

IBR CAG COMMENTS 2/9/2021

John Jamarog

1/19/21

How were the CAG and EAG reps nominated and selected? What strata of the community are represented on these advisory committees, e.g., small or large business, commuters, mass transit riders, delivery services, emergency response providers, pedestrians, bicycle riders, etc? How will input from the advisory groups be facilitated, processed and considered and at what stages of the project? What is the best way for the general public to share ideas, ask questions, critique and make recommendations to the ESC, CAG and EAG?

Martin Slapikas

1/26/21

Greetings all, I tried to find the selection criteria and the biographical information of the selected CAG members from the recommended address

below: <http://interstatebridgereplacement.azurewebsites.net/get-involved-folder/advisory-groups/community-advisory-group/>. I was unsuccessful. The following message was received:

"Page not found

No umbraco document matches the url '/get-involved-folder/advisory-groups/community-%20advisory-group/'.

This page can be replaced with a custom 404. Check the documentation for "custom 404". This page is intentionally left ugly ;-)" It left me with a concern that the recommended site may be hacked. Good luck with the meeting. I hope to be listening in. Sincerely, Martin Slapikas, Vice Chair, HINooN

Devin Bailly

1/28/21

Hello,

It is absolutely ridiculous that you do not have a representative from a cycling advocacy group on your CAG panel. The current state of crossing the interstate bridge on a bicycle it's terrifying at best and dangerous without a doubt. The number one social and global issues we are facing as a collective planet is climate change. Internal combustion Vehicles are the number one source of pollution in the US. Removing any friction and barriers to empower cycling and other transportation alternative is imperative to avoid a climate disaster. Designing the new Columbia Crossing to be safe and inviting for cyclists, pedestrians and users of

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other alternative transportation forms is a huge opportunity we must not pass up. Please ensure a representative from a cycling and pedestrian advocacy group is in place on your CAG. It's not too late.

Regards, Devin Bailly

Jonathan Maus

1/29/21

Hi, have any bicycling groups been contacted to be on the CAG? If not, why not? I feel like it's imperative that a bicycling-specific representative is on the CAG. Thanks for hearing my comment. – Jonathan

Bruce Whitmore

1/29/21

Dear Staff, I am glad that you had strong community interest in the planning stage committees for the new bridge. It is ok that I don't have a more positioned voice regarding salmon impact issues when the bridge structure and geography intrusions begin. However, I do want to continue my engaging opinions, based on what I know about the sensitivity of salmon migration routes. My teaching with 2 Salmon in the Classroom locations in Yakima is impacted modestly by what occurs in downstream structures, especially at the entrance channels of the Columbia River. I'll keep in touch. Bruce Whitmore

Wm Weber

1/29/21

I don't need you [REDACTED] (redacted due to profanity) comments

LaDonna Robey

2/2/21

I would love to be part of a community committee for the bridge project. If there are any openings, or an application process I can sign up for, please let me know. I am a nurse practitioner that has YEARS of experience, starting in 1999, commuting across the I-5 bridge as I live in WA and work in OR. Thank you!
LaDonna Robey

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Dylan Jones

2/5/21

Thank you for pursuing a very necessary solution for the interstate bridge. As a health professional working with our public (as a Registered Dietitian and Exercise Specialist) , I'd like to recommend the following aspects of any potential future bridge:

Increased capacity to accommodate bikers and those crossing on foot

Capacity to support increased forms of public transportation (bus, ferry or most ideally light rail)

These infrastructure options are ESSENTIAL for supporting a healthy future population in our growing metro area!

Thank you. *Dylan Jones M.S. RDN, CDE, LD, ACSM-CEP NARA Indian Health Clinic*

Dave Herrera

2/5/21

I'm amazed that the status of replacing the bridge is the development of a website. When considering the amount of money spent on plans, public comment, compliance work and construction drawings years ago; we are still at an impasse. What's it going to take to get this done? Are we going to be satisfied with a bridge that disrupts traffic because of a bridge lift? What's it going to take to get this done? I'm tired of all the talk. If this were China, it would have been rebuilt years ago. Funding is another excuse for lack of progress; note the huge bill for stimulus relief. Where's the influence of our Senators in Washington and Oregon? No one seems to care.

