

Citizen Comment
September 3, 2019
From Sharon Nasset

From: Sharonnasset <sharonnasset@aol.com>
Sent: Tuesday, September 03, 2019 2:19 PM
To: medvigy@clark.wa.gov; Lentz, Temple; Quiring, Eileen; jimwherman@embarqmail.com; McEnery-Ogle, Anne; Hansen, Bart; lannen@co.skamania.wa.us; msmith@cityofcamas.us; mike.dalesandro@cityofbg.org; shughes@portridgefield.org; shirley.craddick@oregonmetro.gov; francic@wsdot.wa.gov; shawn.donaghy@c-tran.org; rian.m.windsheimer@odot.state.or.us; ed.orcutt@leg.wa.gov; Sen.LewFrederick@oregonlegislature.gov; vicki.kraft@leg.wa.gov; RTC meetings; ann.rivers@leg.wa.gov; annette.cleveland@leg.wa.gov; sharon.wylie@leg.wa.gov; lynda.wilson@leg.wa.gov; bill.turlay@ci.vancouver.wa.us; news@thereflector.com; monica.stonier@leg.wa.gov; brandon.vick@leg.wa.gov
Subject: [Contains External Hyperlinks] SW Washington Regional Transportation Council Members,
Attachments: 090319 RTC request for leter-1.doc; final_recc_at_glance.pdf; I-5 Part summary package option_package.pdf; I-5 Recomation and reasons - I-5 Partnership files i-5partnership.021031 www.i-5partnership.com reports reccs.highlite pdf.pdf

September 2, 2019

Dear SW Washington Regional Transportation Council Members,

I would like to thank the Regional Transportation Council Board Members and Director for being committed to clarity on transportation issues in our area. The Economic Transportation Alliance is requesting a formal public letter clarifying the recommendation of and the difference between

- Portland/ Vancouver I-Transportation and Trade Partnership Study
- Portland/ Vancouver I-Transportation and Trade Partnership Task Force

The need for transparency and clarity of the recommendations from the previous studies is very important

The Portland/ Vancouver I-5 Transportation and Trade Partnership Study, recommended adding capacity across the Columbia River between Portland and Vancouver. Several alternatives for adding capacity were recommended for further study with only ONE that replaced the current I-5 bridges. A Supplemental OR a replacement bridge statement was made in 2002, before the completion of the 2005 I-5 bridge inspection by ODOT, which gave the bridges 60 years of life with no restrictions and valued them between 500-million to 1-billion dollars.

The Portland/ Vancouver I-5 Transportation and Trade Partnership Task Force, was composed of 28 individuals selected by the governors of Washington and Oregon to sit on

a committee to choose a Locally Preferred Alternative (LPA) in an Environmental Impact Statement (EIS) process. The Task Force Members chose a replacement bridge “with all the bells and whistles” and a light rail loop across the I-5 and I-205 bridges providing local, sub-regional, and regional transit in Clark County while connecting to the Portland metro system.

The acknowledgement to add capacity across the Columbia River by several modes was the outcome of both studies.

Attached data for confirmation of the above statements.

1. The Portland/ Vancouver I-5 Transportation and Trade Partnership Study Final Recommendation at a Glance
2. The Portland/ Vancouver I-5 Transportation and Trade Partnership Study Final Draft of Recommendation for further study.
3. This video link is ODOT representative Rob DeGraff explaining to the Joint Transportation Commissions’ of Washington and Oregon. He states the I-5 transportation studies recommend added capacity as needed across the river NOT replacement of the current bridges. This statement is consistent with the Federal Register https://www.youtube.com/watch?v=CzQwLDHJo_M&t=442s
4. The Portland/ Vancouver I-5 Transportation and Trade Partnership Task Force recommendations “Also calls for post-Task Force study of a west arterial road west of I-5 in the vicinity of the railroad bridge”
5. ODOT bridge comparison chart of 2002
6. ODOT 2005 I-5 bridge inspection report.
7. The Portland/ Vancouver I-5 Transportation and Trade Partnership Community Forum Leaders list
8. RTC formal letter of clarification concerning the CRC and RC-14 BI-State Industrial Corridor (Third Bridge Now) alignment study.

Thank you, for your prompt action on this very important issue.

