

5 Transportation and Trade Partnership

Design Review – September 4, 2001  
 River Crossing

Portland / Vancouver  
 I-5



Transportation and Trade  
 Partnership

PLEASE SIGN IN

PLEASE WRITE LEGIBLY

NAME	AFFILIATION (IF APPLICABLE)	ADDRESS	CITY, STATE, ZIP	PHONE	EMAIL
N EULISS	G.V. CHAMBER OF COMMERCE				
CK MACID	CENTRAL Pk NA, VNA	1418 GRAND PLACE VANCOUVER	VANCOUVER WA 98661	737-8502	malin56@home.com
DELLA KORTH HELMICK	WEST HAZEL DELL NA	901 NW 87TH ST	VANCOUVER, WA 98665	546-5674	DELLA.KORTH@aol.com
DOUBIE V	— dup —				
BOUZA	NW NATURAL				
HOWELL					
PICCOLI					
MITZKORN					
FLOYD					
LINDA FLOYD	City of Vancouver	P.O. Box 1915	Vancouver 98668	696-8478	Linda.Floyd@ci.vancouver.wa.us
KARLOCK		33			

Mike - For you  
 files -  
 from course -

5 Transportation and Trade Partnership

Design Review – September 4, 2001  
 River Crossing



PLEASE SIGN IN

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NAME	AFFILIATION (IF APPLICABLE)	ADDRESS	CITY, STATE, ZIP	PHONE	EMAIL
Montgomery	AIRPORT GREEN N.A.	14012 NE AIRPORT DR.	VANCOUVER, WA 98684	892-1968	MONTREZEC5@AOL.com
Grottest	Vancouver Nat. Hist. Res. Trust	760 Anderson St	11 498661	992-1834	
McEnery-Oglo	Shumway N.A.	3501 "E" St	Vanc		
Aschim	HUDSON'S BAY N.A.	Box 547	Vanc WA 98666	693-4553	jaschim@paclink.com
Caine	Task Force				
Fratt	Port of Vancouver	5208 Dubois Dr	Vancouver		
Wist	Chamber	1514 SE 175 St.	Vancouver, WA 98683	254-6363	vetrieny@home.com
STUART REDFORD	Citizen	1701 BROADWAY #105	Vancouver WA 98663	936-0762	STUARTREDFORD@HAC.org
WERN Chan-Hegplin	Port of Vancouver	P.O. Box 1180	Vanc. WA 98686	992-1107	mch@PortVanUSA.com
LEX VELIKO					
MAN Nassif		1113 N Baldwin	Port	283-9585	
Wade	Schmitzer cement Corp.				
MCCLELLAN					
NEWJENKINS	HNWON	216 N. HAYDEN RAYDR	PORTLAND, OI2.97217	505.2864825	-



# Design Review Comment Form

## Columbia River Crossing & Vancouver Interchange Improvements

September 4, 2001  
Water Resources Education Center

Please fill out a form for each crossing or interchange design.

Note: This meeting is to review the changes made in response to input received at the initial design meeting on July 24th. Comments received at tonight's meeting will be addressed during project development of the options chosen by the Task Force.

Comment is about:

### Columbia River Crossing

- Four-Lane Arterial Bridge
- Six-Lane I-5 Bridge
- Ten-Lane I-5 Bridge
- Tunnel

### Mill Plain to SR 500 Interchange Improvements

Comment:

4-lane has less impact on Van  
businesses + homes.  
6 + 10-lane too drastic  
tunnel - add exits for 2 ports  
+ extend beyond 78<sup>th</sup>.

Optional

Name:

*Anne M Emery - Ogle*

Organization:

*Shumway N.A*

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\_\_\_\_\_ Mill Plain to SR 500 Interchange Improvements

Comment:

*Best Options:*

1. 6-lane tunnel (possibly 2+2+2, or 2+4) to accommodate light rail and through traffic, possibly using reversible lanes for peak periods. Cost, though, might be prohibitive.
2. 6 lane supplemental bridge with a high lift span, located east of the existing bridge, ~~and~~ used for through traffic and possibly light rail. Retain the existing bridges and interchanges at Hayden Island, Marine Drive/ExpCenter, and Vancouver downtown for local traffic. Portions could be elevated (stacked) above the current route to save right-of-way costs.