Sam Churchill

2/9/21

Here is a I-5 Bridge Vision from the people who live under the bridge.

[Greetings from Hayden Island](#)

February 9, 2021

Allyson Day

2/9/21

Hello!

This isn't really a comment, rather a question.

I wonder if there are any representatives from the cycling community from either Oregon or Washington on the CAG or EAG?

Cycling is a valid form of transportation and with better infrastructure between cities could be encouraged as an equitable transportation solution, a solution for climate change and a positive benefit for public health. As it stands crossing I5 by bike is terrifying and cumbersome and time consuming at best. Let's hope we don't backpedal into no bike infrastructure with the new crossing.

If there is not representation from the cycling community on any of the advisory groups, do you plan to fill one of the temporary spots with a member(s) from the cycling community? We have several organized groups in Vancouver and Portland who could provide insightful leadership and representation.

Best, Alyson Day

Sean Philbrook

2/9/21

Community Advisory Group --

Please accept the attached letter on behalf of seven business community leaders groups.

We anticipate having several representatives available during the public comment period at 5:45 p.m. tomorrow, February 10. We wish to confirm that while only one will testify, multiple can be available at that time. Please advise with whom we can coordinate to make this happen.

Thank you.

Sean Philbrook

*See attached pdf. ADA compliant versions of the attachments can be made available upon request

February 10, 2021

Lynn Valenter, Co-Chair
Ed Washington, Co-Chair
Members, Community Advisory Group
I-5 Bridge Replacement Program

Dear Co-Chairs and Community Advisory Group Members:

We appreciate your participation in this critical I-5 Bridge Replacement Program and urge Community Advisory Group members to move quickly toward funding, planning and constructing a replacement. We express the urgent need to replace the I-5 Bridge as a critical component to supporting economic opportunity for communities, industries and individual members of our workforce.

As the second-largest metropolitan area in the Pacific Northwest, our region's top infrastructure priority is addressing deficiencies in the I-5 Bridge and influence area, including replacing the outdated, chronically congested and accident-prone bridge spans, which are now 63 and 104 years old. These spans are not designed to withstand significant seismic events anticipated for our region, and pose a threat to critical access for freight, commerce, workforce, medical and emergency access, and business and quality-of-life activities.

As business community leaders, we support diligent planning that is informed and accelerated by past planning efforts. We welcome planning and design that supports improved safety, foreseeable multi-modal freight and commerce requirements (road, river, rail, runway), along with pedestrian and bicycle paths and high-capacity transit for commuters, residents and guests. We also support planning that meshes with climate and equity objectives and can be constructed with minimal disruption to communities.

The region's growth pressures further create urgency to replace this critical bridge infrastructure, with forecast increases of 500,000 residents and 350,000 jobs within the bi-state region by 2040 (Metro/RTC). **Employers and employees depend upon infrastructure that is safe and able to facilitate reliable and predictable transportation scheduling.** In 2019, traffic congestion on the region's key corridor (I-5) persisted for an average of 7+ hours daily in the northbound direction (Delta Park to I-5 bridge) and for 4+ hours daily in the southbound direction (Main St. to I-5 bridge). Interstate bridge replacement is paramount to continued economic success and job retention in our region.

The existing I-5 spans are functionally obsolete (WSDOT) and over time would require hundreds of millions in maintenance investments just to remain operational. This includes deck replacement, repainting, and impractical seismic upgrades to the unanchored wooden pier structure. We urge bi-state collaboration to find significant, practical solutions through this primary freight, commerce and commuter corridor in keeping with the I-5 Corridor Strategic Plan (2002) and broad support demonstrated by both Oregon and Washington legislatures.

We look forward to supporting your efforts in our continued advocacy to replace the I-5 bridge as quickly as possible.



WHAT REGIONAL BUSINESS LEADERS SAY
About Replacing the I-5 Bridge

“We estimate our fleet loses \$400,000 annually as a result of traffic congestion [from Swan Island to southwest Washington] and the additional fuel usage resulting from this congestion has a negative impact on our environment.”

– **Rob Freeman**, *Fred Meyer Stores*

“It is long past time for action to replace that bridge. Delay in replacing the bridge hinders our ability to compete. It gums up the regional job market and adds cost, uncertainty and delay to virtually every aspect of our business- materials, trades, and employees.”