With Respect,
Sharon Nasset
Economic Transportation Alliance.
Sharonnasset@aol.com 503.283.9585

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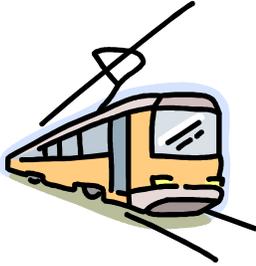
Sharon Nasset

Economic Transportation Alliance.

Sharonnasset@aol.com 503.283.9585

Final Recommendations at a Glance

Transit:



- Provide a phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 Corridors.
- Provide peak-hour, premium express bus service in the I-5 and I-205 Corridors to markets not well served by light rail.
- Increase transit service in the Corridor over the next 20 years called for in regional transportation plans.

Interstate 5:



- The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard, and 99th St. to I-205 in Vancouver.
- Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.
- Add a new supplemental or replacement bridge across the Columbia River with up to 2 auxiliary and/or arterial lanes in each direction, and 2 light rail tracks.
- Improve interchanges between SR 500 and Columbia Blvd to address safety and capacity problems -- including making Columbia Blvd into a full interchange.
- In adding river crossing capacity and making interchange improvements every effort should be made to: 1) avoid displacements and encroachments, 2) minimize the highway footprint and 3) minimize the use of the freeway for local trips.

Additional Rail Capacity:



- Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent, efficient intercity passenger rail service.
- Establish a public/private Bi-State rail forum to advise regional decision makers about prioritizing, scheduling and funding of needed rail improvements.
- The rail forum and regional decision-makers should encourage funding for:
 - Additional inter-city passenger rail service in the Pacific Northwest High Speed Rail Corridor
 - High Speed Rail service in the Corridor; and
 - The replacement of the existing "swing span" with a "lift span" located closer to the center of the river channel

Land Use:



- Adopt and implement a Bi-State Coordination Accord to protect existing and new capacity and support economic development.
- Jurisdictions in the Corridor will develop and agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.



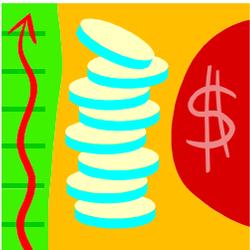
Transportation Demand and System Management:

- Commit to a comprehensive use of TDM/TSM strategies -- alternative modes, work-based strategies, policies and regulatory strategies, pricing and TSM strategies -- and pursue additional funding for transit and TDM/TSM strategies.
- Prepare an "I-5 TDM/TSM Corridor Plan" with guidance from the proposed "Bi-State Coordination Committee"
- Fund and implement additional TDM/TSM strategies now to encourage more efficient use of the transportation system.



Environmental Justice

- Establish a Community Enhancement Fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington
- Map low-income and minority communities in the corridor.
- Take list of potential impacts identified by representatives of environmental justice communities into the EIS for the Bridge and Bridge Influence Area as a starting point for more analysis.
- Work with affected communities to explore ways to offset impacts and/or bring benefits to the community.
- Develop a public outreach plan for EIS process that includes special outreach to low-income and minority communities.
- Form and coordinate two working groups for the EIS -- one for public involvement and one for environmental justice.



Finance

- OR, WA and the Portland/Vancouver region should develop a financing plan for transit and highway capital projects
- Tri-Met and C-Tran need to increase revenues for a significant expansion of transit service, starting within the next five years.
- Establish regional transit financing commitments that will allow for:
 - an aggressive bi-state TDM program and
 - an expansion of transit service to support the light rail loop.
- Seek funding to widen I-5 to 3 lanes: Delta Park to Lombard after environmental and design work is completed.

Next Steps/Implementation



- Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.
- Delta Park to Lombard: widen I-5 to 3 lanes
 - Summer 2002-2004: Conduct environmental assessment and design work
 - Post 2004: Construction of Delta Park to Lombard
- 2003 – 2009: Environmental Impact Study on Bridge Influence Area (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)
- 2010+: Construct improvements in Bridge Influence Area.



The following table summarizes the decisions of the I-5 Task Force regarding Option Packages for the I-5 Corridor. Those packages designated as “study further” will be evaluated over the summer and results will be available in the fall of 2001. Those packages designated as “do not study” will be dropped from further consideration by the I-5 Task Force.

