

IBR CAG COMMENTS 3/8/2021

K Gibson

2/26/21

After attending the February 24, 2021 CAG meeting, I would like to suggest the following.

A 'poll' took place during the meeting regarding priorities the CAG members felt were important to them, from the previous project's stated goals.

'Polls' are one area where the attending public can, and should have the opportunity to, provide input. The individuals who comprise the CAG were selected to represent communities, but as it was stated, there were hundreds of applicants. This points to the interest the community has in participating in the overall project.

While it is impossible for everyone to participate meaningfully in the meetings, given the allotted speaking time of approx. 15minutes at the end of a 2hr meeting, having the general public, who are interested enough in the project to attend the meetings, participate in these 'polls' during the meeting would have no negative effect on the length of the meeting, and provide the CAG with a wider set of data points from which to glean how the public feels.

This would give a positive impression of the CAG as a group that is committed to community input, with little in the way of negative impacts.

If this is of interest to the CAG, please consider adding the poll questions to the meeting notes. In this way the community has an opportunity to become informed prior to the meeting. Unlike the CAG, we are not on the email lists, and not talking with each other, or the CAG, on an ongoing basis. Allowing the community to attend and participate by giving us the opportunity to be prepared and be actively involved would be a great.

Thank you.

Karen Gibson

Jan V

2/27/21

I am looking over the committee member list and wondering who represents the people who must or who choose to use a bicycle when crossing the bridge.

I was listening in on some of the meetings and can appreciate keeping the group to a manageable size while trying to combine diverse interests. I just don't see anyone I know who commutes or who represents cycling advocacy - not saying I know them all, but I would like to know who this person/people are.

February 9, 2021

Without those specific voices we have no real power in this group. I participate in the online surveys and open houses but know the difference in being on a committee vs just commenting.

Without true cycling advocate voices, we don't use this IBR opportunity to lower carbon emissions. Any new infrastructure must encourage people who aren't "avid cyclists" yet to realize alternatives to their cars. Our bike voices need to advocate for current riders and the people in the future who for all the many reasons that exist --ride bicycles.

Bike. That word has changed its meaning in the last 10 years. The e-bike is not just a boom. It's our future.

We can't afford to ignore what the rest of the world knows. Bicycling - in all forms - is transportation.

I look forward to hearing who represents this aspect of transportation on the CAG. I commend your undertaking this tremendous and much-needed effort.

Cole Ed

3/5/21

I would like to suggest that INSTEAD of REPLACING the current bridges, keep them for local traffic only and Use the NEW Bridges for Through Traffic. This could be done easily by double decking the current freeway system with VERY Limited interchanges between the current Roadway and the Upper (Through) system. I would start the upper-level system south of 63rd in Hazel on the downhill section and make it almost level to where it would cross over the St Hwy 500 interchange. I would like to see only 1 interchange in the Vancouver area, probably South of Hwy 500 and North of Hwy 14 to get traffic needing to get to these systems to access the local (existing roads). I would suggest that the new Bridges and Highway be placed next to and at the same height as the existing lift towers.

In Oregon the double decked system would continue with limited interchanges. the first would be to allow access to Swan Island and all the local downtown bridges etc. as well as I-84 and Hwy 26 to the coast. The next interchange would be down in the Tigard area.

Bob Ortblad

3/5/21

Any new I-5 bridge will have a failing grades of "F" and 3.3%. To meet the U.S. Coast Guard's bridge clearance requirement of 116 feet or more, a bridge will require a 3,600-foot-long grade at 3.3% from ground level to the center of the bridge. This will make the 36 acres of current on and off-ramps inaccessible. A new bridge will require the extremely expensive movement of these ramps, a quarter mile north at Vancouver, and quarter mile south on Hayden Island

However, an immersed tube tunnel (ITT) requires only a 2,000-foot-long grade at 3% from ground level to the center of the river. This allows an ITT to connect to the current on and off-ramps.

February 9, 2021

A long 3,600-foot 3.3% bridge grade will slow trucks by 20 mph.