– **Patrick Ginn**, *Ginn Group*

“Our patients and our employees cross the I-5 bridge daily, at all hours, often in moments of crisis and emergency. The antiquated, substandard bridge we currently live with compromises our ability to move patients, staff and equipment in a safe and efficient manner.”

– **Kathryn Correia**, *Legacy Health*

“As the energy landscape continues to evolve to meet the needs of the future, so too must a transportation system stifled by a bridge built for a different era.”

– **Scott D. Bolton**, *Pacific Power*

“Bridge congestion has resulted in increased shipping costs to move our products to market and also significantly reduced the number of round trips that our carriers can accomplish each day.”

– **Gary Wright**, *Ash Grove Cement Company*

“The aging bridge hinders our business not only financially but our ability to grow due to the congestion.”

– **Jerry Gaukroger**, *Boise Cascade*

“Our metro area’s economy, business, and quality of life are also at risk if a replacement solution is not prepared.”

– **Jim Mark**, *Melvin Mark Companies*

“As a company sitting on the WA/OR border, commerce in Oregon is critical to our business. However, fighting an antiquated bridge directly translates to time and money lost.”

– **Mike Nieto**, *Catworks Construction*

“The aging bridge costs us about \$20,000 in lost productivity each month. Our engineers sit in traffic each day.”

– **Scott Huotari**, *Creative Computer Solutions*

“The aging bridge has caused both our suppliers and our own internal fleet to basically operate between the hours of 10:00 a.m. to 2:00 p.m. to avoid potential slowdowns or even shutdowns in the supply chain.”

– **Richard T. Goode**, *Columbia Machine*

“Many of our thriving, growing companies end up selling out, transferring the high paying corporate positions to other cities where talent can more readily get to their place of employment.”

– **Mark Childs**, *Capacity Commercial Group*

“For us, the bridge has taken away our ability to operate efficiently, which can be measured in real dollars as well as being environmentally unfriendly when considering increased vehicle emissions.”

– **Kevin D. Keeney**, *Food Express, Inc.*

“A new I-5 bridge would be safer, offer improved travel predictability and encourage more pedestrian and bicycle use, which support improved community health.”

– **Keith Forrester**, *Kaiser Permanente Northwest*

“The replacement of the bridge is integral to our future success as a small business moving forward.”

– **Denise Tront**, *Trobella Cabinetry, Inc.*

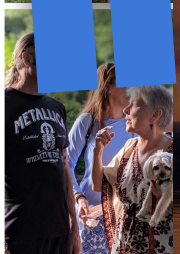
“Traffic makes it impossible to compete; the expense of trucks sitting in traffic is astronomical and detrimental to our businesses.”

– **Cyndi Holloway**, *Waste Connections*

“It is hard enough for independent truckers to make a living without also needed to work at night to reasonably budget their driving time. Federal law requires them to limit their driving each day: if they are sitting unproductively in traffic on I-5 it is a serious setback in their businesses.”

– **Mike Worthy**, *WW Payment Systems*

Greetings from



Hayden Island



Who are we?

- *Island neighborhood* of 3,000 people
- *Different lifestyles*; Floating homes, condos, apartments, live-aboard boats, large manufactured home park, RVs
- *Mixed incomes, races, nationalities*
- *Large Mall* largest economic driver
- Many Hispanic families, *inclusive neighborhood*

Who are we?



