

PUBLIC COMMENTS FOR IBR PROGRAM EXECUTIVE STEERING GROUP

Received between April 20, 2022 – May 3, 2022

Jerry Brask

4/25/2022

Suggestion:

Use turnstiles that require payment of fees to access trains for lite rail between Portland and Vancouver. It is used in other cities. (Chicago, etc). This would eliminate concerns of riders who do not pay fees. It should reduce opposition to lite rail and provide a meaningful response to concerns of free riding between the cities.

Bradley Bondy

5/3/2022

I'm deeply concerned by both of these LPA options being presented to this board. Both the 8 lane and 10 lane bridge options are unnecessarily wide (and expensive!), and would only serve to subsidize and enable more suburban sprawl in the north of Clark County. This sprawl will create more traffic, resulting in a bridge just as congested as a today within just a few short years. This sprawl would consume even more productive agricultural land and forest. Diminishing the beauty and environment of the region

Clark County is growing of course, and to facilitate that, we should extend the yellow line to Clark College and the VA. The library terminus cut's the line too short, and would fail to facilitate convenient bus transfers.

Central Vancouver has an immense capacity for infill housing, and that's why good transit investments are essential.

The board should reject both of the options presented, and request that staff return with a 6 lane option that includes a MAX extension to the VA and college.

Bob Ortblad

5/3/2022

ESG PUBLIC COMMENT May 05, 2022

See attachment

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

52 messages, facilitated by Just Crossing Alliance

5/3/2022

Dear IBR Executive Steering Committee member,

We know that successful mitigation of climate impacts from transportation requires aggressive efforts at both electrification and mode shift. As the largest transportation investment in our region in half a century, we expect the IBR to lead our mode shift efforts. We also know that mode shift lowers both the public and private costs of our transportation network, improving equity. In adopting a Modified Locally Preferred Alternative recommendation, please consider:

While auxiliary lanes at some points in the project may help safety, please limit the cross section over the Columbia River to three auto lanes in each direction to prevent growth in greenhouse gas generating traffic. We firmly reject the idea of 2 auxiliary lanes in each direction - a four mile long lane is not “auxiliary”, that’s a through lane in very thin disguise.

A partial interchange on Hayden Island improves the opportunity to implement a complete streets network on the Island. Please minimize the impact of the freeway on the Island.

We need to serve 100% of the transit demand in the project area so that we don’t force some transit riders into their cars. Please identify any bottlenecks that prevent serving all of the transit demand so they can be addressed.

Sharla Moffett

5/4/2022

I'm submitting the attached letter to the Executive Steering Group on behalf of 44 organizations supporting expanded vehicle capacity on the future bridge.

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

There is lots of interest in an Immersed Tunnel as better solution than a massive 1960's Freeway Bridge and half-mile-long elevated interchanges.

See following Tweets, lots of likes and impressions.

IBR is spending millions for public input, but gets few Tweet likes, mostly disparaging comments.

► Stacked One-Bridge Option (Different Levels for Northbound & Southbound Traffic)



Immersed Tunnel



Bob Ortblad MSCE, MBA



as seen in the new york times @nomorefreeways · Apr 30

...

Considering the outrageously high height that a bridge will have to top so the coast guard is satisfied that boats can pass underneath, building a tunnel for the @lbrProgram increasingly seems like a cost-effective option, as @BOrtblad has been saying. But IBR won't study it.

Bob Ortblad @BOrtblad · Apr 30

An immersed tunnel trench can be dredged in 35 days; prefabbed tunnel segments can be placed in a few days; low river impact

Bridge requires years of in river construction of drilled shafts, piers, & trusses

