

PUBLIC COMMENTS FOR IBR PROGRAM EXECUTIVE STEERING GROUP

Received between July 20, 2022 – September 13, 2022

Sharla Moffett

7/20/2022

Dear IBR Executive Steering Group:

Attached are the public comments of more than 50 business associations supporting expanded vehicle capacity in the design for replacing the I-5 bridge.

Thank you so much for your consideration.

**ADA compliant versions of the attachments can be made available upon request*

Dan Warren

7/27/2022

Executive Steering Group,

Please see the attached letter from St. Johns Ace Hardware in regards to the IBR project.

** ADA compliant versions of the attachments can be made available upon request*

Bob Ortblat

9/13/2022

ESG Public Comment Sept. 15

Please study the attached comments.

**ADA compliant versions of the attachments can be made available upon request*

July 20, 2022

Executive Steering Group
Interstate Bridge Replacement Program

Via Email: info@interstatebridge.org

Dear Executive Steering Group:

The more than 50 undersigned organizations and our collective members support a new, multi-modal I-5 bridge that will move people and goods safely and efficiently. As you are aware, local, regional and state governments are poised to vote on the most critical transportation infrastructure project in Oregon. We must replace the bridge now to address the vulnerability of the two structures to seismic activity. The new bridge also must move people and goods efficiently even as our region continues to grow.

We appreciate the effort undertaken to replace the bridge. The inclusion of light rail and safe routes for pedestrians and cyclists will help move greater numbers of people over the bridge more efficiently. Yet, we remain concerned that other needs have not been adequately addressed. These include the need for additional capacity to serve commuters and businesses that rely on the timely delivery of raw materials for use in manufacturing and the movement of finished products to markets.

The transportation infrastructure needs of our region in 2022 are dramatically different than in 1917 when the older, northbound span opened or even in 1960 when the “new” southbound span was completed. Even with the addition of multi-modal options, we worry that the overall future capacity needs of the bridge have not been met. Our region continues to grow, and employers are recalibrating their workforce to be highly mobile.

In addition, the single auxiliary lane under consideration will not serve freight needs adequately. The Interstate Bridge Replacement Program estimates that the addition of a single auxiliary lane will improve travel times by a mere handful of minutes. It does not serve our region to add a fraction of the capacity needed to improve the seven to 10 hours a day of congestion that currently persists.

The modified locally preferred alternative may satisfy the vocal few who would prefer no expansion of vehicle capacity – or no new bridge at all. However, our transportation system is integrally connected to our economy, and the new bridge must better convey the more than \$70 million in freight it carries every day.

We support the replacement of the bridge but remain concerned that it lacks adequate vehicle capacity and urge you to consider an option that provides for two auxiliary lanes in each direction.

Thank you for your consideration.



We Feed You



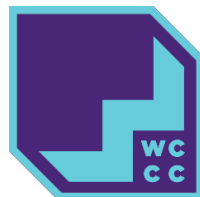
OREGON ASSOCIATION OF NURSERIES



BEAVERTON AREA Chamber of Commerce



Home Builders Association of Metropolitan Portland



WASHINGTON COUNTY CHAMBER of COMMERCE





Northwest Pulp & Paper ASSOCIATION



OREGON'S LEADING VOICE FOR MANUFACTURING

OREGON MANUFACTURERS AND COMMERCE



Oregon Concrete & Aggregate PRODUCERS ASSOCIATION



PROFESSIONAL LAND SURVEYORS OF OREGON



TECHNOLOGY ASSOCIATION OF OREGON



SW FACT SOUTHWEST WASHINGTON FREIGHT & COMMERCE TASK FORCE



July 21st, 2022

Executive Steering Group

Interstate Bridge Replacement Program

Dear Members of the IBR Executive Steering Group:

My name is Daniel Warren, and I am the owner/operator of St. Johns Ace Hardware, located in the St. Johns neighborhood of North Portland. We are proud to say we employ 30 people, all of which help contribute to our region's vibrant economy.

In May 2022, the Interstate Bridge Replacement (IBR) team released new details on the status of the I-5 bridge when they unveiled the plans for the new Locally Preferred Alternative (LPA). The LPA detailed an I-5 bridge that would maintain the current 6 lanes with an additional auxiliary lane in each direction, an interchange on Hayden Island, and light rail expansion.

The I-5 bridge is vital for regional transportation, as it serves work commuters, freight, and other travelers every day. My business is no exception, as this bridge is a route that many of my employees utilize every day to get to and from work.