A shorter 2,000-foot 3% ITT grade will slow trucks by 10 mph.

This difference in speed makes an ITT four times safer than a bridge.

***attachment available upon request**

Bob Ortblad

I sent the following "Public Comment" to the CAG, Feb. 11 and to the ESG, Feb.16.

My comments were posted without the attached graphics on the IBR website linked to the CAG February 24 meeting comments.

https://www.interstatebridge.org/media/wefdeek/2-23-21-ibr-cag-comments_remediated.pdf

***attachment available upon request**

Unfortunately without the attached graphics 95% of the impact is lost.

My "Public Comment" to the ESG has never been posted to the IBR website. No public comment has yet posted for the Feb 17 ESG meeting.

<https://www.interstatebridge.org/get-involved-folder/calendar/esg-february-meeting/>

- **Meeting Summary and Comments - Coming soon**

Before IBR was created, the "Joint Interim Committee on the Interstate 5 Bridge" posted all my comments **and graphics** within hours.

Link to example:

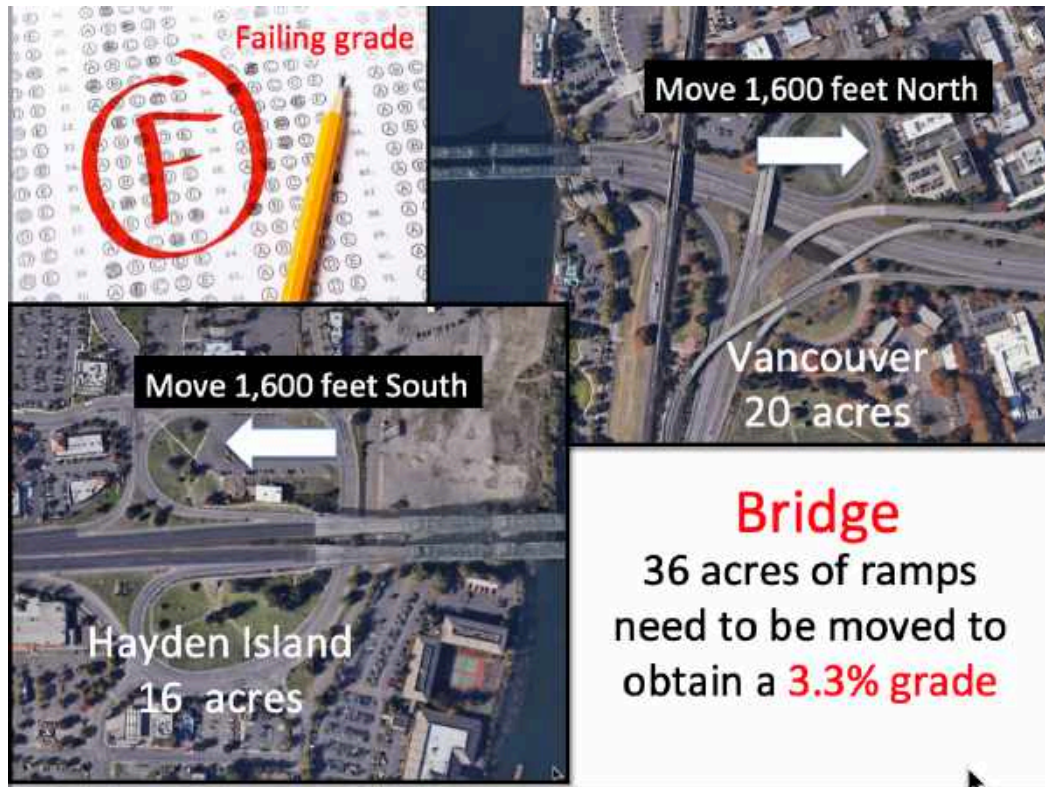
<https://olis.oregonlegislature.gov/liz/201911/Committees/JI5B/2020-11-24-13-00/MeetingMaterials>

The IBR should follow the "Joint Interim Committee on the Interstate 5 Bridge" and post comments **and graphics** within hours.