Optional

Name: Don West

Organization: North on West (Real Estate Volunteers), Vancouver Chamber

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### \_\_\_\_ Mill Plain to SR 500 Interchange Improvements

Comment:

All of the options are intriguing & seem well-thought out. The tunnel option, while interesting, seems to solve the least amount of problems. So far, the six lane & ten lane bridges appear to offer the greatest number of solutions to eliminating the bottle-necks around the bridge exits & on-ramps, while ~~not~~ expediting traffic over the water. Really like the idea of having lanes that can be used solely for truck traffic during non-peak commute hours. Am looking forward to learning the price tags for these options.

Optional

Name: J. Walsh

Organization: Schmittman & Associates, Corp.

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- Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

*At this time I don't know enough to make or  
put forth an opinion.*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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- Ten-Lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

*Need for a Bridge but NOT in the  
same area to relieve + maintain  
Quality of Life.*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_



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Mill Plain to SR 500 Interchange Improvements

Four Lane has been rejected over & over by the citizen of Portland & the Neighborhood

Comment: Putting more lanes in an overgrown over used I-5 is not of value to the citizen of Portland or the USA

Laura Hasset

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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- Tunnel

### Mill Plain to SR 500 Interchange Improvements

Comment: These options are well drafted - I'll need to think them through more before offering any further ideas or change ideas. I did lean toward the ~~10~~ <sup>option</sup> lane but cannot fully decide until cost/benefit analyses come in.

Optional Name: Lora Caine

Organization: Task Force

10 LANE IS ONLY CHOICE FOR ME.

## Design Review Comment Form

Columbia River Crossing  
&  
Vancouver Interchange Improvements

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### Columbia River Crossing

- Four-Lane Arterial Bridge —
- Six-Lane I-5 Bridge
- Ten-Lane I-5 Bridge
- Tunnel = NOT ACCEPTABLE DOESN'T SOLVE PROBLEM.

Mill Plain to SR 500 Interchange Improvements will improve access across I-5

Comment:

FOUR LANE MEANS CURRENT BRIDGE IN PLACE - IT NEEDS TO GO BECAUSE OF LTR FROM SIX LANE - SEE COMMENTS ON 4 LANE.

10 LANE IS ACCEPTABLE SOLUTION - ADD LITE RAIL OPTION FOR FUTURE HIGH CAPACITY. Aerial Rail stations would ~~allow for~~ avoid running down town

When lite rail is proposed, we must have a firm plan to voters. The last vote was to spend money - not what was the area to be serviced.

Optional Name: JAN EULISS

Organization: ORCC

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- Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

Bad impact on Historic Reserve. Evergreen Blvd should be saved as access to Reserve Overpasses - bad idea.

Optional  
Name:

Paul Grattet

Vancouver National Historic Reserve Trust

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Mill Plain to SR 500 Interchange Improvements

Comment:

Good ideas. Need to consider if 4<sup>th</sup> Plain will be reduced to 3 lanes  
Need to see if we can eliminate any or all filtering. It is dangerous  
as it is today -

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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Mill Plain to SR 500 Interchange Improvements

Comment:

*I light this idea*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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### Mill Plain to SR 500 Interchange Improvements

Comment:

Since becoming aware of this project, my prejudice was for a replacement, hi-span 10 lane bridge<sup>①</sup>. But, I didn't appreciate the impact on LRT pathways with a hi-span bridge. I think Vancouver + the I5 commute population must have some form of hi-density transit that ~~is~~ provides service beyond the current C-TRAD service window. Therefore the 4 lane LRT/Hor bridge makes the most sense. But, I think a lift span for LRT is a problem.  
① with LRT.

Optional

Name:

STUART REEFORD

Organization:

NONE

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- Six-Lane I-5 Bridge
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- Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

Do not like any option for  
lift bridge.

Optional  
Name:

Paul Grattet

Vancouver National Historic Reserve Trust



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 Ten-Lane I-5 Bridge  
 Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

THE PROPOSED BRIDGE FOR "LOCAL" TRAFFIC  
WILL BE TOO CONFUSING FOR MANY  
LOCALS WISHING TO ACCESS HAYDEN ISLAND.  
IT MAKES MORE SENSE FOR THE LOCALS IN  
VANCOUVER TO ACCESS HAYDEN ISLAND  
BY USING THE CURRENT BRIDGE AS IN SIX-LANE  
PACKAGE!

