

APPENDIX A

Attachments to Public Comments
April 12-13, 2006 Open Houses

Comment 1806

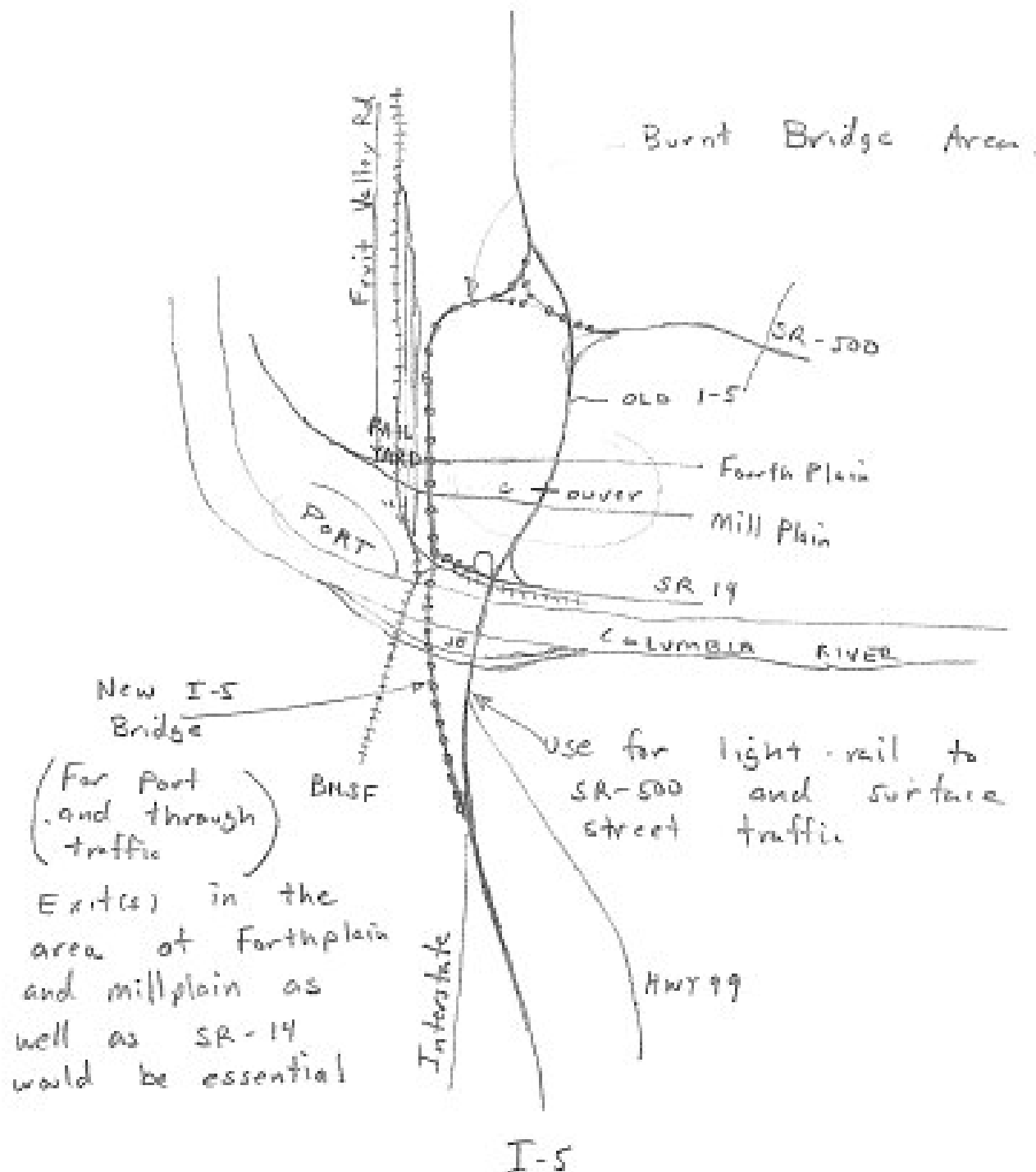
1806					
Community Livability Human Resources:	<input checked="" type="checkbox"/>	Natural Resources:	<input type="checkbox"/>	Process :	<input type="checkbox"/>
Travel Demand, Congestion, Accessibility:	<input type="checkbox"/>	Public Transp#_Modal Choice:	<input checked="" type="checkbox"/>	Other:	<input checked="" type="checkbox"/>
Economy and Freight:	<input checked="" type="checkbox"/>	Project Financing:	<input type="checkbox"/>	No Comment:	<input type="checkbox"/>
Specific Alternatives:	<input checked="" type="checkbox"/>	Safety Seismicity:	<input type="checkbox"/>		
Question:	No Question		Source:	Open House Survey	