<u>Package</u>	<u>Task Force Decision</u>
1. <i>Baseline (no new Columbia River Crossing)</i>	<i>Study further</i>
2. <i>Express Bus on New Bridge, Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
3. <i>Light Rail Transit on New Bridge Without Additional Freeway Corridor Capacity</i>	<i>Study further</i>
4. <i>Commuter Rail Without Additional Freeway Corridor Capacity</i>	<i>No Decision by Task Force yet. Recommendation is to defer further study until results from Rail Capacity Analysis are available (Fall 2001)</i>
5. <i>Planned Regional Bus With Additional Freeway Capacity</i>	<i>Do not study – refine as an option in Package 6</i>
6. <i>Express Bus to Downtown Portland With Corridor-Wide Freeway Capacity Increase (includes new Columbia River crossing)</i>	<i>Study further</i>
7. <i>Light Rail Transit With Corridor-Wide Freeway Capacity increase (includes new Columbia River Crossing)</i>	<i>Study further</i>
8. <i>New Arterial Road: Mill Plain to US 30, with Columbia River Crossing</i>	<i>Study further</i>
9. <i>New Freeway Corridor</i>	<i>Do not study</i>

- Provides multi-modal alternatives:
 - Range of freeway investments
 - Range of transit options
- Incorporates transportation demand management
- Supports land use and growth management
- Reflects public and technical input
- Allows future mixing and matching of elements (picking the best parts)

Option Package No. 1: Baseline (No New Columbia River Crossing)

Decision: Study Further

Overview:

This option includes only the existing transportation system plus improvements included in the adopted transportation plans for Clark County and the Portland metropolitan area.

Package Elements:

Transit Improvements:

- Light rail transit (LRT) from Rose Quarter to Expo Center
- Express bus service from Clark County park-and-ride lots to the Portland International Raceway LRT station.
- Express bus will use existing lanes across the Columbia River.
- Planned growth in transit service based on adopted regional transportation plans. Includes more transit service in the corridor.

I-5 Improvements:

- Provide a third lane in each direction in Vancouver from 134th to Main St. In the morning rush hour, the southbound lane will be for high occupancy vehicles (HOV).
- System management, including ramp metering, freeway reader boards, and other measures to maintain traffic flow
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Arterial Road Improvements:

All Option Packages have a common set of arterial road improvements based on adopted regional transportation plans.

- Arterial improvements in all packages include:
 - Widen Marine Drive to 5 lanes from Terminal 6 to Portland Road
 - New 4 lane bridge to Hayden Island from Marine Drive
 - Improve Columbia/Killingsworth intersection and connection to I-205
 - North Lombard overcrossing into Rivergate

Transportation Demand Management:

All Option Packages have a common set of demand management measures based on adopted regional transportation plans.

- Demand management measures in all packages include:
 - Increase funding for carpool and vanpool programs
 - Increase funding for employer outreach encouraging flex hours and telecommuting
 - Expand employer sponsored transit passes to reduce transit fares for commuters
 - Increase mixed use development to reduce vehicle trips
 - Increase parking pricing and parking management

Option Package No. 2: Express Bus on New Bridge, without Corridor-Wide Freeway Capacity Increase

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to the light rail station at Expo Center.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus in high occupancy vehicle lane from 134th to light rail station at Expo Center
- Options for possible extensions of express bus include, express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

I-5 Improvements:

- New Columbia River bridge to support express bus. Bridge could also support HOV, freight or local traffic between Vancouver and Portland.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 3: Light Rail Transit on New Bridge Without Corridor-Wide Freeway Capacity

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County without a corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations

I-5 Improvements:

- This option package will be studied with two variations: 1) as a Light Rail only bridge, and 2) as a joint-use bridge for LRT and vehicle traffic.
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 4: Commuter Rail Without Corridor-Wide Freeway Capacity Increase

**No Decision Yet -
Recommendation: Defer Study
Decision to Fall 2001**

Overview:

This Option Package focuses on development of commuter rail between downtown Portland and Clark County without an increase in corridor-wide freeway capacity.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Establish commuter rail service on new rail alignment including tunnel under North Portland, new stations in Portland and Vancouver, and a new rail bridge across the Columbia River and North Portland Harbor
- Establish feeder bus service to rail stations

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 5: Planned Regional Bus System with Corridor-Wide Capacity Increase

Decision: Do not Study Further
- Combine with Option 6

Overview:

This Option Package involves a major increase in I-5 roadway capacity with no major increase in high capacity transit.