What we do

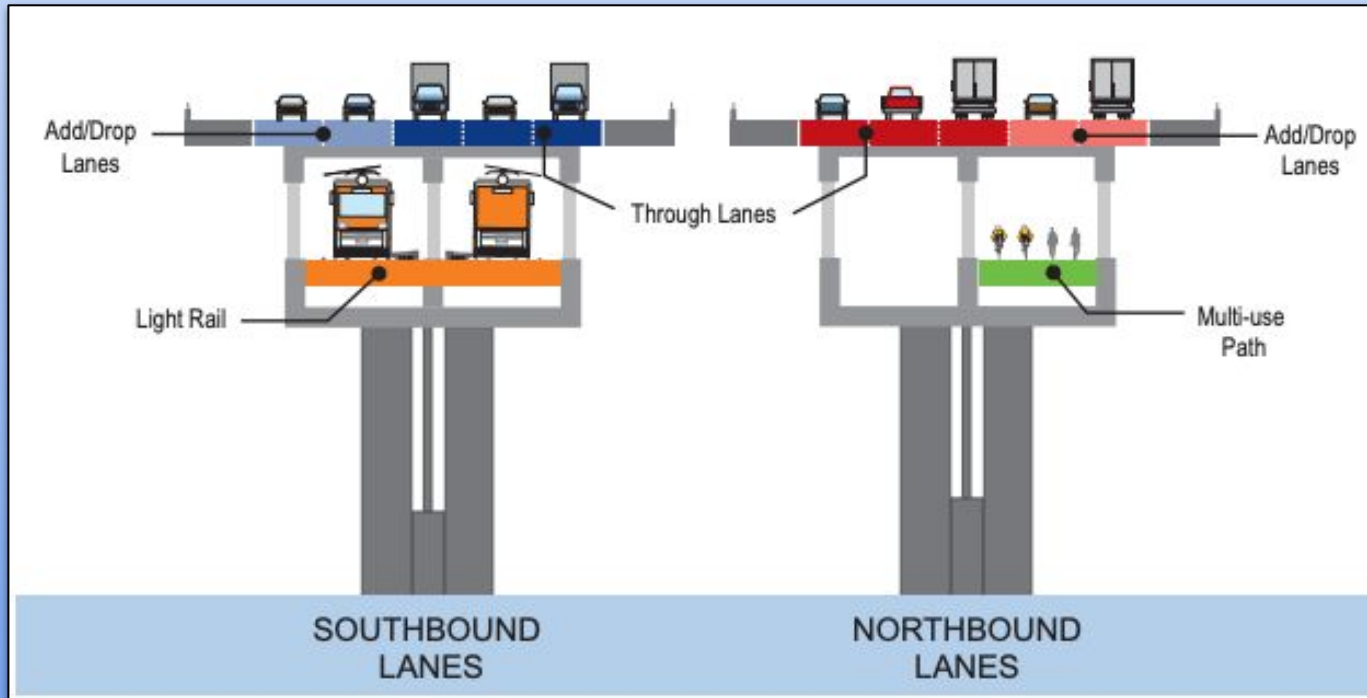
- *Retired folks*
- *White collar professionals*
- *Service industries*
- *Hardworking minority families*
- *Trades people*

What we want

- *A better community*
- *Less congestion*
- *Less pollution, noise*
- *No toll (I-5 sole access)*
- *Bike & car sharing*

Still on the table?

Are Max and BRT necessary? Lyft can run autonomous electric shuttles. Cheaper Faster. No overhead catenary. No driver.



How about more accurate renderings

No lift, so proposed bridge had to be twice as high. Does this look twice as high?



Prior project planning included development of a bridge design concept that accommodated all modes of travel.

The Loop alternative

Two NEW lanes. Connects Vancouver to Portland.
Direct. Fast. Efficient. Cheap. It's free. No drivers.
No gas. No pollution. No noise. Look at it.



What we DON'T want

- *Destruction of livability*
- *A towering 16-lane Viaduct*
- *A bridge **unsuited for 21st century***
- *Tracking all vehicles, 24/7*
- *A DOT/Transit **rubber stamp***

Light Rail Expensive

- How much for a dedicated Max bridge? \$1B?
- Doesn't solve congestion into Portland
- A “loop” tunnel ADDS TWO NEW LANES



