were developed over 20 years ago and are seeped in protecting the money interested historic preservation, military industrial elite residing at or near Fort Vancouver. The current options development was driven by freight interests that are really a proxy for racist transport planning.

The views from Fort Vancouver are absolutely gorgeous and represent the most racist outcome of interstate freeway placement along this corridor. These neighborhoods are the most exclusive in the region and prevent public access to the riverfront that was historically significant to Indigenous communities.

Fort Vancouver launched raiding parties that went as far as the Rogue Valley on the California borders. These interests should not push more traffic through Albina neighborhood.

History of Fort Vancouver pre-military:

- a) [Numerous authors](#), such as deSmet, make similar claims: “Indians linger on the Columbia as long as a salmon can be caught” (deSmet 1847: 285). This reach was a place of great seasonal mobility, with people moving up and down the river to fish for salmon, sturgeon, eulachon and other fish, as well as to hunt elk, deer, waterfowl and other game, and to gather wapato, camas and other staple plant foods (Saleeby 1983).<sup>12</sup> Most significantly, the fort site was situated between the great salmon fishing stations of the Columbia Cascades and the vast quantities of the edible root, wapato (*Sagittaria latifolia*), and other marsh resources found at the Willamette-Columbia confluence (Darby 2005). Downriver people, from as far away as the outer coasts of Oregon and Washington, paddled each year past the fort site en route to the salmon fishery at the Cascades,<sup>6</sup> while upriver people often moved downstream past the fort site in search of game and “marsh resources” such as wapato: “Roots were gathered largely along the flats of the Columbia, the cascades people going downstream for wappato to the sloughs and flats opposite Vancouver, Washington” (Suphan 1974b: 48). People from outside the immediate area passed through the vicinity of the Fort Vancouver site on extended journeys, while resident peoples may have only taken short trips between resource sites in the Portland Basin; Saleeby (1983) notes that the people of the Portland Basin were quantitatively and qualitatively different than those found in other portions of the Chinookan realm, with a number of “fully sedentary villages” situated to areas of such resource abundance that the need for seasonal migrations to places outside of the Portland Basin was limited. The fort site was thus located close to permanent,

resident populations, yet was situated in an area that served as a magnet to tribal peoples from throughout northwestern Oregon and southwestern Washington. Accordingly, studies of resource use and demographics suggest that the population of the Columbia River shoreline in this general area expanded dramatically during peak resource harvests at these locations – up to three or four times its annual population. “ (An Ethnohistorical Overview of Groups with Ties to Fort Vancouver National Historic Site Douglas Deur 2012 Douglas Deur, Ph.D., College of Forest Resources, University of Washington and Pacific Northwest Cooperative Ecosystem Studies Unit National Park Service, Pacific West Region Seattle, Washington)

### **Indigenous Innovation Preserves the Balance**

I am honored my elders told me the verbal history of Fort Vancouver; after an Indigneous massacre the only pregnant woman left standing killed herself and her baby while cursing the land and the white people who massacred peaceful people.

The design proposals presented by ODOT staff ignores and dismisses regional outrage at freeway expansion proposals. These proposals are driven by freeway industrial complex moneyed insiders. It will not provide congestion relief.

We demand solutions, like the Congestion Management Principles be centered in future alignment proposals.

Roberta Robles,

Oregon Coast native education, SOU BS in Environmental Economics/GIS

Cornell Masters in Planning and GIS guru --> [mother of Google Maps](#)

From the ancestral southwest lands of the Pueblo, Navajo, Aztec, Kiowa and RamiRimu

Neurodivergent technocrat full of politically incorrect grammar errors

ODOT GIS batch data processing innovator / ODOT Bridge Replacement Program 2003