

PUBLIC COMMENTS FOR IBR PROGRAM COMMUNITY ADVISORY GROUP– SEPTEMBER 2, 2021 MEETING

Received between August 3 – August 31, 2021

David Rowe

8/31/21

I have attached a comment for the Citizens Advisory Committee to read before the meeting on Thursday September 1. I also wish make comments at the public meeting.

Attachment Included*

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

August 31, 2021

Interstate Bridge Replacement Program

At this point the IBR design options show light rail transit included in the new bridge into downtown Vancouver. Light Rail Transit would be a good addition to the city of Vancouver. In the future light rail extension would need costly and disruptive construction in Vancouver to expand into Clark County.

I asked the Executive Steering Committee on July 15 if the existing railroad owners in Clark County have been included in the IBR study. I did not receive an answer.

But I was encouraged to read in the August IBR newsletter Jenna Oley has been hired as an Intern Program Coordinator. Jenna appreciates train travel.

The Vancouver-Portland freight rail line intersection is the most congested rail intersection on the West Coast. Do you ever wonder why the freight locomotives idle for hours in Vancouver?

Burlington Northern-Santa Fe and Union Pacific might be open to solutions to this bottleneck. Passenger rail and freight movement have common solutions. Regional passenger rail service is needed for crossing the Columbia River to reduce climate change. And would reduce highway travel on the I-5 Bridge and Rose Quarter. High Speed Rail can also be included in the transportation solution. Adding additional rail capacity to existing rail corridors is more advantageous and cost effective than adding freeway lanes or expanding light rail. A public-private solution is possible if IBR program studies this reasonable solution.

Lastly, a low profile 1-5 draw bridge would appeal to the Vancouver waterfront businesses and tall river shippers. At this time the Vancouver waterfront was voted #13 in Fodor's Travel website. Would that rank continue if a tall Portland type Marquam Bridge was built on the waterfront? A lower profile I-5 bridge would have better appeal.

Dave Rowe