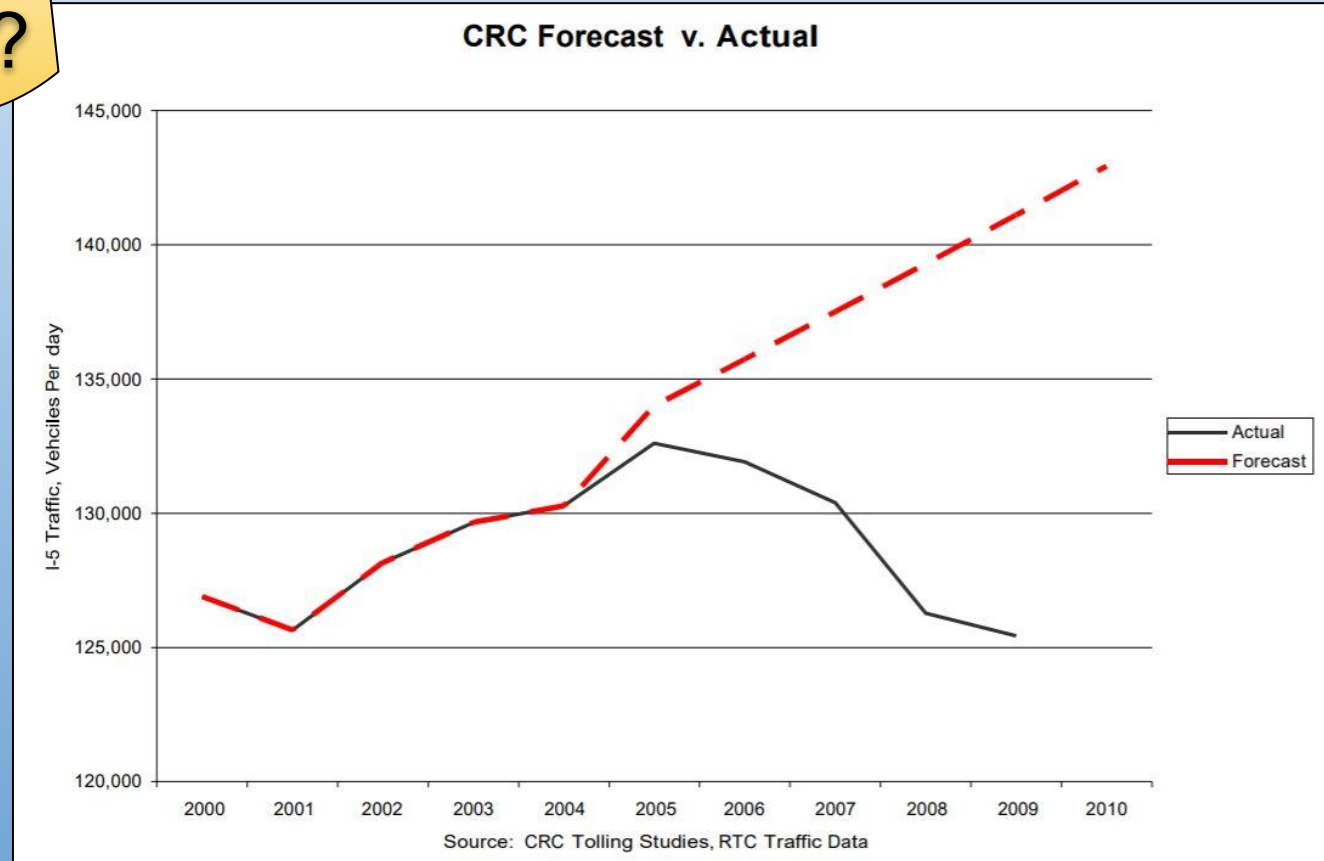
Suggestions:

- **Don't waste money**
- *Reduce congestion on I-5*
- *Dedicated transit bridge/lanes costly, congestion remains*
- *“Loop” tunnel adds 2 lanes between downtowns & PIR*
- *Lyft runs shuttle to hub*

For Whom the DOTs Toll?

Sorry. No gas tax for road maintenance

- **Everyone.
And nobody.**
- **EVs WILL
dominate
after 2035**
- **No Gas tax**



A Vision:

- An 8-14 lane bridge (cheap)
- No Max, No dedicated BRT
- Lyft runs *neighborhood electric shuttles*
- “**Loop**” *connects Vancouver & Portland*
- Bike & car ***sharing***
- Plan for ***autonomy***

Loop Shuttle

**A No DOT solution. No Gas.
No pollution. No driver. No Cost.**



A Vision (more):

- **Limited bridge tolls**
- **Community shuttle free (am/pm)**
- **Personal shuttle (mid-day)**
- **Run by Lyft**
- **Bike & car *sharing***
- **Plan for *autonomy* & *NO gas tax***

Summary

- **3,000 people *live* under the I-5 bridge**
- **Don't condemn Hayden Island**
- **What's changed in 100 years? Lots!**
- **Nobody has all the answers**
- **There *ARE* alternatives**

Does this help?

Not if you want to go to Portland