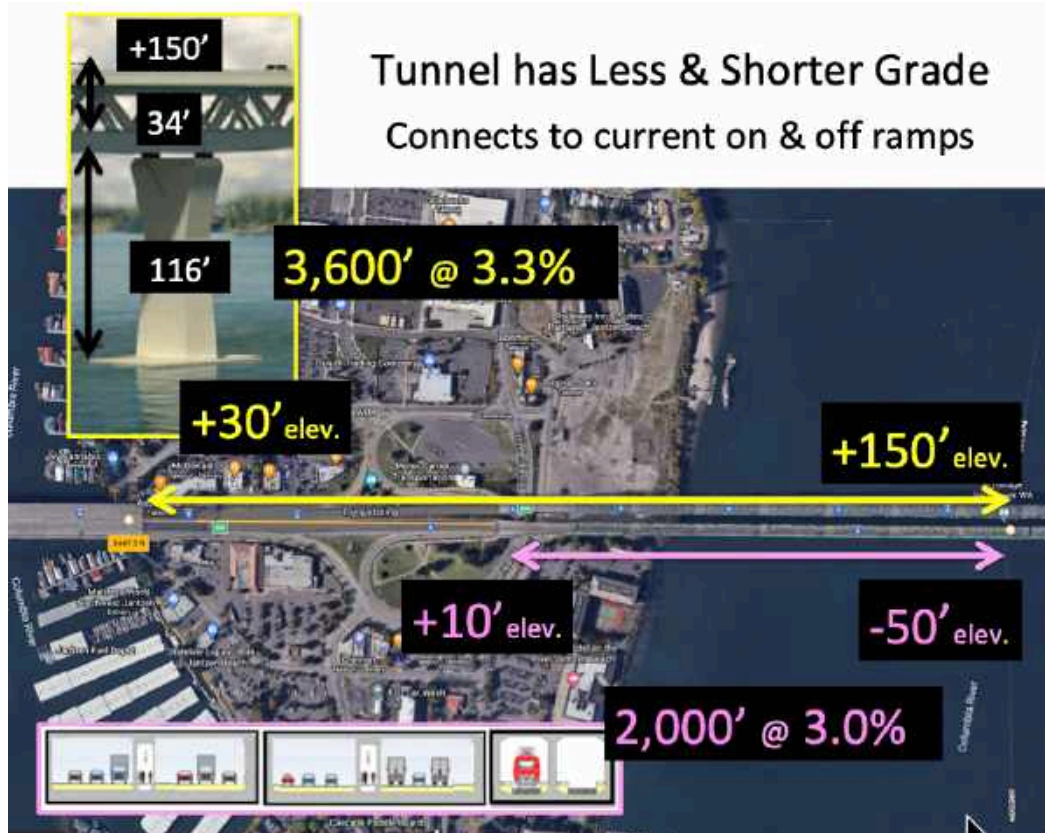
Meghan Hodges said there is an ADA issue with public comment graphics. If there is an ADA issue with public comment graphics please expand how to make them compliant, and how there differ from the many graphics posted by the IBR staff on the website.

It takes four not intuitive mouse clicks to locate public comments for a particular meeting of a particular group. On the IBR website public comment should be one click away (like Amazon) and public comment should be searchable by group, date, author, topic, etc. Millions of dollars is being spent to gather public comment. This value information must be made easily accessible to the public.

