

From: chris@everyactioncustom.com on behalf of [Chris Smith](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:17:16 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Chris Smith
2343 NW Pettygrove St Portland, OR 97210-2609

From: the1wildokapi@everyactioncustom.com on behalf of [Z P](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:32:43 AM

Dear Council Testimony,

I am asking you to vote NO or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 feet it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not feasible and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,

Z P

1107 NE 9th Ave Portland, OR 97232-3629

From: mff47025@everyactioncustom.com on behalf of [Mike Farrell](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:34:33 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mike Farrell
334 SE 83rd Ave Portland, OR 97216-1015

From: gypsywind55@everyactioncustom.com on behalf of [Marilyn Costamagna](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:34:45 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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This message facilitated by the Just Crossing Alliance.

Sincerely,
Marilyn Costamagna
2401 Acorn Way Medford, OR 97504-7701

From: morrissey.matt@everyactioncustom.com on behalf of [Matthew Morrissey](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:35:27 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Thank you for your consideration of this note.
Dr. Morrissey

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Matthew Morrissey
2614 NE 32nd Pl Portland, OR 97212-3661

From: sajarastark@everyactioncustom.com on behalf of [S Stark](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:37:51 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
S Stark
3033 SE 10th Ave Portland, OR 97202-2517

From: rmosier@everyactioncustom.com on behalf of [Ryan Mosier](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:39:18 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Ryan Mosier
3303 SE Gladstone St Portland, OR 97202-3456

From: ja@everyactioncustom.com on behalf of [Judith Arcana](#)
To: [Council Clerk – Testimony](#)
Subject: Do not approve the current version of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:42:03 AM

Dear Council Testimony,

As an elected representative of the people (and an unelected representative of all other species in this region), you really must vote NO and/or DELAY the vote on the modified LPA proposal for the IBR project.

The project has to include analysis of a lift bridge or tunnel in its Environmental Impact Statement.

You folks have a heavy responsibility here, I know -- and I'm counting on you to think differently in these times; don't keep thinking as we all used to think! That mindset has not, as we all know now, worked well.

Though compromise is laudable in many circumstances, it is not a useful tactic when considering the health and safety of an entire community -- an entire region, actually.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Judith Arcana
86 NE Wygant St Portland, OR 97211-2756

From: ldeepdx@everyactioncustom.com on behalf of [Lenny Dee](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:42:19 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Lenny Dee
2580 NE 31st Ave Portland, OR 97212-3601

From: david.bodhi@everyactioncustom.com on behalf of [David Parker](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:52:59 AM

Dear Council Testimony,

As you know, Portland Metro and The City of Portland will be holding endorsement votes on the tall bridge alternative on July 14th and 13th respectively. Please vote NO. The endorsement votes are notably happening before an Environmental Impact Statement (EIS) is started and before the real cost of the bridge is known. This is a backwards approach that assumes the tall bridge is the best option, when the IBR project team has not considered any other alternatives for a decade.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
David Parker
1953 SE 20th Ave Portland, OR 97214-4805

From: mailforelyssa@everyactioncustom.com on behalf of [Elyssa Kiva](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:53:05 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Elyssa Kiva
3138 E Burnside St Portland, OR 97214-1998

From: ahouchen@everyactioncustom.com on behalf of [Amy Houchen](#)
To: [Council Clerk – Testimony](#)
Subject: Don't endorse the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 10:04:09 AM

Dear Council Testimony,

Clearly we need a new Interstate Bridge. But the Locally Preferred Alternative (LPA) really isn't an alternative, as it's the only proposal under serious consideration. Most importantly, the Coast Guard has veto power and won't approve it without raising the height and thus the total scale and cost beyond all reason. There are several other alternatives that meet Coast Guard requirements and should be considered, as they would not have the unphased cost, inappropriate scale, height, and fossil fuel impact of the LPA, and that would be amenable to nonvehicular traffic. No Environmental Impact Statement would be complete without looking at a reasonable alternative--a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be.

Find something better than the LPA to support.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Amy Houchen
2419 SW Richardson St Portland, OR 97239-2133

From: dsjaffee@everyactioncustom.com on behalf of [Daniel Jaffee](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 10:14:49 AM

Dear Council Testimony,

I am writing to urge you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement.

As one of the key decision makers, it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I disagree with this, since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

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This message facilitated by the Just Crossing Alliance.

Sincerely,
Daniel Jaffee
4723 NE 14th Ave Portland, OR 97211-5011

From: ronnie717@everyactioncustom.com on behalf of [Veronica Poklemba](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 10:14:42 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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This message facilitated by the Just Crossing Alliance.

Sincerely,
Veronica Poklemba
4417 SE Crystal Springs Blvd Portland, OR 97206-0939

From: srbachhuber1@everyactioncustom.com on behalf of [Stephen Bachhuber](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 10:16:40 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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This message facilitated by the Just Crossing Alliance.

Sincerely,
Stephen Bachhuber
3428 SE 9th Ave Portland, OR 97202-2717

From: evan.ward@everyactioncustom.com on behalf of [Evan Ward](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 10:33:29 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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This message facilitated by the Just Crossing Alliance.

Sincerely,
Evan Ward
7601 SE Tolman St Portland, OR 97206-6473

From: mmayock@everyactioncustom.com on behalf of [Margery Mayock](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 10:47:09 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Margery Mayock
2935 NE 57th Ave Portland, OR 97213-3341

From: eric.n.whalen@everyactioncustom.com on behalf of [Eric Whalen](#)
To: [Council Clerk – Testimony](#)
Subject: I urge you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 11:25:27 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative:

- How can we know the high bridge alternative is the best option until we know the real cost of the bridge, and
- its environmental impacts compared to other alternatives?

Until we understand the costs and impacts in a fully transparent, honest way, and include broad public-comment, it would be irresponsible to approve any design or project.

Sincerely,
Eric Whalen

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Eric Whalen
2203 SE 43rd Ave Portland, OR 97215-3711

From: anderspeterhart@everyactioncustom.com on behalf of [Anders Hart](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 11:32:07 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Anders Hart
3600 N Williams Ave Apt 407 Portland, OR 97227-1488

From: argworx@everyactioncustom.com on behalf of [Artur Grochowski](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 11:32:54 AM

Dear Council Testimony,

I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally, seismically, and environmentally. The current option does not for reasons many people have already stated.

It would be crazy to support such a project if it doesn't meet all our needs. Please consider waiting to approve any option until an option that meets these needs can be found.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Artur Grochowski
750 SW 9th Ave Portland, OR 97205-2548

From: annaysun@everyactioncustom.com on behalf of [Anna Cowen](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 11:40:47 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Anna Cowen
19308 Leland Rd Oregon City, OR 97045-8505

From: jimcooked@everyactioncustom.com on behalf of [James Cooke](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 11:51:09 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
James Cooke
6701 N Denver Ave Portland, OR 97217-4967

From: maiaapaia@everyactioncustom.com on behalf of [Maia Hixon](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 12:22:14 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Maia Hixon
2947 NE 44th Ave Portland, OR 97213-1110

From: claudgilbert@everyactioncustom.com on behalf of [Claud Gilbert](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 12:38:16 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Claud Gilbert
2110 SE 12th Ave Portland, OR 97214-5320

From: scottbencohen@everyactioncustom.com on behalf of [Scott Cohen](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 12:51:25 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Scott Cohen
2613 N Russet St Portland, OR 97217-6243

From: tabithahameister@everyactioncustom.com on behalf of [Tabitha Hameister](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 12:56:53 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Tabitha Hameister
540 NE Tillamook St Portland, OR 97212-3851

From: lesher.zachart@everyactioncustom.com on behalf of [Zachary Lesher](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 1:04:59 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Zachary Lesher
50 SE 13th Ave Apt 317 Portland, OR 97214-1378

From: burtjessica@everyactioncustom.com on behalf of [Jessica Kelley](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 1:21:48 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jessica Kelley
3914 N Longview Ave Portland, OR 97227-1026

From: dennis.alison@everyactioncustom.com on behalf of [Alison Dennis](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 1:54:56 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Alison Dennis
4030 SE Holgate Blvd Apt K Portland, OR 97202-3166

From: kathycallaway@everyactioncustom.com on behalf of [Katherine Anne Stansbury](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 2:45:53 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Katherine Anne Stansbury
15170 Thayer Rd Oregon City, OR 97045-9377

From: joseph.stenger@everyactioncustom.com on behalf of [Joseph Stenger](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 2:54:03 PM

Dear Council Testimony,

At a time of rapidly worsening climate chaos, we cannot build a bridge for the next decades that is not the very best to reduce VMT and tailpipe emissions. We must do the right thing for the next generations to allow them at least a livable environment.