Vancouver has the opportunity and location (proximity to ocean, rail, and I-5 corridor) to become a major port city. Considering that one of the biggest obstacles to improving the port is the lack of a suitable I-5 connection. I think it is too early to rule out a more westerly river crossing, keeping access to the Port of Vancouver in mind. My personal proposal is as follows: Re-locate I-5 from between the Interstate Blvd area and the Main Street ramp in Vancouver. Move I-5 to the west side of downtown Vancouver. Extend SR-14 along the BNSF rail line into the port area. Extend SR-500 a little northward to re-connect with the new I-5. Next, use the existing Interstate bridges for surface-street traffic, light rail, buses, and bicycles. Re-connect the two historic areas of downtown Vancouver which were separated when the freeway was originally built. The entire economic impact on the prosperity of the whole area should be considered, not just the actual cost of the infrastructure. I have included a crude map of my thoughts on this. P.S. I have lived in Portland or Vancouver for the last 20+ years. I have a B.S. in C.E. from O.S.U. and I hold teaching credentials in advanced math and physics.

Attachment 1806

See following page.

This crude map outlines my proposal.
 I sketched this from my memory of
 this area.



Comment 1817

1817					
Community Livability / Human Resources:	<input type="checkbox"/>	Natural Resources:	<input type="checkbox"/>	Process :	<input type="checkbox"/>
Travel Demand, Congestion / Accessibility:	<input type="checkbox"/>	Public Transp# / Modal Choice:	<input type="checkbox"/>	Other:	<input type="checkbox"/>
Economy and Freight:	<input type="checkbox"/>	Project Financing:	<input type="checkbox"/>	No Comment:	<input type="checkbox"/>
Specific Alternatives:	<input checked="" type="checkbox"/>	Safety / Seismicity:	<input type="checkbox"/>		
Question:	No Question		Source:	Open House Survey	

Feasibility of raising existing Bridges. Raising both of the bridges is feasible. The northbound bridge was raised to match the "hump" in the southbound bridge constructed in the 1950s. Although not explained in the report, we suspect the alleged reasons have to do with navigational clearances. Currently, most commercial river traffic forgoes the lift span in favor of the "hump" despite the need to make a 'S' turn maneuver between the highway and railroad bridges. It has been strongly recommended by the barge and rail companies that federal funds be invested in the railroad bridge by replacing the existing swing span with a wider lift span that would align with the "hump". This change may occur before the commencement of this highway project. If the long span (#5 on the attached diagram) could be raised high enough to meet the Coast Guard's clearance requirements for essential river traffic, the main channel could then be moved south and the lift spans decommissioned. The bridge raising option should not be eliminated prior to this determination. The Non-Freeway Multi-Modal Bridge we propose does not depend upon raising the existing bridges or eliminating the lift spans. However, if the lift spans are not eliminated, the new bridge would also need a lift span aligned with them.

Attachment 1817 – Missing

The attached diagram referred to could not be located. Efforts are being made to contact the commenter for a copy.

Comment 1823

1823					
Community Livability / Human Resources:	<input type="checkbox"/>	Natural Resources:	<input type="checkbox"/>	Process :	<input type="checkbox"/>
Travel Demand, Congestion / Accessibility:	<input type="checkbox"/>	Public Transp# / Modal Choice:	<input type="checkbox"/>	Other:	<input type="checkbox"/>
Economy and Freight:	<input type="checkbox"/>	Project Financing:	<input type="checkbox"/>	No Comment:	<input type="checkbox"/>
Specific Alternatives:	<input type="checkbox"/>	Safety / Seismicity:	<input type="checkbox"/>		
Question:	O - 2		Source:	Open House Survey	

See attached (Attached to this comment form were two documents: 1. The Highway Differences, Suburb to Suburb Quicker. Prepared by Tad Winieck, Highway Transportation Research. 2. A Democratic Approach to Land Use and Transportation Planning for the Albuquerque Metro Region. Primary Author: Ian Ford.