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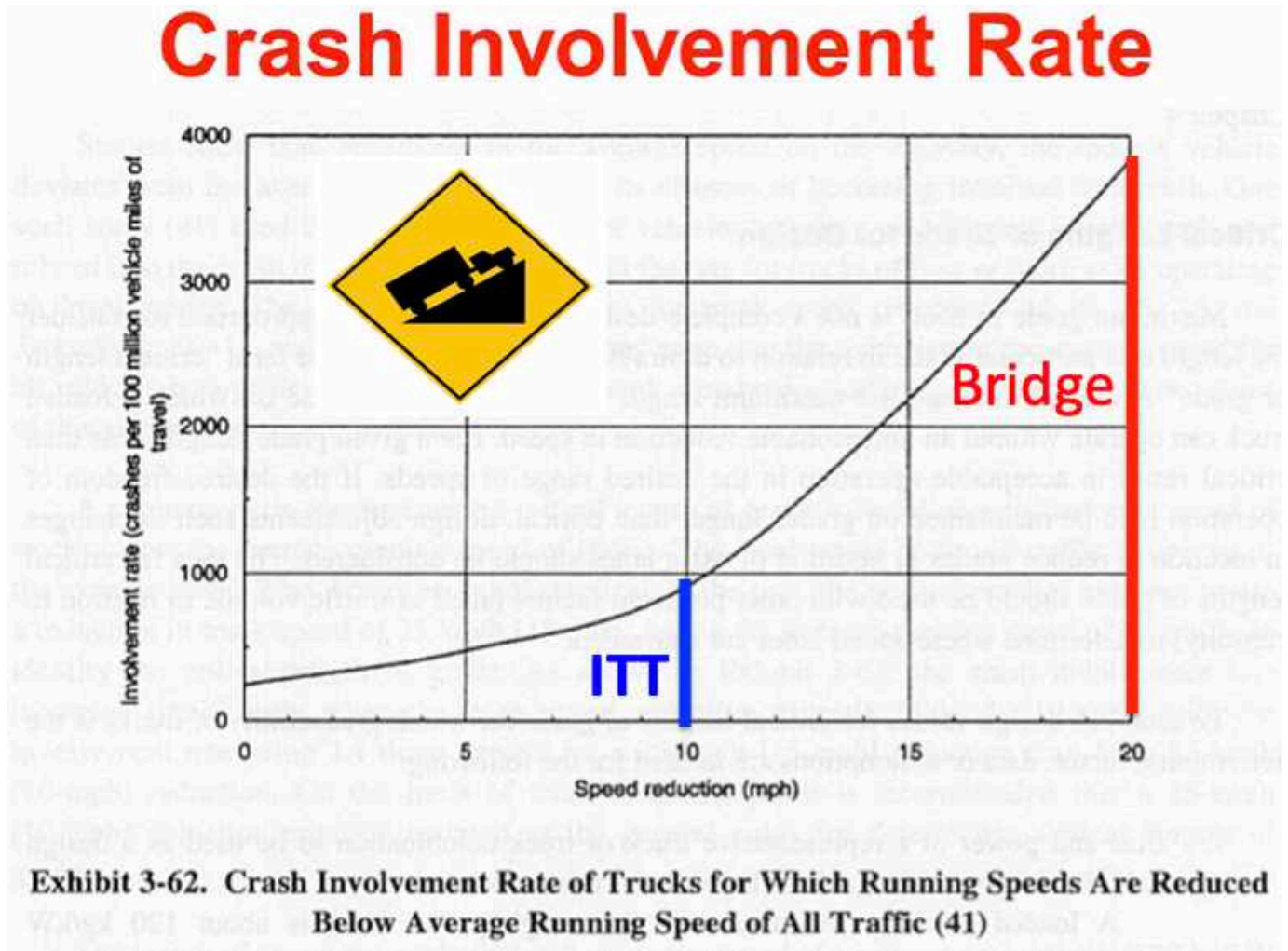