I urge that you to vote no, or delay the vote, on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be.

The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, but it must be one that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Joseph Stenger
4420 NE 36th Ave Portland, OR 97211-8204

From: ej.riachu1@everyactioncustom.com on behalf of [Ethan Jones](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 3:38:47 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally. However, we must also realize the true environmental impact of this proposal, and its deceptive marketing.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Ethan Jones
2715 Knox Ridge Ter Forest Grove, OR 97116-1585

From: kevindduquette@everyactioncustom.com on behalf of [Kevin Duquette](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 3:42:47 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Kevin Duquette
540 NE Tillamook St Portland, OR 97212-3851

From: lblackstone@everyactioncustom.com on behalf of [Linore Blackstone](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 4:05:53 PM

Dear Council Testimony,

Poor idea: one design, one idea, one....?

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Linore Blackstone
1745 NE 49th Ave Portland, OR 97213-2025

From: Leeor.Schweitzer@everyactioncustom.com on behalf of [Leeor Schweitzer](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 5:27:58 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Leeor Schweitzer
4815 NE 24th Ave Portland, OR 97211-6302

From: feldmanvi@everyactioncustom.com on behalf of [virginia feldman](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 5:34:30 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
virginia feldman
11230 S Collina Ave Portland, OR 97219-7835

From: nomorefreewayspx@everyactioncustom.com on behalf of [Rick Ray](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 6:30:21 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Rick Ray
30777 NE Hurt Rd Troutdale, OR 97060-9380

From: alan.deanda@everyactioncustom.com on behalf of [Alan De Anda-Hall](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 6:37:53 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Alan De Anda-Hall
3620 SE Francis St Portland, OR 97202-3211

From: susansaphone2@everyactioncustom.com on behalf of [Susan Haywood](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 8:32:04 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

Having a steep bridge that still does not accomodate the Coast Guard is neither user-friendly nor acceptable. Postpone this project until other alternatives can be examined.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Susan Haywood
2146 NW Everett St Portland, OR 97210-3526

From: marjorie.nafziger@everyactioncustom.com on behalf of [Marjorie Nafziger](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 8:51:41 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Marjorie Nafziger
1804 SE Ellis St Portland, OR 97202-5151

From: cabeckstany@everyactioncustom.com on behalf of [annie capestany](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:22:09 PM

Dear Council Testimony,

We need a seismically safe bridge, I agree. And i think it is possible to do that without sacrificing our climate goals. The IBR proposal ignores everything we learned the last go-round and ignores climate concerns. I really question the competence of the IBR team when they didn't even consult the Coast Guard about their bridge proposal. They need to open their ears and eyes. Please help them do that.

Please vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement.

The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
annie capestany
5325 SE Cesar E Chavez Blvd Portland, OR 97202-4216

From: roseaj@everyactioncustom.com on behalf of [Janice Rose](#)
To: [Council Clerk – Testimony](#)
Subject: Please, withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 6, 2022 9:52:08 PM

Dear Council Testimony,

We need more environmental input and more than one option. You are thwarting the options that we have available.

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Janice Rose
20367 S Highway 211 Colton, OR 97017-9458

From: simplicityexpert@everyactioncustom.com on behalf of [Carol Raphael](#)
To: [Council Clerk – Testimony](#)
Subject: The Interstate Bridge: Withhold Approval!
Date: Thursday, July 7, 2022 9:16:32 AM

Dear Council Testimony,

I urge you to vote no, or to delay the vote, on the modified LPA proposal for the IBR project. It is imperative that the project commits to including an analysis of an alternative, either a lift bridge or tunnel, in the Environmental Impact Statement.

As a key decision maker, it is your responsibility to ensure that this project satisfies all criteria, not the least of which are environmental concerns and cost. The tall bridge alternative is problematic: steep grades with a proposed height of 116 ft it would make it very difficult to cross by foot or bike and for transporting freight. A tall bridge cannot be built in phases and is financially risky. The Coast Guard requires a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need other solutions as an alternative.

It is impossible to know that the high bridge alternative is the best option until its real costs and environmental impacts are compared to alternatives

I accept the need for a new I-5 bridge but only one that is fiscally and environmentally sound.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Carol Raphael
10704 SW 4th Ave Portland, OR 97219-7713

From: garlynn@everyactioncustom.com on behalf of [Garlynn Woodsong](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 9:24:02 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Garlynn Woodsong
5267 NE 29th Ave Portland, OR 97211-6239

From: jordandelton@everyactioncustom.com on behalf of [Jordan Del Valle Tonoian](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 10:07:00 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jordan Del Valle Tonoian
308 SW Montgomery St Portland, OR 97201-5170

From: Jordanlewis5252@everyactioncustom.com on behalf of [Jordan Lewis](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 10:13:36 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jordan Lewis
1926 W Burnside St Portland, OR 97209-2066

From: sky.d.cruz@everyactioncustom.com on behalf of [Sky Cruz](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 10:27:01 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sky Cruz
1926 W Burnside St Portland, OR 97209-2066

From: jacobikglass@everyactioncustom.com on behalf of [Jacob Glass](#)
To: [Council Clerk – Testimony](#)
Subject: Please vote NO on the LPA IBR proposal!
Date: Thursday, July 7, 2022 10:42:36 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jacob Glass
2720 SW Summit Dr Portland, OR 97201-1667

From: shouldntdrose@everyactioncustom.com on behalf of [Daniel Rose](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 10:53:16 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Daniel Rose
4975 SE Division St Apt 247 Portland, OR 97206-1574

From: nmconey@everyactioncustom.com on behalf of [Aster Autumn](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 12:03:58 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Aster Autumn
7523 NE Oregon St Portland, OR 97213-6270

From: annakahler25@everyactioncustom.com on behalf of [anna kahler](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 12:47:37 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
anna kahler
6720 NE 63rd Ave Portland, OR 97218-2726

From: warren.quattrocchi@everyactioncustom.com on behalf of [Warren Quattrocchi](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 1:12:08 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Warren Quattrocchi
1885 NW Quimby St Apt 318 Portland, OR 97209-2181

From: kimberly.pendell@everyactioncustom.com on behalf of [KIMBERLY PENDELL](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 1:58:32 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
KIMBERLY PENDELL
2919 NE Rodney Ave Portland, OR 97212-3027

From: dubarry@everyactioncustom.com on behalf of [Michelle DuBarry](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Thursday, July 7, 2022 2:22:45 PM

Dear Council Testimony,

I am a resident of North Portland, asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

Sincerely,

Michelle DuBarry

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,

Michelle DuBarry

4074 N Longview Ave Portland, OR 97227-1028

From: haggerb@everyactioncustom.com on behalf of [Brendon Haggerty](#)
To: [Council Clerk – Testimony](#)
Subject: Interstate Bridge LPA
Date: Thursday, July 7, 2022 5:34:53 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Brendon Haggerty
1618 SE 36th Ave Portland, OR 97214-5124

From: r.ortblad@everyactioncustom.com on behalf of [Bob Ortblad](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 9:41:07 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge/tunnel, and I believe that our region needs a bridge/tunnel that meets our needs, fiscally and environmentally.