This heavily used bridge faces both safety and congestion issues on daily basis. Our current bridge has been operational for over a century and would collapse by an earthquake of decent magnitude. That is a concern to me for all commuters who use this bridge with any frequency. For that reason alone, it is important that we move forward to construct a new bridge that can be in service for another century.

However, if we are going to spend over \$4 billion to build a new bridge, we should also address the 7-10 hours of congestion that we experience every day. The existing bridge serves 140,000 vehicles daily and by 2040, that number could be as high 175,000 vehicle trips. The effects of congestion are felt in numerous ways, as it reduces free time for commuters, increases financial costs associated with the delayed delivery of goods, and an increase in GHG emissions from idling vehicles.

So far, the solution offered by the IBR appears to be a bridge with improved bicycle, pedestrian, and transit options. While this enhanced multi-modal approach is important and gives people more options, this will only provide slight relief to our congestion woes. These options are good for those who are taking short commutes from state to state but will not help commuters traveling beyond downtown Portland, or the freight trucks caring vital and time sensitive goods across the region.

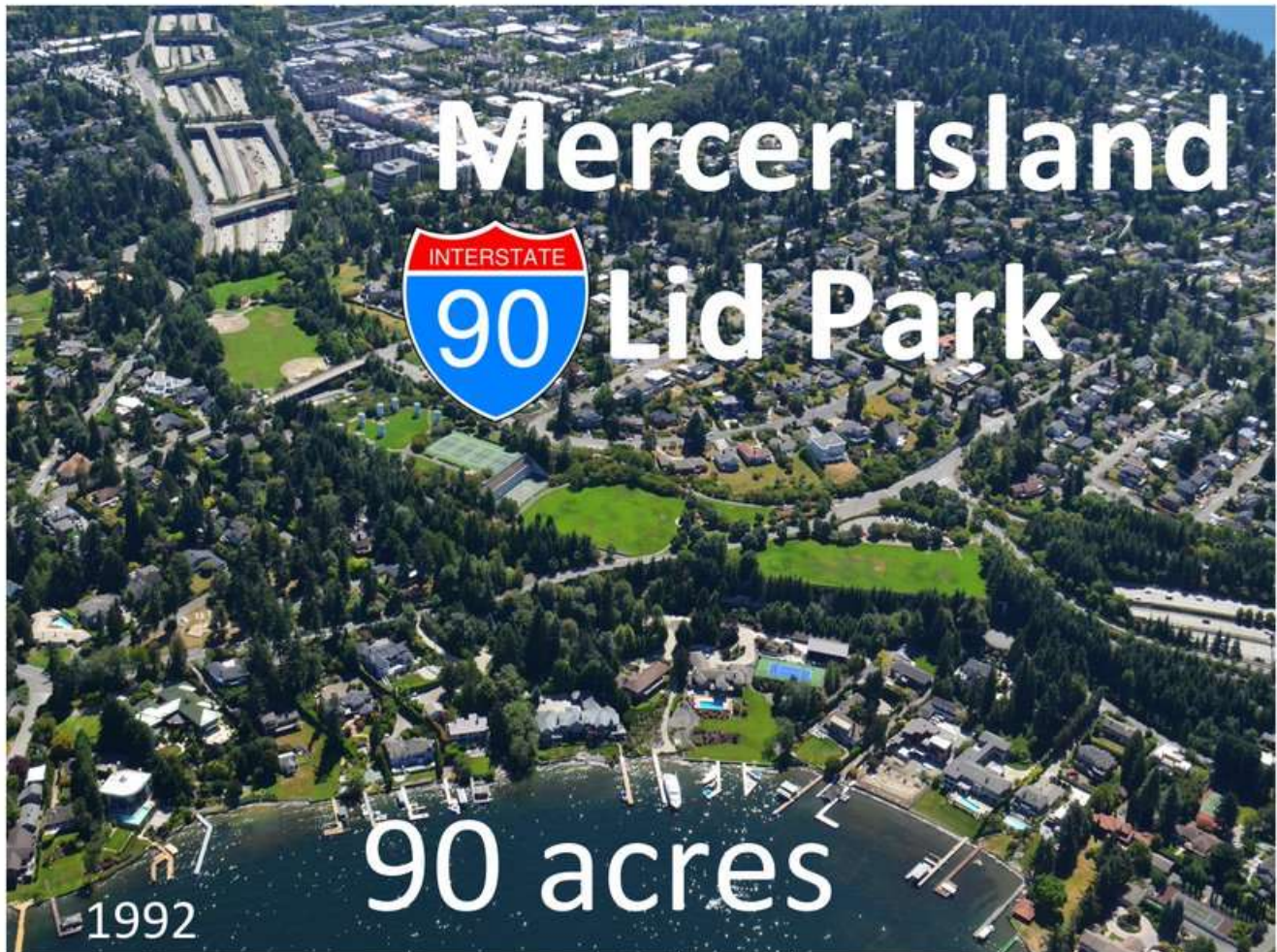
As we move forward with the design of the bridge replacement, I urge you to add capacity by increasing the number of lanes in both directions. This will reduce the amount of congestion, which will decrease vehicle idling leading to less GHG emissions, gives critical free time back to our employees, and ensures freight can reach its intended destination on time.