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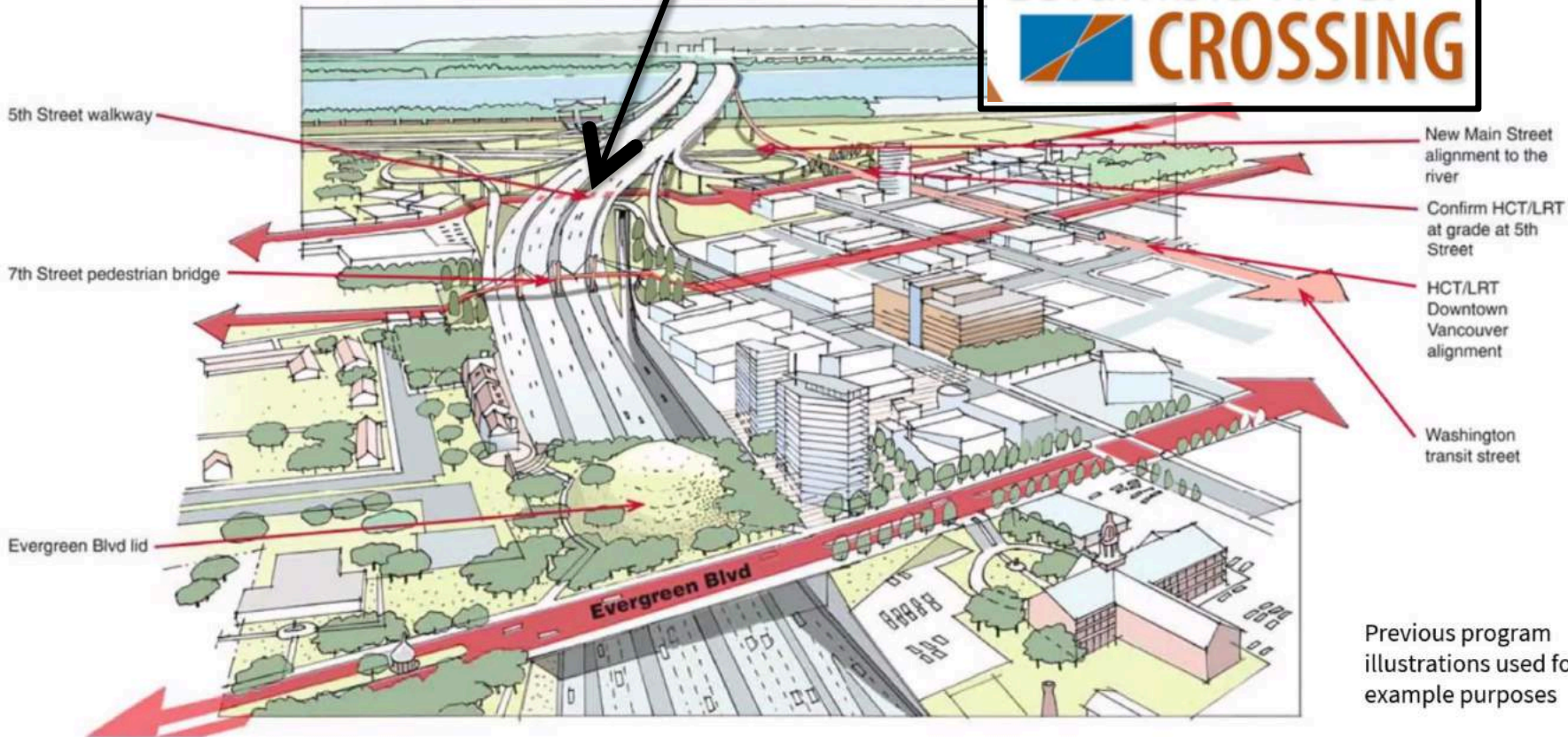
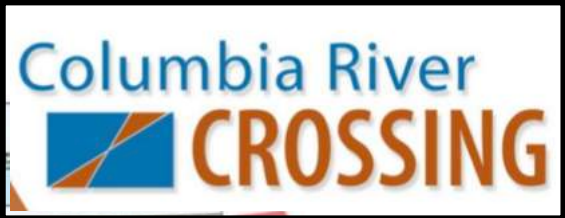
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Bob Ortblad, MSCE, MBA