The current LPA will be the steepest and most dangerous interstate bridge in the country, with potential black ice on a 4% grade for six months a year.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Bob Ortblad
1905 15th Ave E Seattle, WA 98112-2828

From: roseaj@everyactioncustom.com on behalf of [Janice Rose](#)
To: [Council Clerk – Testimony](#)
Subject: PLEASE withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 10:02:04 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Janice Rose
20367 S Highway 211 Colton, OR 97017-9458

From: hummingbirdzoo@everyactioncustom.com on behalf of [Janet Roxburgh](#)
To: [Council Clerk – Testimony](#)
Subject: PLEASE withhold your approval of the Interstate Bridge Locally Preferred Alternative (LPA)
Date: Friday, July 8, 2022 12:48:41 PM

Dear Council Testimony,

I am asking you to vote NO, or delay the vote, on the modified LPA proposal for the IBR project until the project fully commits to include analysis of an additional alternative - a bascule lift bridge, or a tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your job and responsibility to ensure that this project is as good as it can be. The tall bridge alternative would be a huge and very expensive MISTAKE. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight, increasing wear on the engine, more fuel being expended and more polluting. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet, which is 62 feet taller than the current proposal, and will have a major impact on accessibility and on funding. We need to consider other viable bridge alternatives, even if they are just considered as being like an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new bridge across the Columbia River between Oregon and Washington, and I believe that our region needs a bridge that really meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Janet Roxburgh
1503 N Hayden Island Dr Unit 860 Portland, OR 97217-8290

From: buypenasco@everyactioncustom.com on behalf of [DAVID SHAPIRO](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:09:29 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
DAVID SHAPIRO
1403 SE Salmon St Portland, OR 97214-3646

From: scottmahood@everyactioncustom.com on behalf of [Scott Mahood](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:27:37 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Scott Mahood
3530 SE Hawthorne Blvd Ste 5 Portland, OR 97214-5158

From: garlynn@everyactioncustom.com on behalf of [Garlynn Woodsong](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:28:49 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Garlynn Woodsong
5267 NE 29th Ave Portland, OR 97211-6239

From: mtmportland62@everyactioncustom.com on behalf of [Matthew Meskill](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:28:59 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Matthew Meskill
1222 NW 18th Ave Apt 509 Portland, OR 97209-2466

From: srbachhuber1@everyactioncustom.com on behalf of [Stephen Bachhuber](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:28:51 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Stephen Bachhuber
3428 SE 9th Ave Portland, OR 97202-2717

From: susansaphone2@everyactioncustom.com on behalf of [Susan Haywood](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:34:31 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

The Coast Guard has already said this bridge will not meet their needs, and to make a steep bridge is counter-productive for freight, walking, rolling, biking. Let's not sink any more money into studying this bridge design and go back to the drawing board.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Susan Haywood
2146 NW Everett St Portland, OR 97210-3526

From: gypsywind55@everyactioncustom.com on behalf of [Marilyn Costamagna](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:38:31 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Marilyn Costamagna
2401 Acorn Way Medford, OR 97504-7701

From: jyasskin@everyactioncustom.com on behalf of [Jeffrey Yasskin](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:40:53 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jeffrey Yasskin
2632 SE Salmon St Portland, OR 97214-2954

From: bradmbak@everyactioncustom.com on behalf of [Brad Baker](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:44:08 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Brad Baker
2301 NE Rodney Ave Portland, OR 97212-3703

From: dparnellm@everyactioncustom.com on behalf of [Daniel McCarter](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:50:48 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Daniel McCarter
560 Little Lake Dr Ann Arbor, MI 48103-6225

From: winndm@everyactioncustom.com on behalf of [Donald Winn](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 1:52:10 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Donald Winn
5252 NE Multnomah St Portland, OR 97213-2834

From: peter.nonwork@everyactioncustom.com on behalf of [Peter Seaman](#)
To: [Council Clerk – Testimony](#)
Subject: Please do NOT approve the Interstate Bridge LPA - we need new thinking
Date: Friday, July 8, 2022 1:57:44 PM

Dear Council Testimony,

You know the old saying - about how you can't solve a problem by using the same level of thinking that got you into the problem in the first place.

But that's exactly what's happening with the I-5 bridge replacement project.

Here's some new thinking that you should consider:

A tall bridge just won't work in the location b/c of the two airports, and a lift bridge is unacceptable on an interstate, and a steep bridge is also unacceptable in this location. So here's the solution:

Move I-5 to the west, along the Route 30 alignment, and build an entirely new, wide, tall bridge near Scappoose. Demolish the old lift bridge, keep the newer one, and turn it into a local bridge that prioritizes bus and light-rail traffic. The I-205 bridge can serve the people who want to commute alone by car.

There you go - there's your solution. It won't be easy, but the very worst thing you can do is support a solution that shoehorns a bridge into the current location and doesn't work well for anybody. New challenges require new solutions. You're welcome. - Peter

We need to analyze an alternative that:

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Peter Seaman
8314 SW 43rd Ave Portland, OR 97219-3525

From: 007@everyactioncustom.com on behalf of [Matt Glidden](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:01:03 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Matt Glidden
6856 N Greeley Ave Portland, OR 97217-5234

From: bcshelby@everyactioncustom.com on behalf of [BC Shelby](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:13:44 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
BC Shelby
1040 NW 10th Ave Apt 525 Portland, OR 97209-3464

From: wendybreaksout@everyactioncustom.com on behalf of [Wendy Emerson](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:28:07 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Wendy Emerson
3717 SE 42nd Ave Apt B Portland, OR 97206-3284

From: lyle.funderburk@everyactioncustom.com on behalf of [Lyle Funderburk](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:32:44 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Lyle Funderburk
10003 SE Foster Rd Portland, OR 97266-5100

From: fostersarah63@everyactioncustom.com on behalf of [Sarah Foster](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:32:55 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sarah Foster
3550 N Albina Ave Portland, OR 97227-1202

From: dodsoner@everyactioncustom.com on behalf of [Eric Dodson](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:35:31 PM

Dear Council Testimony,

As a voter with a strong interest in our impact on the environment and people of all backgrounds, I'm urging you to delay, and I am following your action closely.

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Regards,
Eric Dodson

We need to analyze an alternative that:

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Eric Dodson
7611 SE Raymond St Portland, OR 97206-4331

From: twpitstick@everyactioncustom.com on behalf of [Tod Pitstick](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:35:09 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Tod Pitstick
8044 N Foss Ave Portland, OR 97203-5813

From: matthew.lachmann@everyactioncustom.com on behalf of [Matthew Lachmann](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:49:25 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Matthew Lachmann
2744 SE 34th Ave Portland, OR 97202-1439

From: joseph.stenger@everyactioncustom.com on behalf of [Joseph Stenger](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:51:24 PM

Dear Council Testimony,

The climate crisis demands that every public works be as effective as possible for reducing VMT and GHG emissions. So, I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Joseph Stenger
4420 NE 36th Ave Portland, OR 97211-8204

From: andrewmtaylor27@everyactioncustom.com on behalf of [Andrew Taylor](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 2:54:07 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Andrew Taylor
20952 Westview Dr Bend, OR 97702-2802

From: corypinckard@everyactioncustom.com on behalf of [Cory Pinckard](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 3:12:30 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

Electric cars also destroy the environment including releasing greenhouse gases through resource mining, manufacturing processes pollutants and ultimately going to the landfill in mass droves. The pollution they cause is simply unnecessary as is the amount of urban space squandered on parking and other paved over autocentric wastes. They also perpetuate urban sprawl, redlining, the food deserts that come from that invariably, along with cities that are not navigable as a pedestrian or bicyclist and are, in fact, inhospitable to humanity along with being horrendous towards animals. They add to traffic congestion. Commodification of societal needs and normalization of trying to substitute rampant consumerism where we need standardized, regulated and uniform public utilities doesn't work. Putting the financial burden of transportation inefficiently and directly on the individual citizen is simply not wise or fair and hasn't been the norm for even 80 years. We need to invest in commuter rail that's properly implemented as it typically is overseas. A commuter rail system is an engineering marvel while buses are just buses. The most reliable predictor of a neighborhood being impoverished is if it has no commuter rail service connection.