@PortOfPortland @EPANorthwest @USCGPacificNW @PortlandCorps @lbrProgram



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21



Impressions ⓘ

2,096

Engagements ⓘ

155

Detail expands ⓘ

127

Bob Ortblad @BOrtblad · Apr 25

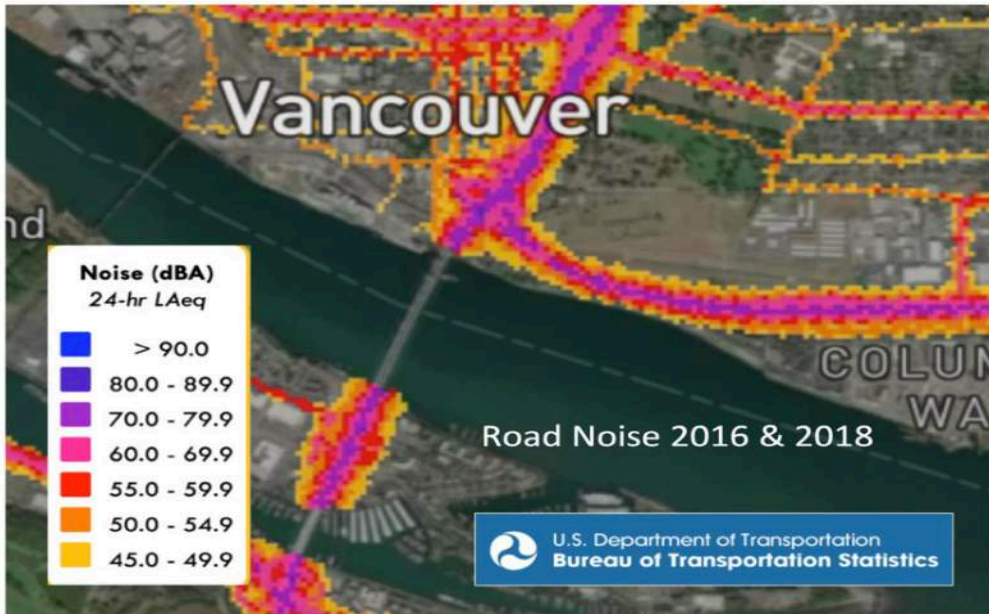
...

The IBR's elevated bridge interchanges will increase the volume & distance of highway noise shown by the USDOT's map.

An immersed tunnel will silence the river and reduce riverfront noise.

@EPANorthwest @USDOTFHWA @FTA_DOT @USCGPacificNW

@PortlandCorps @VancouverUS @IbrProgram



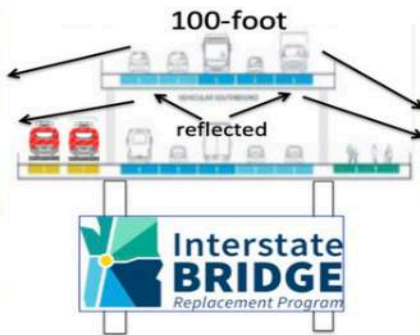
NOISE

90 decibels

Downtown



Fort Vancouver



1

6

26



Impressions ⓘ

1,942

Engagements ⓘ

461

Detail expands ⓘ

381

Bob Ortblad @BOrtblad · Apr 23



The IBR's selection of LRT makes an immersed tunnel better solution than a bridge.

A towering +110' Columbia Way Station can be avoided along with massive elevated interchanges.

[@ctranvancouver](#) [@trimet](#) [@USDOTFHWA](#) [@FTA_DOT](#) [@USCGPacificNW](#)
[@PortlandCorps](#) [@VancouverUS](#) [@IbrProgram](#)

High Bridge - A Columbia Way LRT Station requires a massive structure twice the height of Sound Transit's Tukwila Station.



Immersed Tunnel - An Columbia Way LRT Station can be built just below ground with an attractive ground level entrance.