Thank you for considering this critically important request.

A handwritten signature in black ink that reads "Daniel Warren". The signature is fluid and cursive, with a long horizontal stroke at the end.

The rich & politically powerful City of Mercer Island pressured WSDOT to lid I-90

Vancouver & Portland should demand an I-5 immersed tunnel with lidded riverfront parks



"The line continues to provide low-carbon journeys to riders today."
Immersed Tunnel better than a tall bridge for the climate.

<https://twitter.com/Bechtel/status/1569068329683263488>

#OnThisDay 50 years ago, **@SFBART** opened its 1st line to passengers, creating a new era of public transport for **#BayArea** residents. Bechtel led the design & build, including the 3.6-mile Transbay Tube. The line continues to provide low-carbon journeys to riders today.



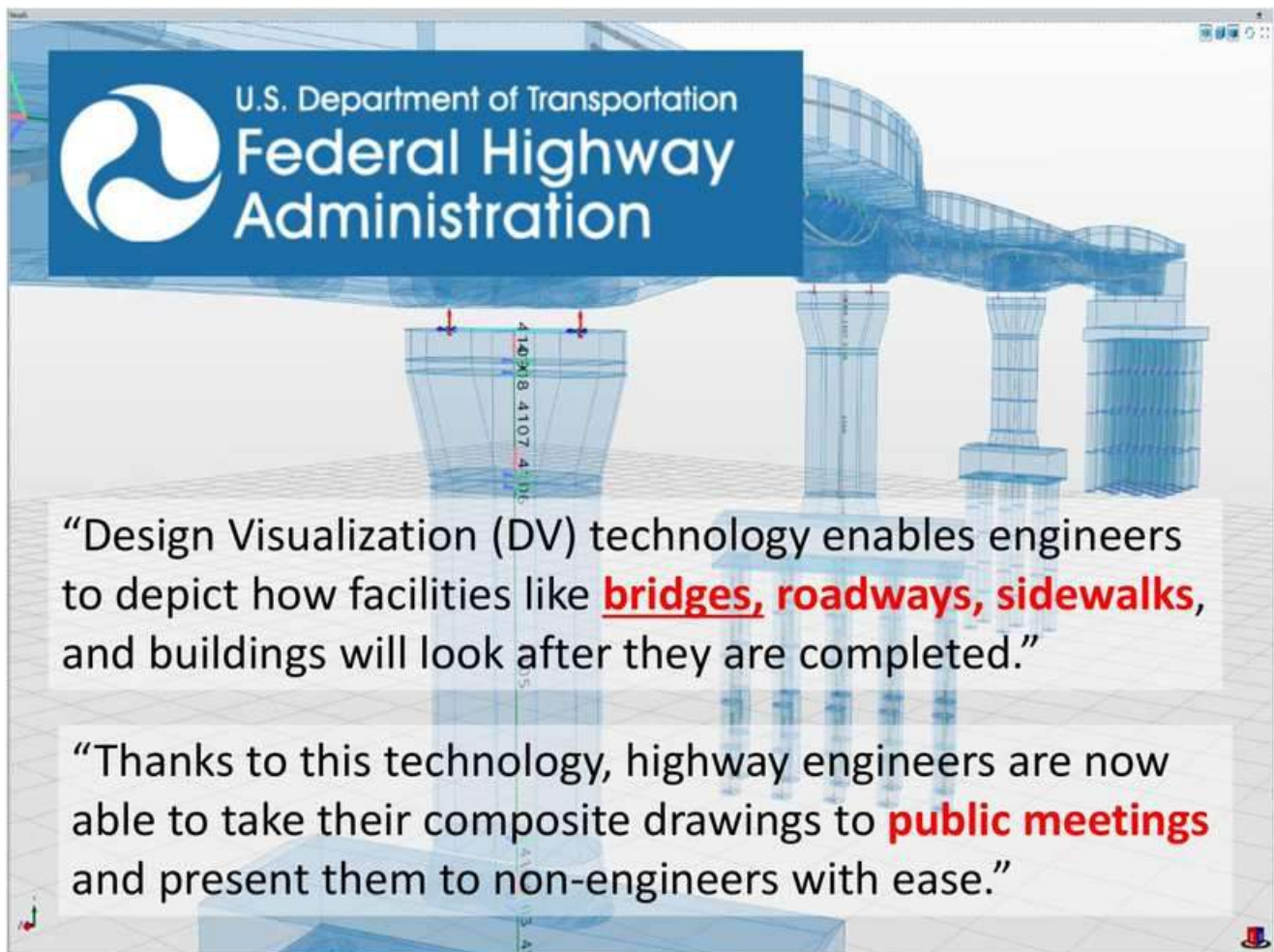
BART's Trans-bay Immersed Tunnel tube from San Francisco to Oakland is 3.6 miles long, bay is 75-foot deep