We need commuter rail infrastructure that walkable neighborhoods evolve around forming cities that are hospitable instead of hostile to humanity like carcentric urban sprawl is, along with its racist legacy as well. This crossing is our chance to turn the currently awful future of Portland around and truly reclaim our status as the forward thinking American city with our transportation and urban planning. This project is perhaps the one opportunity to finally set the tone for the future and to undo the myopic and racist Robert Moses mistakes that hollowed our city out decades ago.

Let's please make a smart investment now instead of paying the price for being shortsighted and cheap later as our planet burns out.

Thank You

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Cory Pinckard
10830 SW Canterbury Ln Portland, OR 97224-3648

From: patrick.stenger@everyactioncustom.com on behalf of [Patrick Stenger](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 3:16:52 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Patrick Stenger
320 SW 105th Ter # 2 Portland, OR 97225-6984

From: lockemaryanne@everyactioncustom.com on behalf of [Mary Locke](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 3:21:57 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mary Locke
1514 NE 17th Ave Portland, OR 97232-1472

From: suzan_ireland@everyactioncustom.com on behalf of [Suzan Ireland](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 3:29:48 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Suzan Ireland
9025 NE Oregon St Portland, OR 97220-5772

From: jonxwood@everyactioncustom.com on behalf of [JON WOOD](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 3:40:05 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
JON WOOD
1220 SW 12th Ave Apt 805 Portland, OR 97205-2060

From: zachreyez@everyactioncustom.com on behalf of [Zach Reyes](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 3:41:56 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phase-able and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

It would be a mistake to blindly push through a bridge design that would be bad for region without truly considering any of the other feasible alternatives.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Zach Reyes
6111 SW Beaverton Hillsdale Hwy Apt 5 Portland, OR 97221-1161

From: pmhalley@everyactioncustom.com on behalf of [Patrick Halley](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 3:57:52 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Patrick Halley
4009 SE 60th Ave Portland, OR 97206-3703

From: ems45@everyactioncustom.com on behalf of [Eileen Stark](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 4:06:57 PM

Dear Council Testimony,

Please vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the EIS. As a key decision maker, it is your responsibility to ensure that this project is optimal. The tall bridge alternative falls short in many ways: With steep grades and at its current proposed height of 116 feet, it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. But no other alternatives have been seriously considered for more than a decade and we are still unaware of the key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? The region needs a bridge that meets our needs, fiscally and environmentally.

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Eileen Stark
3820 NE Wistaria Dr Portland, OR 97212-2830

From: annaysun@everyactioncustom.com on behalf of [Anna Cowen](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 4:13:44 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Anna Cowen
19308 Leland Rd Oregon City, OR 97045-8505

From: arudwick@everyactioncustom.com on behalf of [Allan Rudwick](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 4:22:33 PM

Dear Council Testimony,

Bridge lifts are a normal fact of life near rivers. If we build a bridge that is high enough to not need lifts, it will be an abysmal failure for communities and non-car commuters on both sides of the bridge. A lower flatter bridge has many advantages and should be considered.

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Allan Rudwick
228 NE Morris St Portland, OR 97212-3040

From: joosgalefamily@everyactioncustom.com on behalf of [Sandra Joos](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 4:46:47 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sandra Joos
4259 SW Patrick Pl Portland, OR 97239-7202

From: claudgilbert@everyactioncustom.com on behalf of [Claud Gilbert](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 4:48:55 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Claud Gilbert
2110 SE 12th Ave Portland, OR 97214-5320

From: emee@everyactioncustom.com on behalf of [Emee Pumarega](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold approval the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 4:57:56 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Emee Pumarega
715 NE 64th Ave Portland, OR 97213-5047

From: adyleverette@everyactioncustom.com on behalf of [Adrienne Leverette](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 4:58:40 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Adrienne Leverette
130 SE 53rd Ave Portland, OR 97215-1204

From: danieltomicek@everyactioncustom.com on behalf of [Daniel Tomicek](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 5:07:49 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Daniel Tomicek
3937 N Borthwick Ave Portland, OR 97227-1223

From: jargon.scott.mail@everyactioncustom.com on behalf of [Josh Hetrick](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 5:28:28 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need a seismically-sound approach that prioritizes climate justice and the impact to our most vulnerable populations from the OR/WA region and beyond. The time is now to hold state DOTs accountable! The current LPA burdens ourselves and future generations with unconstrained cost and expanded greenhouse gas emissions.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Josh Hetrick
3818 SE 16th Ave Portland, OR 97202-3829

From: michael.allyn.mccormick2@everyactioncustom.com on behalf of [MICHAELA MCCORMICK](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 6:16:43 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
MICHAELA MCCORMICK
5405 NE 10th Ave Apt 5 Portland, OR 97211-4369

From: sherrysalomon@everyactioncustom.com on behalf of [Sherry Salomon](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 6:21:49 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sherry Salomon
2393 SW Park Pl Unit 204 Portland, OR 97205-1050

From: christine132@everyactioncustom.com on behalf of [Christine Hoerner](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 6:29:30 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Christine Hoerner
3117 NE Jarrett St Portland, OR 97211-6845

From: jamesashelstad@everyactioncustom.com on behalf of [James Shelstad](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your approval of the current Interstate Bridge Locally Preferred Alternative proposal
Date: Friday, July 8, 2022 6:54:04 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in an Environmental Impact Statement. For a project we're committing our resources to for years to come, it needs to truly fulfill the needs of our communities as thoroughly as possible, and the tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight - while still not meeting the needs the Coast Guard has stated for a minimum height of 178 feet, 62 feet taller than the current proposal. The expanded number of highway lanes included in the proposal goes in the wrong direction for helping our states and metro area meet environmental targets, incentivizing more car use rather than less. The tall bridge is also not phaseable and without a recent cost estimate is financially risky. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
James Shelstad
3608 SE 40th Ave Apt 10 Portland, OR 97202-1769

From: kathycallaway@everyactioncustom.com on behalf of [Katherine Anne Stansbury](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 7:33:49 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Katherine Anne Stansbury
15170 Thayer Rd Oregon City, OR 97045-9377

From: kirke@everyactioncustom.com on behalf of [Kirke Wolfe](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 7:36:06 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Kirke Wolfe
3223 NE 14th Ave Portland, OR 97212-2212

From: c25cle@everyactioncustom.com on behalf of [Duncan Baruch](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 8:02:22 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Duncan Baruch
8833 SW 30th Ave Apt 308 Portland, OR 97219-4067

From: feldmanvi@everyactioncustom.com on behalf of [Virginia Feldman](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 8:10:48 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Virginia Feldman
11230 S Collina Ave Portland, OR 97219-7835

From: musicalmick@everyactioncustom.com on behalf of [Mick Hangland-Skill](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 8:43:05 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mick Hangland-Skill
10225 SE Charlotte Dr Happy Valley, OR 97086-7809

From: sarahscorner@everyactioncustom.com on behalf of [Sarah Carlson](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 9:07:08 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sarah Carlson
2649 NE 6th Pl Portland, OR 97212-3881

From: shawne.martinez@everyactioncustom.com on behalf of [Shawne Martinez](#)
To: [Council Clerk – Testimony](#)
Subject: EIS first!
Date: Friday, July 8, 2022 9:11:57 PM

Dear Council Testimony,

Tall bridge falls short. More options please.