Optional  
Name:

ROSS MONT GOMERY

Organization:

AIRPORT GREEN N.A. (VANCOUVER)

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### Mill Plain to SR 500 Interchange Improvements

Comment:

*I think the four lane bridge with right PAI extension could eventually be the answer. I wonder if the <sup>new</sup> 10 lane I-5 bridge could work with right PAI -*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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 Ten-Lane I-5 Bridge  
 Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

*I would prefer the configuration ~~of~~  
of the new bridge upstream and the  
existing bridge handle Jensen Beach  
access. I understand that the  
expo center drives this option, but  
I prefer up stream*

Optional

Name: J.F.

Organization: \_\_\_\_\_

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Comment is about:

### Columbia River Crossing

- Supplemental*  
Four-Lane Arterial Bridge  
 Six-Lane I-5 Bridge  
 Ten-Lane I-5 Bridge  
 Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment: *Looks expensive,*

Optional  
Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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 Ten-Lane I-5 Bridge  
 Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

Place new bridge on East side  
and have I-5 become local access  
New bridge is through with out  
local access. Divert I-5 (eastly)  
to Expo Center - New bridge can  
be build with less disruption -

Optional  
Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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 Ten-Lane I-5 Bridge  
 Tunnel

### \_\_\_ Mill Plain to SR 500 Interchange Improvements

Comment: As a Hayden Isl. resident I would like to voice support ~~for the~~ for the 6 lane supplemental bridge. Thus giving island residents a separate bridge to access the island. It seems to provide the most capacity with the least amount of building disruption.

Optional

Name: Ted Piccolo

Organization: North Portland Business Assoc.

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 Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

*I like the EXPRESS Bridge  
and dislike the 10 lane Hi-Span*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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Mill Plain to SR 500 Interchange Improvements

Comment:

*I believe that light-rail is needed. Thank you for placing it on the alternatives. The future of Vancouver will be greatly enhanced by this mode of transportation. Please consider keeping the light rail option on hand for future use.*

Optional

Name: *JF*

Organization: \_\_\_\_\_



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### Mill Plain to SR 500 Interchange Improvements

Comment:

*I like this configuration and think  
that it is the best of all the  
options thought*

Optional

Name: JF

Organization: \_\_\_\_\_

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Mill Plain to SR 500 Interchange Improvements

Comment:

I'm concerned about the additional # of lanes adding the extra traffic onto I-5 on the WA side. Unless I-5 is modified on the northern side (from where the new lanes merge) northwards until 134th St, it will create another bottleneck.  
Don't like the bridge bisecting the hotel property.

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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 Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

Better than 4 lane but still  
has lift.

Serious problems with impact  
on plans for Historic Reserve.  
Would impact plans for new Army  
Reserve Center + Hospital reserve.

Optional  
Name:

Paul Grattet

Organization:

Vancouver National Historic Reserve Trust

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### Mill Plain to SR 500 Interchange Improvements

Comment:

The ten lane bridge is THE only offering THAT  
MANDATES A fixed SPAN - THIS IS VERY IMPORTANT. ALSO,  
I APPROVE OF THE NOTION OF REMOVING THE EXISTING I-5 BRIDGE.  
THE TEN LANE OPTION OUGHT TO ALSO BE HOME TO LIGHT RAIL,  
AND IT SHOULD BE MANDATED THAT TO BUILD SUCH A BRIDGE  
AT ALL WILL BE INCLUSIVE OF LIGHT RAIL.

Optional

Name:

John Aschman

Organization: Carpenter's Local 1715

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Mill Plain to SR 500 Interchange Improvements

Comment:

Best bridge option from  
transportation perspective  
Serious impact on Historic  
Reserve plans - would impact  
buildings near Reserve Center &  
Hospital reserve.