1950's Elevated Freeway design



Previous program illustrations used for example purposes



Environmental Impact of CRC Bridge design



The Marieholm tunnel 2020

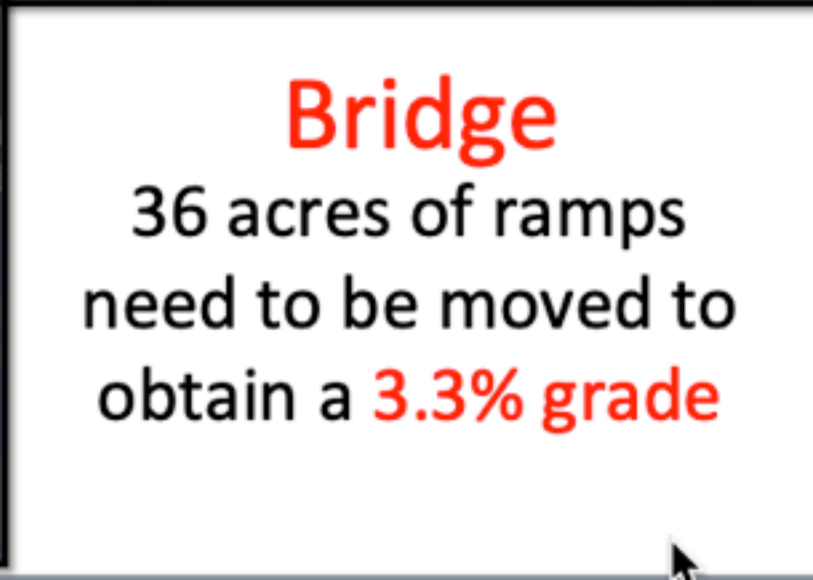
55,000 /day

Gothenburg, Sweden

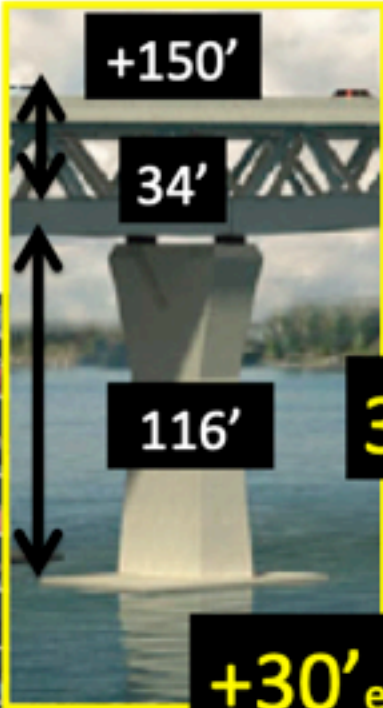
Tingstad tunnel 1968

125,000 /day





Tunnel has Less & Shorter Grade Connects to current on & off ramps



3,600' @ 3.3%

+30' elev.

+150' elev.

+10' elev.

-50' elev.