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Shawne Martinez
9130 SW 66th Ave Tigard, OR 97223-9273

From: momoneal77@everyactioncustom.com on behalf of [Maureen O'Neal](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 9:26:59 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Maureen O'Neal
9100 SW 80th Ave Tigard, OR 97223-8981

From: chris.chaplin@everyactioncustom.com on behalf of [Chris Chaplin](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 9:28:54 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

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- * Provides insurance against the Coast Guard requiring clearances higher than 126 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Chris Chaplin
4016 SE 72nd Ave Portland, OR 97206-3444

From: davburns@everyactioncustom.com on behalf of [David Burns](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 11:17:13 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
David Burns
6030 SE 83rd Ave Portland, OR 97266-5423

From: uncleyascha@everyactioncustom.com on behalf of [Gerson Robboy](#)
To: [Council Clerk – Testimony](#)
Subject: Please do not approve the Interstate Bridge Locally Preferred Alternative
Date: Friday, July 8, 2022 11:33:07 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Gerson Robboy
1736 SE 21st Ave Portland, OR 97214-4838

From: rebeccagroovypeace@everyactioncustom.com on behalf of [Mark Canright](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 5:14:30 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mark Canright
8 Deboer Farm Ln Asbury, NJ 08802-2106

From: rchorse11@everyactioncustom.com on behalf of [Rebecca Canright](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 5:14:46 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Rebecca Canright
8 Deboer Farm Ln Asbury, NJ 08802-2106

From: khurst@everyactioncustom.com on behalf of [Ken Hurst-Brodie](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 6:14:57 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Ken Hurst-Brodie
8226 SE Alder St Portland, OR 97216-1112

From: drvInt@everyactioncustom.com on behalf of [Eileen Brokaw](#)
To: [Council Clerk – Testimony](#)
Subject: Please don't approve the current Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 7:25:24 AM

Dear Council Testimony,

Please vote no (or delay the vote) on the modified LPA proposal for the IBR project. The project needs to commit to including analysis of an additional alternative - a lift bridge or a tunnel - in the Environmental Impact Statement. As a long time resident of Portland (I used to ride my bike across the current bridge in the '70s!), it is important to me (and to all of us) that this project is as good as it can be. The tall bridge alternative falls short in so many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. How can we be sure when no other alternatives have been seriously considered for more than a decade, leaving us unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Eileen Brokaw
2934 NE 58th Ave Portland, OR 97213-3354

From: lilliford@everyactioncustom.com on behalf of [Lilly Hankins](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 7:56:40 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Lilly Hankins
16230 SE Clinton St Portland, OR 97236-1921

From: jpn5710@everyactioncustom.com on behalf of [John Nettleton](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 8:54:19 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
John Nettleton
4311 SE 37th Ave Apt 21 Portland, OR 97202-3265

From: lynnmc@everyactioncustom.com on behalf of [Lynn McClenahan](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 8:55:33 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Lynn McClenahan
2149 SW Sunset Dr Portland, OR 97239-2065

From: justcrossing@everyactioncustom.com on behalf of [Matt Cleinman](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 9:01:01 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Matt Cleinman
1230 SE 30th Ave Portland, OR 97214-4101

From: ep1q11@everyactioncustom.com on behalf of [Eben Polk](#)
To: [Council Clerk – Testimony](#)
Subject: Change the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 9:48:35 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Eben Polk
4531 SE Jennings Ave Milwaukie, OR 97267-6410

From: jonathan.forney@everyactioncustom.com on behalf of [Jon Forney](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 9:55:37 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jon Forney
214 SE 81st Ave Portland, OR 97215-1533

From: aroxburgh@everyactioncustom.com on behalf of [Alastair Roxburgh](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 10:57:16 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to including an analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision-makers, it is your responsibility to ensure this project is as good as possible. The tall bridge alternative falls short in many ways. It will have steep grades, and at its current proposed height of 116 ft, it would be challenging to cross by walking, biking or rolling, and would also be challenging for freight.

During winter, a 116 ft tall bridge would cause all modes to experience the obvious additional dangers caused by ice, snow, wind, and wind chill. Finally, the Coast Guard has stated that the minimum bridge height is 178 feet, a non-negotiable *legal* requirement for the waterway, which is 62 feet taller than the current IBRP proposal. On the other hand, 178 feet may be too tall for PDX airport flight paths. A height of 178 feet will have an even more significant impact on accessibility and funding---including the 'traditional' ODOT cost overruns in multiples---compared to the proposed 116 ft height. Also, do not forget the destructive effects on our local work and living spaces resulting from long high bridge ramps and the high bridge's general overbearing presence. I strongly agree with a sentiment expressed recently in the news that a tall Columbia bridge will result in a concrete sarcophagus wrapping downtown Vancouver in its shadow, noise, and chemical pollution. Together with the ridiculous flying on-and-off-ramps caused by the extreme height, this would say goodbye to the quality of Vancouver's new downtown area. Hayden Island would be similarly affected, as twenty lanes, shoulders, and ramps eat up a significant fraction of Hayden Island's most valuable commodity: taking a land area suitable for homes and businesses and replacing it with a concrete jungle of pillars, shadow, noise, and pollution, if not tent cities.

There are no recent traffic studies and projections, and none that take into account the seemingly permanent changes seen in the need for travel, work location, and the way we now shop online. Moreover, given that transportation is in a transitional time and climate change is making high river levels much more likely and more frequent, I believe we must proceed more carefully.

Therefore, the prudent thing to do is to postpone the replacement, emphasizing maintaining the existing bridge until the end of its projected lifespan of several decades. Meanwhile, doing new traffic studies and studying every alternative design for a future river crossing, whether above, on or under the Columbia water.

Many IBR partners have stated that we must compromise and that this bridge alternative is the best compromise. I question this because they have not seriously considered any other options for over a decade. We are unaware of many vital factors for the proposed ODOT/WSDOT choice. How can we know the high bridge alternative is the best option until we know the actual cost of the bridge and its environmental impacts compared to other options? I understand the need for a new I-5 bridge, and I believe that our region needs multiple modest bridges or other river crossings that meet our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,

Alastair Roxburgh
1503 N Hayden Island Dr Unit 860 Portland, OR 97217-8290

From: mediapro1@everyactioncustom.com on behalf of [Barbara Bernstein](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 11:02:06 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Barbara Bernstein
1214 SE Flavel St Portland, OR 97202-5932

From: lmconrad50@everyactioncustom.com on behalf of [Larry Conrad](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 11:31:59 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Larry Conrad
234 NE 24th Ave Portland, OR 97232-3111

From: robert.unverzagt+JCA@everyactioncustom.com on behalf of [Robert Unverzagt](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 12:42:42 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Robert Unverzagt
1905 NW 29th Ave Apt 205 Portland, OR 97210-5333

From: mnorville4@everyactioncustom.com on behalf of [Mary Norville](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 3:56:51 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mary Norville
712 Polk St Oregon City, OR 97045-2045

From: mmayock@everyactioncustom.com on behalf of [Margery Mayock](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 4:01:57 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Margery Mayock
2935 NE 57th Ave Portland, OR 97213-3341

From: a.biophilic@everyactioncustom.com on behalf of [Carolyn Latierra](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 4:07:33 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Carolyn Latierra
3223 NE Knott St Portland, OR 97212-3637

From: 08.traits.spite@everyactioncustom.com on behalf of [Diane Dulken](#)
To: [Council Clerk – Testimony](#)
Subject: Interstate Bridge - doing it right
Date: Saturday, July 9, 2022 4:09:10 PM