Package Elements:

Baseline improvements, plus...

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A general purpose lane for all freeway traffic
- Build new I-5 Columbia River Bridge
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 6: Express Bus to Downtown Portland with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes development of express bus service linking destinations within Clark County, including service to downtown Portland. It also includes the addition of a fourth lane in each direction along I-5 to be used for high occupancy vehicles, express lanes, or freight use.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Express bus service from Clark County to downtown Portland
- Options for possible extensions of express bus include express bus from:
 - Parkrose light rail station to 134th Street on I-205
 - I-5 to I-205 on SR 500

Note: There may be difficulty getting funding from the Federal Transit Administration for express bus service that runs parallel to a new light rail line (Interstate MAX).

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 7: Light Rail Transit with Corridor-Wide Freeway Capacity Increase (includes new Columbia River Crossing)

Decision: Study Further

Overview:

This Option Package includes an extension of the light rail transit (LRT) system to Clark County with a major corridor-wide I-5 capacity increase.

Package Elements:

Baseline improvements, plus...

Transit Improvements:

- Phased extension of light rail transit into Clark County including:
 - Extending Interstate MAX to downtown Vancouver area
 - Extending Airport MAX along I-205 from the Parkrose station to the Vancouver Mall area, and
 - An east/west connection within a corridor in the vicinity of SR 500/Fourth Plain Boulevard from Downtown Vancouver to Vancouver Mall.
- Future extension of the LRT system could include areas north on I-5 and I-205 to 134th Street.
- Establish feeder bus service to light rail stations

I-5 Improvements:

- Add a fourth lane in each direction. The fourth lane could be:
 - A reversible express lane, or
 - A high occupancy vehicle (HOV) lane, or
 - A HOV lane that could accommodate freight traffic
- Build new I-5 Columbia River Crossing
- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No 8: New Arterial Road with Columbia River Bridge

Decision: Study Further

Overview:

This Option Package involves a new arterial road between *US 30 in Portland and Mill Plain Blvd. in Vancouver.*

Package Elements:

Baseline improvements, plus...

Arterial System Improvements:

- Provide arterial linking US 30 in Portland to Mill Plain in Vancouver. Would involve a new crossing of the Willamette River and a new crossing of the Columbia River near existing rail corridor across Hayden Island

I-5 Improvements:

- Potential freight and other improvements in the Special Analysis Areas: 1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 9: New Freeway Corridor

Decision: Do Not Study Further

Overview:

This Option Package involves construction of a new westside freeway corridor. A specific alignment has not been established.

Package Elements:

Baseline improvements, plus...

New Freeway Corridor:

- New freeway and bridge west of the existing I-5 bridge connecting Clark County, Washington and Washington County, Oregon

I-5 Corridor:

- Potential improvements in the Special Analysis Areas:
1) Rose Quarter and 2) Lombard to SR 500

Option Package No. 9: Key Factors Leading to Recommendation to Discontinue Further Study

Studied previously and ...

- Would do little to address congestion in I-5 corridor (most trips in I-5 corridor start or end near I-5)
- Very significant environmental impacts to Vancouver lowlands, Sauvie Island, Tualatin Mountains
- Conflicts with local, regional, and state land use policies

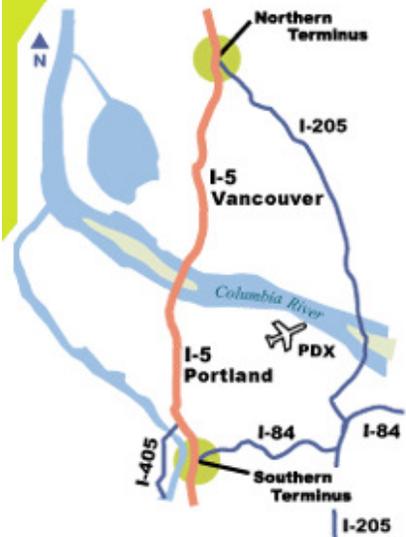
Portland / Vancouver
I-5

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DRAFT Recommendations for I-5 Corridor Strategic Plan Adopted

[See the Recommendations](#)

[See a Map of the Recommendations](#)

The following documents are in PDF format. If you need [Acrobat Reader](#) press here for a free download.