Optional  
Name:

Paul Grattet

Organization:

Vancouver National Historic Reserve Trust

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Mill Plain to SR 500 Interchange Improvements

Comment:

*Seems like the best option. like the incorporation of  
HOV / light rail / freight.*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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Mill Plain to SR 500 Interchange Improvements

Comment:

IF NEW BRIDGE IS REQUIRED FOR LOCALS TO ACCESS HAYDEN ISLAND, THEN THE 10-LANE DESIGN APPEARS TO HAVE THE BEST "LOCAL-FRIENDLY" DESIGN. I ALSO LIKE THE "NO-LIFT" FEATURE.

Optional Name: ROSS MONTGOMERY

Organization: AIRPORT GREEN N.A. (VANCOUVER)

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### Mill Plain to SR 500 Interchange Improvements

Comment:

*I believe that the tunnel represents a real opportunity*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_



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### Mill Plain to SR 500 Interchange Improvements

Comment:

HAVE EXITS FOR THE TWO PORTS AND LIMIT THE USAGE TO TRUCK TRAFFIC.  
THE PORT OF VANCOUVER EXIT CAN BE USED FOR FREIGHT DELIVERY FOR  
VANCOUVER AS WELL AS THE PORT. HAVE THE NORTH EXIT/ENTRANCE AT  
78<sup>th</sup> OR FURTHER.

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

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Comment is about:

### Columbia River Crossing

Four-Lane Arterial Bridge

Six-Lane I-5 Bridge

Ten-Lane I-5 Bridge

Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

*not quite there yet, would need more connection (access to the ports in both for example)*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

# Design Review Comment Form

## Columbia River Crossing & Vancouver Interchange Improvements

September 4, 2001  
Water Resources Education Center

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### Columbia River Crossing

- Four-Lane Arterial Bridge  
 Six-Lane I-5 Bridge  
 Ten-Lane I-5 Bridge  
 Tunnel

### Mill Plain to SR 500 Interchange Improvements

Comment:

*Thank you for placing a serious tunnel option in your program. It is very positive and a good way to handle the traffic.*

Optional

Name: JF

Organization: \_\_\_\_\_

# Design Review Comment Form

## Columbia River Crossing & Vancouver Interchange Improvements

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 Ten-Lane I-5 Bridge  
 Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

THE TUNNEL WILL BE HARD FOR  
MANY LOCALS TO ACCEPT. PORTLAND  
IS A BRIDGE TOWN! I'M AFRAID  
LOCALS WILL NOT ACCEPT A TUNNEL —  
REGARDLESS OF DESIGN FEATURES.

Optional  
Name:

ROSS MONT GOMERY

Organization:

AIRPORT GREEN NEIGHBORHOOD ASSN. - VAN.

# Design Review Comment Form

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- Ten-Lane I-5 Bridge
- Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

*Does not solve the congestion issue unless it bypasses  
the bottleneck at Hayden Island.*

Optional

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

# Design Review Comment Form

## Columbia River Crossing & Vancouver Interchange Improvements

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- Tunnel

Mill Plain to SR 500 Interchange Improvements

Comment:

Tunnel is the best solution.  
Less problem with noise, surface  
development + reuse of historic  
area. Would not hurt  
downtown, probably would help.  
Best in airports.

Optional  
Name:

Paul Giffet

Organization:

Vancouver National Historical Society Trust

# Design Review Comment Form

## Columbia River Crossing & Vancouver Interchange Improvements

September 4, 2001  
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- Tunnel

         Mill Plain to SR 500 Interchange Improvements

Comment:

I think the combination of an LRT tunnel + an additional 6 lane GP bridge provides the best long term fix. No lift span for LRT and considerable lanes for rubber wheels, with room for safety shoulders.

Thanks.

Optional

Name:

STUART REDFORD

Organization:

NONE

# Design Review Comment Form

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- Ten-Lane I-5 Bridge
- Tunnel

### \_\_\_ Mill Plain to SR 500 Interchange Improvements

Comment:

I appreciate the tunnel design displayed this evening is for HOV + General Purpose, I'd prefer a tunnel for LRT. The problem with the LRT Bridge is the lift span. I think it's a serious political problem for LRT commuters to have to wait for SAILBOATS. It would demotivate potential LRT passengers.

Thanks.

Optional

Name:

SWART REDFORD

Organization:

None