Dear Council Testimony,

This region built a sellwood bridge replacement after considerable effort but it was done right. Yet the interstate bridge replacement designs continue to fail us. I do not have confidence that the current designs meet standards for today (see coast guard objections) let alone our transportation and Climate needs going forward. I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Diane Dulken
3281 SE Main St Portland, OR 97214-4256

From: billingross@everyactioncustom.com on behalf of [Paul Billing-Ross](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 7:23:40 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Paul Billing-Ross
900 NW Lovejoy St Apt 907 Portland, OR 97209-3482

From: shelbyschroeder@everyactioncustom.com on behalf of [Shelby Schroeder](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 8:47:37 PM

Dear Council Testimony,

I am writing you, requesting that you vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Shelby Schroeder
8727 N Crawford St Portland, OR 97203-5409

From: josh.linden@everyactioncustom.com on behalf of [Josh Linden](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 8:51:26 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Josh Linden
3429 SE Grant Ct Portland, OR 97214-5733

From: craig.schommer@everyactioncustom.com on behalf of [Craig Schommer](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 9:47:39 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Craig Schommer
4305 NE Alameda St Portland, OR 97213-1242

From: melbajade@everyactioncustom.com on behalf of [Melba Dlugonski](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 9:58:21 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Melba Dlugonski
6735 SE 78th Ave Portland, OR 97206-7116

From: emilykguise@everyactioncustom.com on behalf of [Emily Guise](#)
To: [Council Clerk – Testimony](#)
Subject: Please do not approve the Interstate Bridge Locally Preferred Alternative
Date: Saturday, July 9, 2022 10:37:11 PM

Dear Council Testimony,

As a constituent, I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement.

As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft would be incredibly difficult to bike or walk over it, and as a person who primarily rides a bike around Portland, create a barrier to my access to Vancouver. The tall bridge is not phaseable and without a recent cost estimate is financially risky.

Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

Again, please vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. Thank you.

We need to analyze an alternative that:

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Emily Guise
3720 SE 54th Ave Portland, OR 97206-2922

From: chris@everyactioncustom.com on behalf of [Chris Eykamp](#)
To: [Council Clerk – Testimony](#)
Subject: Please do not approve the Locally Preferred Alternative Interstate Bridge
Date: Saturday, July 9, 2022 11:25:58 PM

Dear Council Testimony,

With its steep grades and the current design for the Interstate Bridge will increase pollution and make human-powered mobility more difficult. There are other proposals out there that may be better, including a tunnel or a lift bridge, neither of which have been adequately studied.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Chris Eykamp
2101 SE Tibbetts St Portland, OR 97202-2147

From: mharris789@everyactioncustom.com on behalf of [Mark Harris](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 6:50:32 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Mark Harris

We need to analyze an alternative that:

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mark Harris
4515 NE 35th Ave Portland, OR 97211-7736

From: vanessamingjiu@everyactioncustom.com on behalf of [Vanessa Pronovost](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 8:38:50 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Vanessa Pronovost
4117 SE Liebe St Portland, OR 97202-4039

From: SabiHorvat@everyactioncustom.com on behalf of [Sabi Horvat](#)
To: [Council Clerk – Testimony](#)
Subject: New Options for Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 8:42:29 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sabi Horvat
4442 NE Alberta St Portland, OR 97218-1522

From: muchcatfur@everyactioncustom.com on behalf of [Dean Sigler](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 11:30:35 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Dean Sigler
18845 SW Vista St Aloha, OR 97003-2907

From: ned@everyactioncustom.com on behalf of [Ned Holbrook](#)
To: [Council Clerk – Testimony](#)
Subject: Do NOT approve the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 12:16:26 PM

Dear Council Testimony,

As it stands, this project is sheer folly. It neither advances our quality of life nor is any good at what it is trying to accomplish! How many dollars have already been wasted and how many more?

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Ned Holbrook
5406 SE Cesar E Chavez Blvd Portland, OR 97202-4219

From: [Veronica Poklemba](#)
To: [Council Clerk – Testimony](#)
Subject: 609 Proposal relating to the LPA for the Interstate Bridge Replacement
Date: Sunday, July 10, 2022 1:09:20 PM

ello,

LPA endorsement votes are happening before an Environmental Impact Statement is completed, as well as an Investment Grade Analysis, and consideration of more than one alternative.

None of us agree to pay for something before we know the actual cost. An Investment grade analysis should be completed to detail the cost and funding plan for this project before any support is considered for this project. Also, the failure to carefully look at options is of concern, and makes it feel like someone is attempting to push this project through in one particular way. A detailed study of options, at least one, should occur before any support for this project happens. Please vote No or to delay the endorsement until at least one other alternative is seriously analyzed, we have a clear picture of the actual cost, and we understand the environmental impact.

Sincerely yours,

Veronica Poklemba
1777 SE Crystal Springs Blvd.
Astoria, OR. 97103

From: markdari@everyactioncustom.com on behalf of [Mark Darienzo](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 1:24:55 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mark Darienzo
6923 NE Morris St Portland, OR 97213-5247

From: pmhrothwell@everyactioncustom.com on behalf of [Paxton Rothwell](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 5:01:45 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Paxton Rothwell
3911 NE Grand Ave Portland, OR 97212-1107

From: barksteph@everyactioncustom.com on behalf of [Stephanie Byrd](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 7:25:39 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Stephanie Byrd
7527 SW 24th Ave Portland, OR 97219-2612

From: [Frank Orem](#)
To: [Council Clerk – Testimony](#)
Subject: Interstate Bridge Replacement
Date: Sunday, July 10, 2022 9:47:04 PM

July 10, 2020

Mayor Ted Wheeler
Portland Commissioners Rubio, Ryan, Hardesty, and Mapps
City Hall
1221 SW Fourth Avenue
Portland, Oregon 97204

Re: Interstate Bridge Replacement
Locally Preferred Alternative

Until you know, vote NO.

A century of subsidies has given us a “need” for a south-bound commute from Clark County of 64,000. Did you know that we also have a north-bound commute of 17,000? Do you know how much of that “need” will evaporate when tolls are put in place? How much will be eliminated by work-at-home? Until you know, vote NO.

Do you think that vehicle electrification will save us from climate change? Did you know that supplying EV’s will take upwards of 50% more electricity capacity? Do you know where the investment for that new generation is coming from? Until you know, vote NO.

Frank Orem
Lake Oswego

From: josh@everyactioncustom.com on behalf of [Joshua Berger](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 10:32:48 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Joshua Berger
PO Box 2863 Portland, OR 97208-2863

From: gardeneral@everyactioncustom.com on behalf of [Clyde Alan Locklear](#)
To: [Council Clerk – Testimony](#)
Subject: It is urgent that you withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Sunday, July 10, 2022 10:38:20 PM

Dear Council Testimony,

Please vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Clyde Alan Locklear
6222 SW 36th Ave Portland, OR 97221-3307

From: dregan02@everyactioncustom.com on behalf of [David Regan](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 7:36:35 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
David Regan
623 SW Park Ave Apt 703 Portland, OR 97205-3129

From: charlesntownsend@everyactioncustom.com on behalf of [Charles Townsend](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 8:30:09 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Charles Townsend
623 NE Morris St Portland, OR 97212-3162

From: charlesntownsend@everyactioncustom.com on behalf of [Charles Townsend](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 8:32:23 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Charles Townsend
623 NE Morris St Portland, OR 97212-3162

From: m.snedeker@everyactioncustom.com on behalf of [Michael Snedeker](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 10:07:38 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. The present model is also focused on adding miles of new highway lanes — a bad idea!