A Columbia River Immersed Tunnel tube would be 0.5 miles long, river 27-foot deep



The FHWA suggests “Design Visualization” and IBR @IbrProgram wants \$2.5 billion from FHWA & Federal Transit Administration
The IBR has not created 3D graphics to avoid public outrage!

<https://highways.dot.gov/federal-lands/design-visualization>



U.S. Department of Transportation
Federal Highway Administration

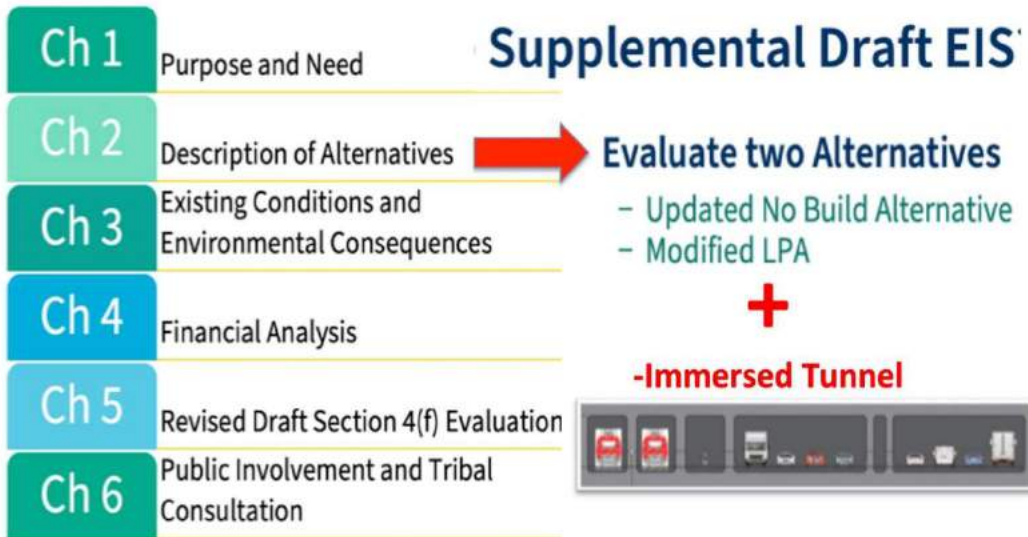
“Design Visualization (DV) technology enables engineers to depict how facilities like **bridges, roadways, sidewalks,** and buildings will look after they are completed.”

“Thanks to this technology, highway engineers are now able to take their composite drawings to **public meetings** and present them to non-engineers with ease.”

A "Supplemental Draft EIS" requires alternatives.

IBR has sent \$50 million to offer only one option, its "Modified LPA" does not meet USCG clearance of 178 ft.

An Immersed Tunnel the best alternative is not being evaluated



LPA 116' clearance



IBR Recommendation: Modified LPA

Hayden Island: River Crossing
Partial Interchange
Transit: Light Rail to Evergreen near I-5

HAVING ONLY ONE OPTION IS NOT AN OPTION.