Impressions ⓘ

1,428

Engagements ⓘ

137

Detail expands ⓘ

87

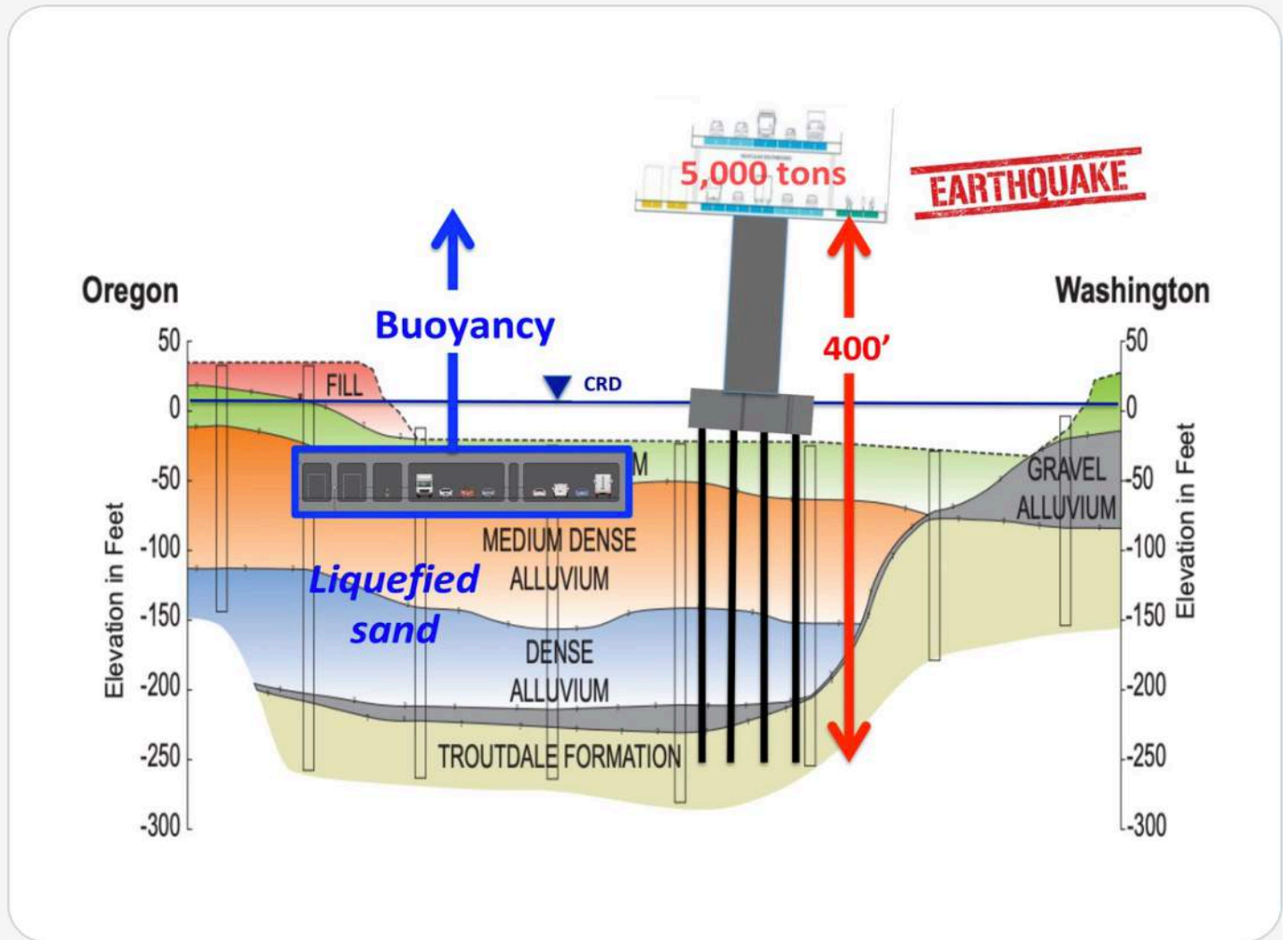
Bob Ortblad @BOrtblad · Apr 26

Buoyancy makes an immersed tunnel almost immune to earthquake liquefaction

Costly to earthquake proof a bridge supporting 5,000-ton trusses 400' from solid ground

Buoyancy is free

@EPANorthwest @USDOTFHWA @FTA_DOT @USCGPacificNW @PortlandCorps @VancouverUS @IbrProgram



Comment icon Refresh icon Heart icon 2 Share icon Menu icon

Impressions ⓘ
367

Engagements ⓘ
169

Detail expands ⓘ
165

Bob Ortblad @BOrtblad · Apr 24

The IBR's "Tunnel Concept Assessment" is worthless because it evaluated a tunnel under the bridge lift channel that would become redundant.

A tunnel allows a center river channel & excavation quantities 80% less than IBR's estimates.