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Michael Snedeker
35 NE Holman St Portland, OR 97211-2413

From: daniel.k.reimer97@everyactioncustom.com on behalf of [Daniel Reimer](#)
To: [Council Clerk – Testimony](#)
Subject: Withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 10:17:44 AM

Dear Council Testimony,

I do not believe that this bridge is designed best with Portland in mind. It is too tall and has too many dedicated car lanes on it. They are trying to push the same exact bridge that failed a decade ago. This bridge is going to tower over Hayden Island and Vancouver making the area less desirable to live in. In a time of climate change, we need to lessen our dependency on cars, including electric cars that still makes tire particulate pollution (2000x worse than tailpipe particulates). This project will bring more cars into Portland which is at direct odds with Portland's transit plan of 2035. This bridge is not an equitable solution as car ownership is a financial burden on lower class citizens, makes the areas around the freeways (which are typically poorer and more racially diverse) suffer from the adverse effects from freeways. Portland can not be a climate leader by widening it's freeways.

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Daniel Reimer
5729 SW 42nd Ave Portland, OR 97221-3520

From: nicholasjbrownson@everyactioncustom.com on behalf of [Nicholas Brownson](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 12:27:45 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Nicholas Brownson
1861 State St Salem, OR 97301-4344

From: hannahpenfield91@everyactioncustom.com on behalf of [Hannah Penfield](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 12:36:17 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Hannah Penfield
7122 NE M L King Blvd Portland, OR 97211-2936

From: kls0004@everyactioncustom.com on behalf of [kristen sartor](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 1:23:32 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
kristen sartor
646 N Sumner St Portland, OR 97217-2639

From: [Sara Duckwall](#)
To: [Council Clerk – Testimony](#)
Subject: RE: I-5 Bridge Replacement Project Written Testimony
Date: Monday, July 11, 2022 3:51:10 PM
Attachments: [2022 07-11 I5Bridge-DuckwallFruit PortlandCityCouncil.pdf](#)

Please find our business letter attached and submit it as written testimony for Wednesday's meeting regarding the I-5 bridge replacement project.

Sincerely,

Sara M. Duckwall, [SHRM-CP](#)

Project and Communications Director

Duckwall Fruit : sduckwall@duckwallfruit.com

(O) 541.354.1694 : (F) 541.354.2334 : (C) 541.806.1800



July 11, 2022



Portland City Council
1221 SW 4th Avenue
Portland OR 97204
VIA EMAIL: cctestimony@portlandoregon.gov

Dear Mayor Wheeler and Portland City Commissioners:

Duckwall Fruit, our 103-year-old family business operating in Hood River, Oregon, supports a multi-modal I-5 bridge that will move people and goods safely and efficiently. We must replace the bridge now to address the vulnerability of the two structures to seismic activity. The new bridge also must move people and goods efficiently even as our region continues to grow.

We appreciate the effort undertaken to replace the bridge. The inclusion of light rail and safe routes for pedestrians and cyclists will help move greater numbers of people over the bridge more efficiently. Yet, we remain concerned that other needs have not been adequately addressed. These include the need for additional capacity to serve commuters and businesses that rely on the timely delivery of raw materials for use in manufacturing and the movement of finished products to markets.


With Portland and Seattle serving as our transportation hubs, virtually 100% of our transportation system must cross this congestion filled bridge, empty or full, to get to Hood River to load over 114,000,000,000 pounds of our fresh packed pears annually. Duckwall Fruit only packs approximately 30% of the region's pear tonnage, so the overall amount is much greater! Our highly perishable product simply cannot wait.

The transportation infrastructure needs of our region in 2022 are dramatically different than in 1917 when the older, northbound span opened or even in 1960 when the "new" southbound span was completed. Even with the addition of multi-modal options, we worry that the overall future capacity needs of the bridge have not been met. Our region continues to grow, and employers are recalibrating their workforce to be highly mobile. In addition, the single auxiliary lane under consideration will not serve freight needs adequately. The Interstate Bridge Replacement Program estimates that the addition of a single auxiliary lane will improve travel times by a mere handful of minutes. It does not serve our region to add a fraction of the capacity needed to improve the seven to 10 hours a day of congestion that currently persists.

The modified locally preferred alternative may satisfy the vocal few who would prefer no expansion of vehicle capacity – or no new bridge at all. However, our transportation system is integrally connected to our economy, and the new bridge must better convey the more than \$70 million in freight it carries every day.

We support the replacement of the bridge but remain concerned that it lacks adequate vehicle capacity and urge you to consider an option that provides for two auxiliary lanes in each direction.

Thank you for your consideration,


Ed Weathers
President, Duckwall Fruit

From: blake.goud@everyactioncustom.com on behalf of [Blake Goud](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Monday, July 11, 2022 5:05:42 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

As someone who lives near the bridge, in addition to the issues mentioned above, the new proposed bridge & freeway widening project would significantly increase the footprint of the bridge and the emissions of the vehicles travelling on it. North Portland has had air quality issues for years and the proposed bridge would make these worse. There is a solution that will better meet the need everyone has for this bridge, but what is on the table is insufficient and just tries to force the failed Columbia River Crossing on communities in North Portland. Across all of the failings in the current proposal is one major commonality: a lack of effective community input on what we need, what we can afford, and how it will impact my neighbors in North Portland.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Blake Goud
3939 N Kiska St Portland, OR 97217-7432

From: jcarrrdx@everyactioncustom.com on behalf of [John Carr](#)
To: [Council Clerk – Testimony](#)
Subject: Withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 5:27:56 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative -- a lift bridge or tunnel -- in the Environmental Impact Statement. This project would benefit from a process similar to the proposal and evaluation of options for the Burnside Bridge replacement. In that case, various proposals were put forth, each with advantages and disadvantages, giving the public and decision-makers something real to base their decision on.

The tall bridge option in the LPA is both too tall (for active transportation users and freight) and too short (for the Coast Guard and river shipping). We need to consider other alternatives.

It has been more than a decade since any other option has been seriously considered. Much has changed since then - the practicality of congestion pricing, population and commuting patterns, labor and materials costs, and perhaps most importantly our understanding of the impacts of climate change on our region (e.g., heat waves, smoke events, air pollution, rising water levels). We need to know the real cost of the bridge and its environmental impacts compared to other alternatives.

As someone who relies on the I-205 bridge to cross the Columbia River, I understand the need for a new I-5 bridge or tunnel as well, one that also meets our region's fiscal and environmental needs.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
John Carr
2918 SE 67th Ave Portland, OR 97206-1938

From: [David Collier](#)
To: [Council Clerk – Testimony](#)
Subject: City of Portland_Written Testimony_IBR_LPA, David Collier_7-11-22
Date: Monday, July 11, 2022 5:29:05 PM
Attachments: [Collier-IBR_LPA Comments PDX 7-11-22.pdf](#)
[ATT00001.txt](#)

Please add the attached testimony to the public record for the upcoming Interstate Bridge, Locally Preferred Alternative discussion.

Thank you
David Collier

July 11, 2022

Mayor Ted Wheeler
Portland Commissioners Rubio, Ryan, Hardesty, and Mapps
City Hall
1221 SW Fourth Avenue
Portland, Oregon 97204

Regarding: Interstate Bridge Replacement (IBR) and Locally Preferred Alternative (LPA)

Dear Mayor Wheeler and Commissioners,

Our region needs an Interstate Bridge (IBR) project that is equitable, just, environmentally and fiscally responsible, and realistically addresses the regions future capacity needs for auto and truck travel. The City of Portland should withhold its final support and endorsement of the proposed Locally Preferred Alternative (LPA) until that proposal is subjected to a detailed environmental impact analysis of design alternatives to ensure the LPA will minimize induced travel demand as much as possible while meeting future regional travel needs. The City should also insist on a full financial impact analysis of any proposed LPA before voting to endorse or oppose. The City must also confirm and ensure that any design alternatives considered reflect future capacity needs that are based on up-to-date and realistic traffic demand projections.