Attachment 1823 –

1. *The Highway Differences: Suburb to Suburb Quicker*. Prepared by Tad Winieck, Highway Transportation Research. Available online at <http://higherway.us> or by contacting winiacki@pacifier.com or 360-574-8724.
2. *A Democratic Approach to Land Use and Transportation Planning for the Albuquerque Metro Region*. Primary Author: Ian Ford. Available online at http://www.abqtransp.org/vol1_approach.pdf

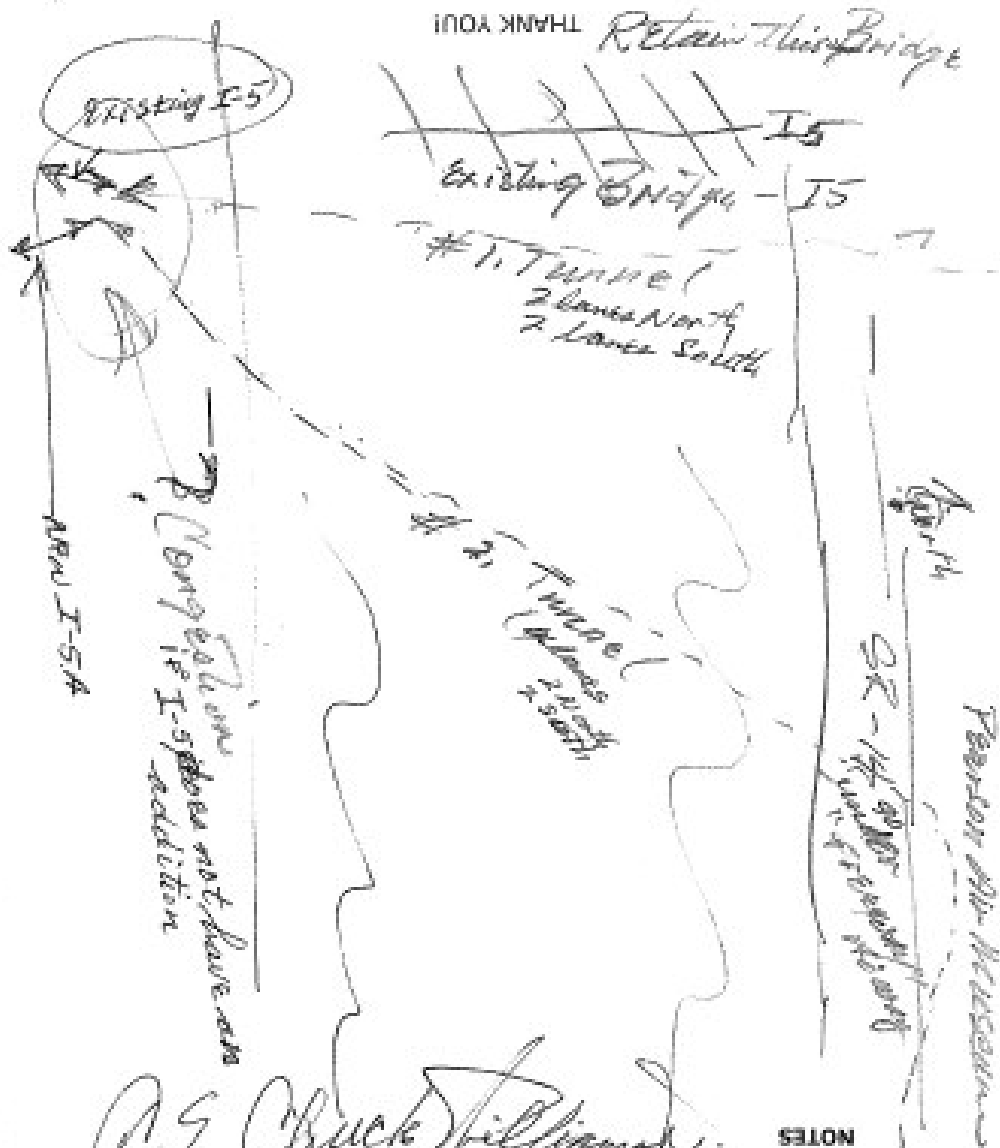
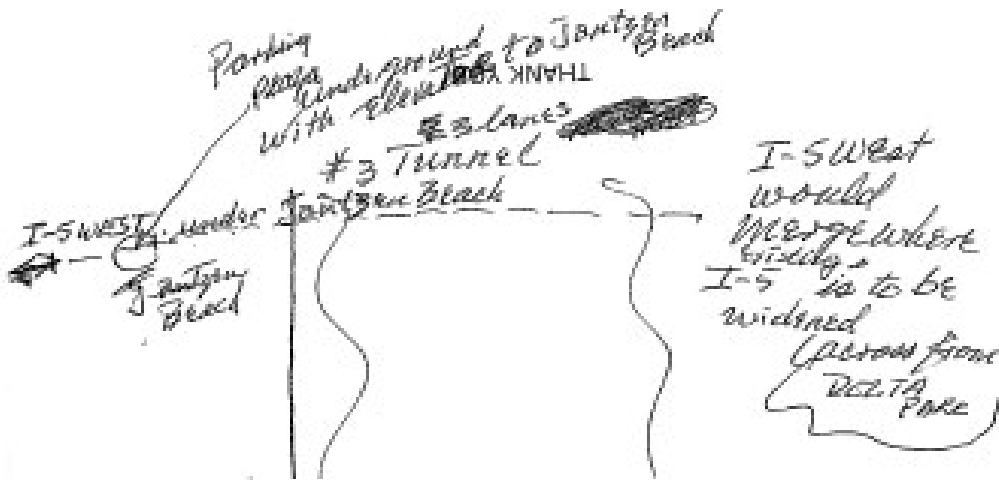
Comment 1916