\$50 million

Benefits of Expanding LRT Expo to Evergreen

- 4 Stations* (includes the existing Expo station and 3 new stations)
- 3,000+ Residents are within a half mile walk
- 26% BIPOC, 41% Low-income

Jobs Accessible via Transit (increase)*

- 68% General
- 59% Low-income
- 71% (Low-income)

89,400,000 miles driven by gas powered car

Electricity for one year

Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)

- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

IBR's Locally Preferred Alternative (LPA) will be dangerous with stopping distance many times greater than sight distance in Fog, Rain, & Ice.

LPA

Stopping Distance ?



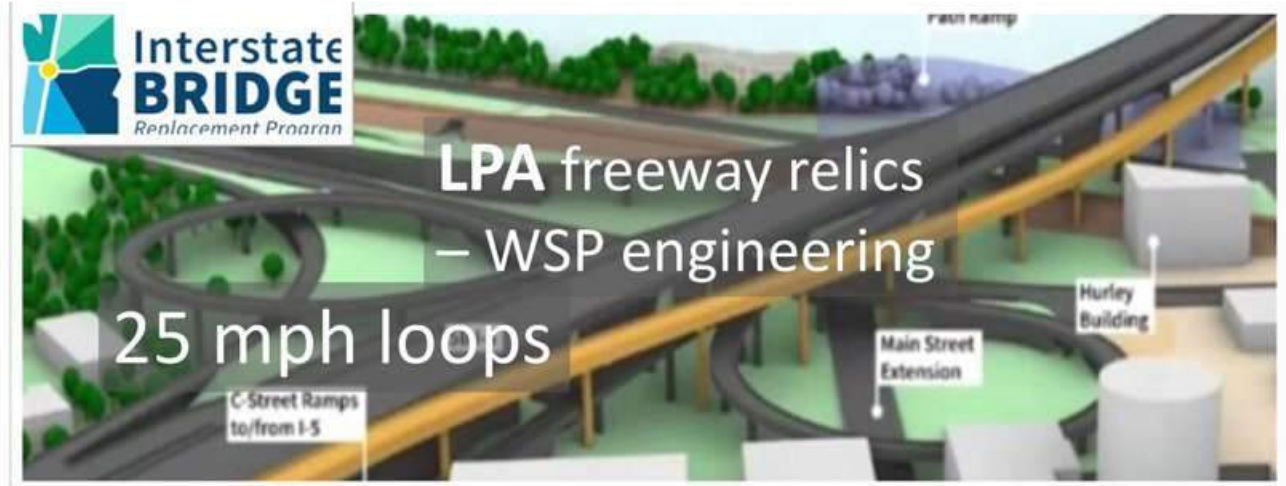
Sight Distance ?



IBR's Locally Preferred Alternative (LPA) proposes I-5 ramps are considered obsolete by its own engineers.

“Considered state-of-the-art in the early 1960s, the four cloverleaf ramps are now considered a freeway relic.” -WSP

<https://www.wsp.com/en-us/projects/interstate-5-interchange-washington>



IBR's "Locally Preferred Alternative" LPA reverses Vancouver ramp grades
From accelerating down grade I-5 on-ramp to a slow climbing up ramp
From decelerating up grade I-5 off-ramp to a dangerous curved down ramp



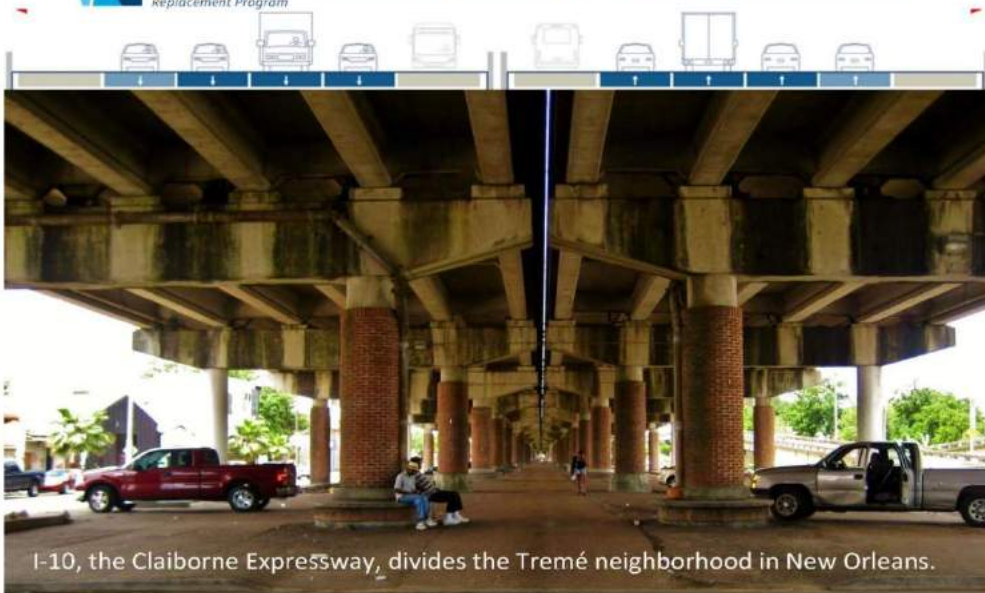
IBR's "Modified Locally Preferred Alternative" approaches will be long, wide, ugly, noisy, & polluting.