The Portland/Vancouver I-5 Transportation and Trade Partnership Task Force discussed and adopted draft recommendations for addressing growing congestion on the I-5 Corridor between I-84 in Oregon and I-205 in Washington at a January 29, 2002 public meeting in Vancouver. Specific plan elements in the "Draft Strategic Plan Recommendations" include:

- Three through-lanes, including Delta Park;
- A phased light rail loop in Clark County;
- Additional I-5 capacity across the Columbia River; and
- Interchange improvements

The Task Force discussed - but did not recommend - widening I-5 to four lanes. **The Task Force draft recommendations also call for a post-Task Force study of a west arterial road west of I-5 in the vicinity of the railroad bridge.** Members of the Task Force listened to extensive public comment and reviewed the results of more than 1,500 responses to questionnaires about options for the Corridor during the five-hour meeting.

A series of public meetings will be held between now and June 2002 for the public to comment on the draft recommendations. Also during this time, additional technical work on the draft recommendations will be completed. This will include the development of a financing and implementation strategy. Following these efforts, the Task Force will meet in June 2002 to review the public comments and technical work, consider revisions and formally adopt a strategic plan for the corridor.

Comparison of River Crossings in Selected U.S. Metropolitan Areas of Similar Size

Metro Area	Population	Body of Water	Hwy Xings	Rail Xings
Norfolk	1.57 million	Hampton Roads/ Chesapeake Bay	4	0
Cincinnati	1.65 million	Ohio River	7	2
Kansas City	1.78 million	Missouri River	10	3
Portland- Vancouver	1.92 million	Columbia River	2	1
Pittsburgh	2.36 million	Three Rivers	>30	3
St. Louis	2.60 million	Mississippi River	8	2

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Interstate Bridges Electrical Upgrade



Project Summary:	A \$10.8 million project to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans.
Status and Timeline:	Construction began March 2004 and completed mid-May 2005.
Traffic Impact:	Work is complete on this project.

Project Information
 An estimated \$10.8 million project is under way to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans. The contractor is Hamilton Construction of Springfield, OR. Pedestrian safety barriers will be added and the traffic gates replaced. Much of what is being replaced is over 40 years old. Upgrades are spread out over the length, width and height of the structures. The upgrade addresses structural modernization and replacement of the lift-span control panel.

Though work will take place during day and nighttime hours, lane closures on and near the bridges will be limited to evening and early morning hours.

Motorists can expect minor traffic impacts. To cross the Columbia River and avoid construction, motorists may use the Glenn Jackson Bridge by way of I-205.

Gear replacement will affect river traffic for approximately three months during the course of the project. However, the high-span and prescheduled openings will provide river traffic passage beneath the bridges during these periods.

Intermittent restrictions will be placed on pedestrian and bicycle movements. Both northbound and southbound structures will be affected. There will be an alternate route during these restrictions.

Nighttime construction noise is expected to be minimal. Noise generated from construction activities is expected to be no louder than existing vehicular and air traffic. It is ODOT's intent to keep those nearest the work notified of nighttime construction activities. Use the phone numbers below to report noise problems or other incidents requiring immediate attention.

Interstate Bridges Facts and History
 The Interstate (twin) Bridges on Interstate 5 connect Portland, Oregon with Vancouver, Washington across the Columbia River. The bridges consist of northbound and southbound spans built in 1917 and 1958, respectively. The side-by-side steel structures have tandem lift-span capabilities to accommodate a national and international shipping industry.

The two bridges have a full-time crew on deck to keep the aging structures in top operating condition. Only three other Oregon bridges -- all in Astoria -- have a designated maintenance crew. This personalized care, combined with large maintenance projects, has kept the spans healthy and free of weight restrictions. With ongoing preservation, the bridges can serve the public for another 60 years.

The Interstate Bridges continue to be a vital link between Portland and Vancouver and complement any long-range plans to manage and improve transportation in the I-5 corridor between the two states.

Maintenance and repairs keep the bridges healthy and free of weight restrictions. Some recent bridge preservation efforts have included:

- 1987-90 - Replacement of the lift-cables, drums, expansion joints and deck pavement overlay (\$3 million)
- 1995 - Replacement of diesel generator and lift-engine (\$120,000)
- 1997 - Replacement of an axle-like steel trunnion, counterweight sheaves and steel ropes (\$3 million)
- 1999-2001 - Painting, sub-deck and steel rehabilitation on the northbound bridge (\$20 million)

The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between \$500 million and \$1 billion.