@USCGPacificNW @PortlandCorps @lbrProgram

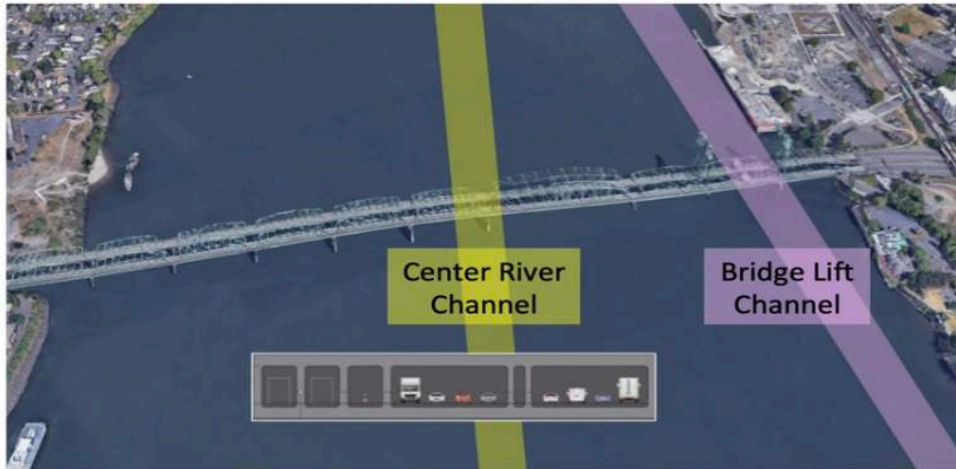
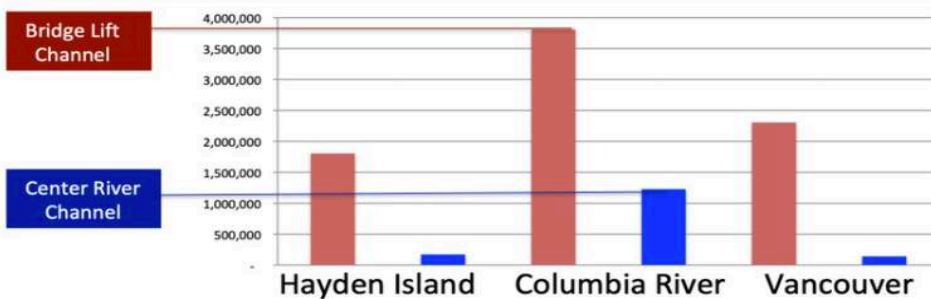


Table 1. Preliminary Tunnel Excavation Quantities **Upstream Alignment**

Location	Bridge Lift Channel	Center River Channel
Hayden Island (on land)	1,800,000 yd ³	169,000 yd ³
Columbia River (in water)	3,800,000 yd ³	1,223,000 yd ³
Vancouver (on land)	2,300,000 yd ³	138,000 yd ³
Total	100% 7,900,000 yd³	19% 1,530,000 yd³



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Impressions ⓘ

227

Engagements ⓘ

54

Detail expands ⓘ

42

May 4, 2022

Executive Steering Group
Interstate Bridge Replacement Program

VIA EMAIL: info@interstatebridge.com

Dear Members of the IBR Executive Steering Group:

The 44 undersigned organizations and our collective members believe a new, multi-modal I-5 bridge is essential to serving our state and safely and efficiently moving people and goods. As the Interstate Bridge Replacement (IBR) Executive Steering Group considers next steps, it is critically important that the ESG and other decision-making bodies involved in the bridge replacement effort focus on design options that maximize and expand capacity to meet current and future demand in moving people and goods between Oregon and Washington.

The current bridge has served our region for more than 100 years. Given the multibillion-dollar cost of replacement, we must plan for a new bridge to last another 100 years. This means planning for a bridge that will meet demands for many decades to come. The existing I-5 bridge is failing to efficiently serve the nearly 140,000 vehicles that traverse it daily. Heavy traffic congestion persists for seven to 10 hours every day, imposing heavy costs on bridge users. These include personal impacts like reduced family time, financial costs associated with the delayed delivery of goods, and environmental costs from idling vehicles.

Improved bicycle, pedestrian and transit options are essential to the future bridge. So is expanded vehicle lane capacity. As you are aware, more than \$70 million in freight crosses the bridge daily, a number that will increase as our growing region requires more goods and services.

And time is of the essence. In addition to the bridge's inability to meet the needs of modern commerce and travel, it is well established that the two existing structures are at [risk for collapse](#) in the event of a major earthquake. This would be catastrophic for our region and the entire western United States.

Our organizations represent all sectors of the Oregon economy and hundreds of thousands of employees throughout the state. Almost all of the employers and employees we represent suffer the effects of inadequate vehicle capacity. Expanding that capacity will help retailers, which depend upon the timely delivery of merchandise. It will help businesses in the agriculture, food-processing, restaurant and grocery sectors, which require the rapid movement of highly perishable goods. New lanes will help manufacturers move raw materials and finished products, hospitals move medical supplies, doctors commute to work, and patients access care. Building a bridge that meets the car, truck, pedestrian and transit needs of the next century will help all our region's residents move safely and efficiently to work, school and play.

We urge the Executive Steering Group to support a design option that increases vehicle capacity to meet the current and growing transportation demands in our region.

Thank you for considering this critically important request.



We Feed You





BEAVERTON AREA Chamber of Commerce



TRAVEL PORTLAND

Working Waterfront COALITION



Home Builders Association of Metropolitan Portland



COLUMBIA CORRIDOR ASSOCIATION



work systems



WASHINGTON COUNTY CHAMBER of COMMERCE