IBR has not provided 3D drawings

Immersed Tunnel will bury the highway

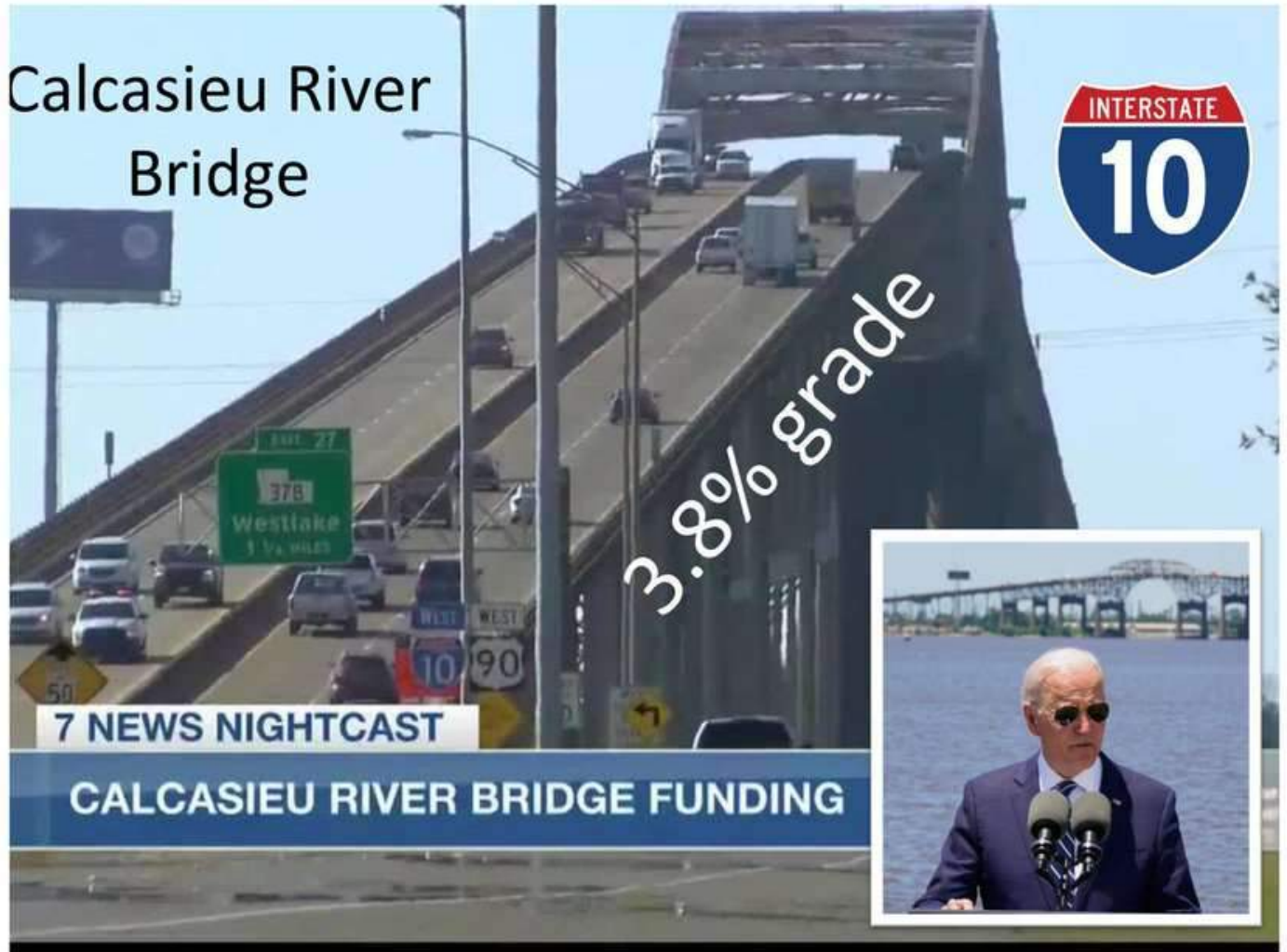


Modified Locally Preferred Alternative



Joe Biden touting infrastructure bill to replace the “scariest and steepest” (3.8%) bridge in Louisiana”

Federal Highway Admin. will never fund @IbrProgram “Modified Locally Preferred Alternative”, scary 3.99%.

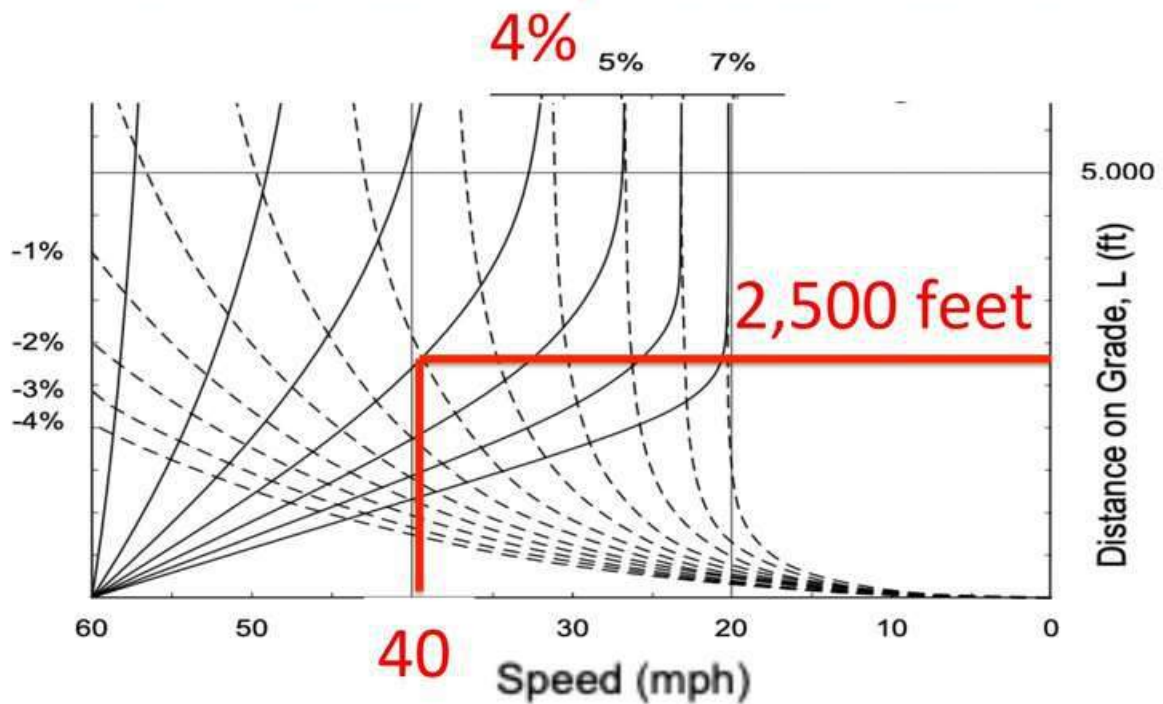


WSDOT design manual for Auxiliary Lanes show trucks will SLOW to a dangerous 40 MPH climbing IBR's "Modified Locally Preferred Alternative"

Immersed tunnel is safer with half as much grade

**WSDOT Design Manual M 22-01.20
September 2021**

IBR's "Modified Locally Preferred Alternative"



It took me 15 min. to compute a 200-ft dia., 5,000-ft length, 2% grade, 8 swirls; & create a graphic, zero cost

IBR has not created any street view LPA graphics with 2 yrs. and \$50 million



2 years
\$50 million

IBR's "Modified Locally Preferred Alternative" will be more deafening & larger than Alaskan Way Viaduct & Embarcadero
interstatebridge.org/about-folder/m...

An immersed tunnel can bury part of the highway & connect to current interchanges