ODOT Contact Information
 To request a return call or more information call: 503.731.3244
 TTY: 1.800.735.2900
 (during weekday business hours)
 To report after hours issues requiring immediate attention call: 503.412.2353
 Recorded construction information is available by calling: 503.223.0066

Oregon Department of Transportation - Region 1 (Portland Metro Area)



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The Task Force formed the Community Forum, composed of neighborhood, business, community and interest group representatives from Oregon and Washington, as an advisory committee. It was charged with providing the Task Force with input, and communicating about the project with their respective constituency groups as the strategic plan was developed.

Oregon Members:

Pam Arden - North Portland Neighborhood Services
 Rod Bartholomew - Portland Community College
 John Benson - Piedmont Neighborhood Association
 Lily Brambora - Arbor Lodge Neighborhood Association
 Sam Brooks - Oregon Association of Minority Entrepreneurs
 Jacob Brostoff - 1000 Friends of Oregon
 Conall Callen - Wells Fargo
 John Canda - NE Coalition of Neighborhoods
 Margaret Carter - The Urban League of Portland
 Gail Castillo - Hispanic Chamber
 Wayne Cozad - Swan Island Business Association
 Mike Cronk - Freightliner
 Melanie Davis - El Hispanic News
 Joe Davis - UPS
 Rob DeGraff - Association For Portland Progress
 Paul Farrow - Fred Meyer, Inc.
 Larry Fellows - Kenton Neighborhood Association
 Carl Flipper - Humboldt Target Area
 Ann Gardner - The Schnitzer Group
 Rex Gilley - Jubitz Corp.
 Rolf Glerum - Pacific Rim Trade Association
 Jerry Grossnickle - Columbia River Towboat Association
 Brad Halverson - Overlook Neighborhood Association
 Robert Hamilton - Coalition of Black Men
 Chris Hammond - Central Eastside Industrial District
 Sheila Holden - Northeast Economic Development Alliance
 Jim Howell - Oregon Association of Railway Passengers
 Richard Hunter - NE One Stop Career Center
 Roy Jay - African American Chamber of Commerce
 John W. Jenkins - Hayden Island Neighborhood HiNoon
 Dick Jones - N. Clackamas Chamber of Commerce
 Ross Kevlin - Boise Neighborhood Association
 Barbara Klausman - Columbia River Customs Brokers Association
 Christopher Larsen - Bicycle Transportation Alliance
 Alan Lehto - Eliot Neighborhood Association
 Phil Littleton - Fed Ex Ground
 Gerald Martin - Yellow Freight
 Wally Mehrens - Columbia Pacific Building Trades Council AFL-CIO
 Michael Moises - Oregon Trucking Association, Inc.
 Jay Mower - Columbia Slough Watershed Council
 Sharon Nasset - North Portland Business Association
 Brian Newman - Willamette Pedestrian Coalition
 Frank Orem - Sierra Club
 Virgil Ovall - Lloyd District Community Association
 Lee Po Cha - IRCO - Asian Family Center
 Jose Rivera - Hacienda CDC
 Bob Russell - Oregon Trucking Association, Inc.
 Mike Salsgiver - Intel
 Robert Short - Glacier Northwest
 Cornetta Smith - The Partnership
 Karen Wilde-Goddin - Pacific Northwest International Trade Association
 Ross Williams - Citizens for Sensible Transportation
 Rick Williams - Lloyd District TMA
 Tom Zelenka - The Schnitzer Group

Washington Members:

Karen Axell - Rosemere Neighborhood Association
 Doug Ballou - Neighborhood Advisory Committee of Clark County (NACCC)
 Gail Bauhs - Human Services Council
 Tony Birch - Clark College
 Jamie Brebner - Vanport Express
 Larry Brown - West Minnehaha Neighborhood Association
 Stephen M. Burdick - Fort Vancouver Historic Reserve Partnership
 Tom Burkholder - Labor Roundtable
 Tim Cannell - Vancouver Bike Advisory Committee
 J. Alex Case - Clark County Natural Resources Council
 Kurt Creager - Vancouver Housing Authority
 Steve Dail - Battle Ground Chamber of Commerce
 Bill Dudley - Columbia River Economic Development Council
 Kevin Dunn - Mitchell Brothers Truck Line
 Roland Emetaz - Transportation Futures Committee
 Brent Erickson - Camas/Washougal Chamber of Commerce
 Jim Etzkom - East Neighborhood Advisory Group (ENAG)