1916						
Community Livability	Human Resources:	<input type="checkbox"/>	Natural Resources:	<input type="checkbox"/>	Process :	<input type="checkbox"/>
Travel Demand, Congestion	Accessibility:	<input type="checkbox"/>	Public Transp#	Modal Choice:	Other:	<input type="checkbox"/>
Economy and Freight:		<input type="checkbox"/>	Project Financing:		No Comment:	<input type="checkbox"/>
Specific Alternatives:		<input checked="" type="checkbox"/>	Safety_Seismicity:			

Question: No Question **Source:** Open House Transcript

Well, the first thing I wrote up there is a little philosophical or, well, it's spiritual. It's out of scripture. You know, without a vision, the people perish or we perish. You can take it philosophically; without some kind of goal or positive object or goal or -- trying to say? The steps you take toward a goal. What do you call that? The objectives. Without positive objectives you're just going to actually be staying. And, you know, we're growing so fast, you know, Clark County is projected to have four hundred thousand by maybe two years from now. It's here. I get to the point about the river crossing. I'm saying I agree with the tunnel concept and the retaining of the existing I-5 bridge for MAX and two lanes each way for auto and some bus travel on a close-in basis. And there needs to be three two-lane tunnels at three different entry points. So I'm an expensive one. And then in the next question, I'm saying that land use is a very serious problem, especially in Clark County. It appears to me or it seems to me that developers present a special interest problem. Quote me that, you know, builders rule in Clark County. And I think some examination, you would find that they'll deny this, but the facts are there. Access points in and out of Clark County will depend, well, depend on developer cooperation. Somehow - this is my additional comment here - some options as I see it is to reconstruct the existing I-5 bridge to a double-deck bridge. The top deck being fixed and the lower deck being movable or raisable, if you will, lift span, I should say.

Attachment 1916 – see following page



P.E. Chuck Tillman
 (360) 694-6227 5th ST
 Vancouver, WA 98665 183 NE 83rd Apt B.

NOTES

Comment Unknown #1

No corresponding comment. Handout submitted by an open house attendee without attribution, but possibly by signer of letter-to-the-editor below, Bob Martilla.

Attachment Unknown #1

THE COLUMBIAN

WEDNESDAY, APRIL 12, 2006

Same crossing is folly

The root problem of choosing a replacement solution to the Interstate 5 Bridge is not the bridge, but an inadequate I-5 itself. By limiting the route to I-5, we fall right back into the same circular logic of simply replacing a bridge that will funnel the traffic jams to other places in the corridor.

Vancouver and Portland's growth along the inner I-5 corridor has nearly reached its demographic limits, with the real new growth to be north of Vancouver and northwest of Portland. A second bridge in the same place accomplishes nothing in the future and mere years later will be jammed up ... again. This is folly.

Think much larger; think westward. Relieve this future congestion and cross the Columbia much farther north, west of Salmon Creek. Then, split some traffic to Northwest Portland on the west bank, and continue on to Hillsboro to join up to a future beltway south down to Wilsonville. This solves the city congestion problem, the south passage problem, and opens up northward growth.

Clark and Cowlitz counties should be talking to Multnomah and Washington counties about a true economic bridge westward to growth and not limit our solutions to simply a new bridge to the same place.

Bob Martilla
VANCOUVER

Comment Unknown #2

No corresponding comment. Handout submitted by an open house attendee without attribution.

Attachment Unknown #2