2,000' @ 3.0%



Crash Involvement Rate

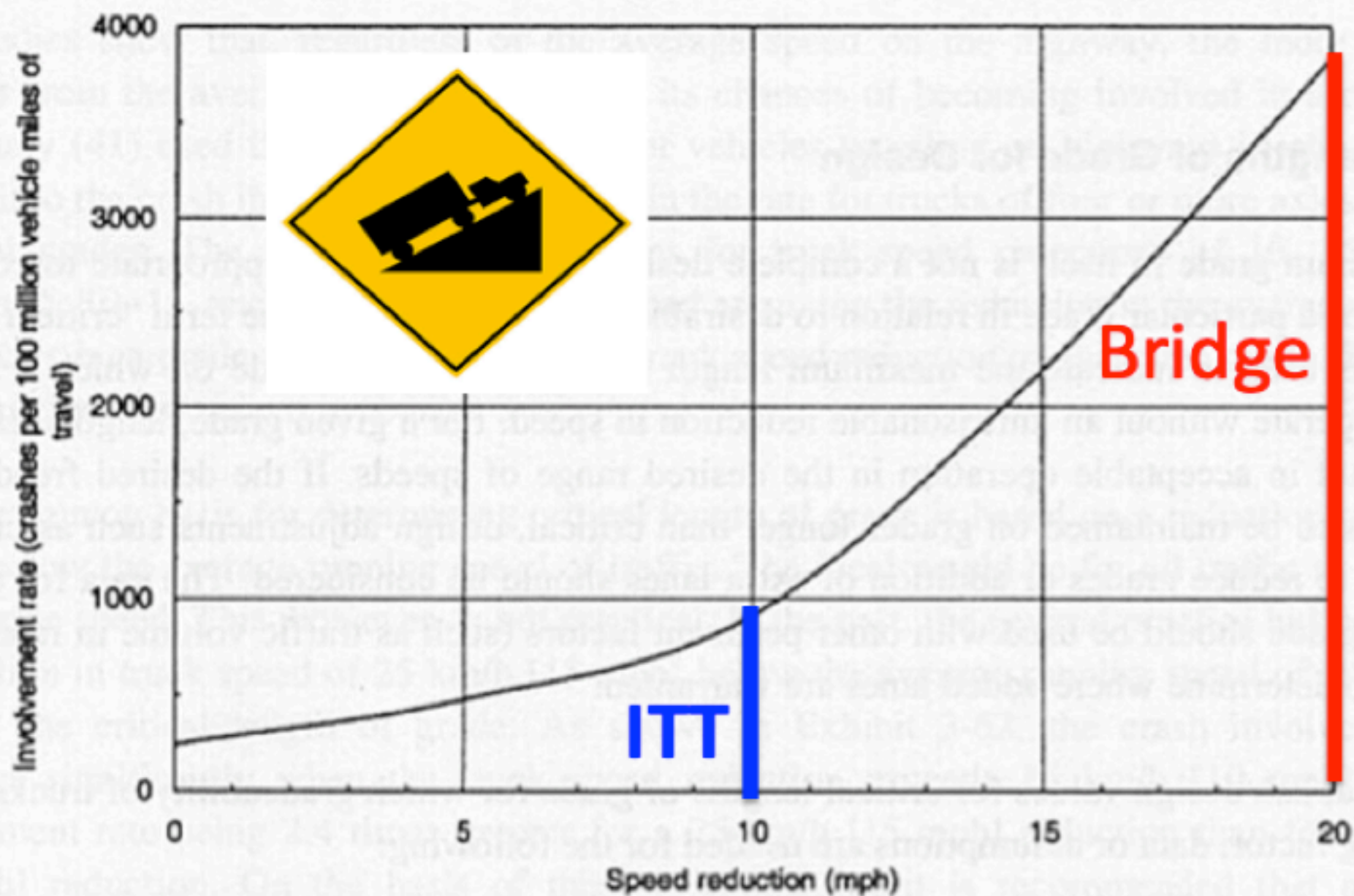


Exhibit 3-62. Crash Involvement Rate of Trucks for Which Running Speeds Are Reduced Below Average Running Speed of All Traffic (41)

Trelleborg - How to build an immersed tunnel
<https://www.youtube.com/watch?v=2Xkyyc9PIQA>

Trip through Tingstad Tunnel, Gothenburg
<https://www.youtube.com/watch?v=KoEBbmeecd88>

Trip through Marieholm Tunnel before its Dec. 16 opening, Gothenburg
<https://www.youtube.com/watch?v=BT9s2Pf9Wms&feature=youtu.be>

Construction of the Marieholm Tunnel, Gothenburg
<https://www.youtube.com/watch?v=2kcAIBFCz8w&feature=youtu.be>

Launch of the Marieholm Tunnel elements, Gothenburg
<https://www.youtube.com/watch?v=JC4mRlgwXU0>

Elizabeth River Tunnel, Norfolk, VA.
<https://www.youtube.com/watch?v=NsNBdPFMuQY>

George Massey Crossing Tunnel Concept, Vancouver, Canada
<https://www.youtube.com/watch?v=8At88ti-yFA>

Immersion Tunnel Coatzacoalcos by Volker Construction International, Mexico
<https://www.youtube.com/watch?v=VFWkoZMja0k>

DERSA - Santos Guarujá Immersed Tunnel Project, Brazil
<https://www.youtube.com/watch?v=du8KZob7Pkw>

Busan-Geoje Fixed Link in South Korea
<https://www.youtube.com/watch?v=-aykpUulHJo>



**Immersed Tube Tunnel
better than a
New High Bridge**