Nancy Farrar - Vancouver's Downtown Association
 Delta Flader - Friends of Central Park
 Nick Forrest - Sierra Club of SW Washington
 Tracy Fortmann - Fort Vancouver Historic Reserve
 Dave Frei - Arnada Neighborhood Association
 Patricia Giles - Windermere Real Estate
 Brent Grenning - Port of Ridgefield
 Debbie Ham - ESD #112/Childcare Resource and Referral
 Sandy Hayslip - Hudson's Bay Neighborhood Association
 Donna Helm - Hazel Dell Hollow Neighborhood Association
 Della Helmick - West Hazel Dell Neighborhood Association
 Beth Houston - Clark County Youth Commission
 Keith Hyde - Vancouver Police Dept. Traffic Enforcement
 Jim Gosnell - Boise Cascade
 Peter Johnson - Marine Terminals Corporation
 Kathy Kiwala - Clark County League of Voters
 Bob Knight - Consolidated Freightways
 Keith Koplan - Koplan's Furniture
 Pat Kuzmer - K.I.C. International
 Matt Lewis - Clark County Home Builders Association
 Ed Lynch - Vancouver National Historic Reserve Trust Board
 Judy MacKay - Ridgefield Regional Chamber of Commerce
 Dick Malin - Central Park Neighborhood Association
 Avril Massey - North Salmon Creek Neighborhood Association
 Mark Negless - Columbia Way Neighborhood Association
 Jim O'Horo - Vancouver Bicycle Club & I-205 Study Representative
 Bruce Prenguber - Western US Agricultural Association
 Clayton Rhodes - Cougar Creek Neighborhood Association
 Bridget Schwarz - Fairgrounds Neighborhood Association
 Bill Scott - Northwest Packing
 Ila Stanek - Hazel Dell/Salmon Creek Business Association
 Bud Van Cleve - NE Hazel Dell Neighborhood Association
 Alex Veliko - Vancouver Neighborhood Alliance
 Jim Veltum - United Harvest LLC
 Fran Walsh - Columbia Business Center
 George Welsh - Pearson Field Advocates of General Aviation
 Brett Wilkerson - Vancouver/Clark Co. Visitors Convention Bureau
 John Wilson - East Vancouver Neighborhood Association Group

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November ¹⁵ 22, 2010

Ms. Sharon Nasset
1113 N. Baldwin Street
Portland, OR 97217

Member Jurisdictions

- Clark County
- Skamania County
- Klickitat County
- City of Vancouver
- City of Camas
- City of Washougal
- City of Battle Ground
- City of Ridgefield
- City of La Center
- Town of Yacolt
- City of Stevenson
- City of North Bonneville
- City of White Salmon
- City of Bingen
- City of Goldendale
- C-TRAN
- Washington DOT
- Port of Vancouver
- Port of Camas-Washougal
- Port of Ridgefield
- Port of Skamania County
- Port of Klickitat
- Metro
- Oregon DOT
- 15th Legislative District
- 17th Legislative District
- 18th Legislative District
- 49th Legislative District

Dear Ms. Nasset:

This letter is in follow up to your request about a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). Your specific area of interest is about a project described as a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Drive, and connecting with highway 30 near Newberry Hill.

The CRC project references in a March 22, 2006 document, RC-14. RC-14 was a possible transportation alternative in the DEIS. RC-14 modeled a multilane, multimodal bi-state industrial corridor starting near I-5 and Mill Plain crossing next to the current BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5 Columbian River Bridge and therefore not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address I-5 traffic congestion.

A new freeway corridor alternative corridor was also studied. It was identified as RC-16, a New Western Highway. This alternative functioned as a new freeway bypass to I-5 but did not provide direct freeway access to I-5 via Mill Plain.

It is also worth noting that in 2008 RTC completed a Transportation Corridor Visioning Study (<http://www.rtc.wa.gov/reports/vision/VisioningCorridors.pdf>) that studied new freeway corridors throughout Clark County per a new 50-year growth scenario and given those corridors how a corridor to the east and west might be connected across the Columbia River.

Given your specific concern as stated above, no a "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

RTC Chair, Washougal Councilperson Molly Coston

cc: RTC Board of Directors