The City of Portland, other local governments, and community leaders must do all in their power to create a sustainable transportation system that reduces climate pollution, toxic air pollution, and improves mobility equity. We need to reduce future travel demand through sustainable land use policies, avoid more urban sprawl into essential rural and agricultural lands, maximize multi-modal travel options, and ensure just and affordable access to travel options for all regardless of income or location. This goal should especially include targeted efforts to assist front-line environmental

justice communities that have been historically underserved by our regional transportation planning and infrastructure.

With those goals in mind, it is also clear that the vast majority of future regional travel will be accomplished by using cars and trucks. Given this reality, the City of Portland should pursue and support every option possible to transition the local and regional transportation fleet to Clean Vehicle Miles Traveled (CVMT). This is accomplished by accelerating the transition of cars and trucks to electric power. The City should use every lever at its disposal to transition from petroleum based VMT to Clean VMT. This includes using aspects of the IBR project to incent this goal, including offering tolling incentives for moderate to lower income drivers who use some variety of electric vehicle. If it has not already been done, the City and Metro should create and track a metric of "Clean Vehicle Miles Travels" (CVMT) to illustrate progress in reducing pollution impacts from the cars and trucks that remain after fully implementing more transit, light-rail, biking and walking options.

Again, our region needs an Interstate Bridge project that is equitable and just, environmentally and fiscally responsible, and realistically addresses the regions future transportation needs. The City of Portland has an essential role in ensuring that all the critical data, information, and considerations are surfaced, researched, and fully considered before granting its endorsement. Do not grant your approval until all the essential questions are satisfactorily answered by the IBR team.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "David Collier", with a stylized flourish extending to the right.

David Collier
3118 NE 8th Ave.
Portland, Or

From: csund5@everyactioncustom.com on behalf of [Casey Subdermann](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 8:35:28 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Casey Subdermann
5847 NE 31st Ave Portland, OR 97211-6739

From: karen.wolfgang@everyactioncustom.com on behalf of [Karen Wolfgang](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 9:39:24 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Karen Wolfgang
16825 SE Woodward St Portland, OR 97236-1467

From: audrey.groce@everyactioncustom.com on behalf of [Audrey Groce](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 9:57:56 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Audrey Groce
3221 SE 77th Ave Portland, OR 97206-1726

From: bensediting@everyactioncustom.com on behalf of [Ben Asher](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 10:14:14 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Ben Asher
900 NE 81st Ave Unit 318 Portland, OR 97213-6969

From: kellylanspa@everyactioncustom.com on behalf of [kelly lanspa](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 10:31:37 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
kelly lanspa
7710 SE 35th Ave Portland, OR 97202-8408

From: mintkeski@everyactioncustom.com on behalf of [Walt Mintkeski](#)
To: [Council Clerk – Testimony](#)
Subject: Withhold approval of Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 10:53:30 AM

Dear Council Testimony,

Please vote no or delay the vote on the modified Locally Preferred Alternative proposal for the Interstate Bridge Replacement (IBP) project until an analysis of an additional alternative - a lift bridge or tunnel - is included in the Environmental Impact Statement.

The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft, it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight vehicles. The tall bridge is not phaseable and, without a current cost estimate, is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Also, the IBR is skewed towards vehicles. Goal 12 of Oregon's land use program requires local and regional transportation plans to incorporate multiple modes of transportation, like public transit, bicycle lanes, pedestrian paths, and more. The IBR should follow this by creating a truly multi-modal bridge that provides safe and accessible transportation options for all, rather than prioritizing vehicles that have negative impacts on the environment and local communities.

Many IBR partners have stated that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Walt Mintkeski
6815 SE 31st Ave Portland, OR 97202-8633

From: kevinjohnson503@everyactioncustom.com on behalf of [Kevin Johnson](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 11:01:26 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement.

I STRONGLY support a new bridge - but let's build one that will serve our community well into the future. The proposal on the table fails that simple test.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Kevin Johnson
3559 NE Webster St Portland, OR 97211-7652

From: mark@everyactioncustom.com on behalf of [Mark Wheeler](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 11:02:32 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mark Wheeler
628 SE 58th Ave Portland, OR 97215-1826

From: tlew4002@everyactioncustom.com on behalf of [Carolyn Eckel](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 11:26:00 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Carolyn Eckel
18542 NE Wasco St Portland, OR 97230-7152

From: merryannmoore@everyactioncustom.com on behalf of [Merry Ann Moore](#)
To: [Council Clerk – Testimony](#)
Subject: We need an environmental assessment of a tunnel or lift bridge
Date: Tuesday, July 12, 2022 11:53:51 AM

Dear Council Testimony,

I was involved in the 1990s in fighting for an environmentally sound solution for California's Highway 1 at Devil's Slide. CalTrans had been unwilling for 30 years to look at alternatives to a four-way freeway over Montara Mountain. They finally agreed to build a tunnel and it is a success. It preserved key habitat for an endangered species, created a spectacular county park on the former road bed, and preserved a state park. The same sort of solution needs to be explored for the I-5 bridge.

Please vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Merry Ann Moore
6319 SE 45th Ave Portland, OR 97206-7030

From: anju@everyactioncustom.com on behalf of [Gitanjali Hursh](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 1:01:03 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

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- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Gitanjali Hursh
7845 SE Flavel St Portland, OR 97206-7816

From: anju@everyactioncustom.com on behalf of [James Strausbaugh](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 1:01:08 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
James Strausbaugh
7845 SE Flavel St Portland, OR 97206-7816

From: garlynn@everyactioncustom.com on behalf of [Garlynn Woodsong](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 1:09:50 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Garlynn Woodsong
5267 NE 29th Ave Portland, OR 97211-6239

From: joosgalefamily@everyactioncustom.com on behalf of [Sandra Joos](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 1:52:21 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sandra Joos
4259 SW Patrick Pl Portland, OR 97239-7202

From: jonathan.e.greenwood@everyactioncustom.com on behalf of [Jonathan Greenwood](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 2:05:35 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jonathan Greenwood
7517 N Curtis Ave Portland, OR 97217-1256

From: elizabeth.g.decker@everyactioncustom.com on behalf of [Elizabeth Decker](#)
To: [Council Clerk – Testimony](#)
Subject: Please insist on better alternatives for the Interstate Bridge!
Date: Tuesday, July 12, 2022 2:41:36 PM

Dear Council Testimony,

I am urging you to insist on better alternatives for the Interstate Bridge rather than waving this project through the process without serious consideration of our region's long-term needs. Yes, the current bridge has issues--I biked, took transit, and drove over the bridge for over 5 years commuting to downtown Vancouver, and it was never pleasant or easy to use. But the current LPA barely addresses the current deficits and simply recycles the failed CRC design with much handwaving about the necessity of seismic safety to cover up a massive freeway expansion and financial obligation that will leave our region ill equipped to invest in serious transportation alternatives.

Our region deserves better, and that includes serious consideration of serious alternatives rather than DOT and consultants pressuring local governments to recycle the old CRC design to expedite the review timeline. The review process should be delayed until there is development and analysis of serious alternatives, such as a lift bridge, tunnel, or separate bike/ped/transit bridge like the Tillikum Crossing coupled with modest seismic upgrades to the existing bridge. Please make this project better!

We need to analyze an alternative that:

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Elizabeth Decker
1685 SE Umatilla St Apt 319 Portland, OR 97202-7242

From: trisha896@everyactioncustom.com on behalf of [Trisha Patterson](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 3:31:47 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Trisha Patterson
4415 SE 64th Ave Portland, OR 97206-3607

From: jschumann8@everyactioncustom.com on behalf of [John Schumann](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 3:48:13 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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If you are rebuilding/relocating 5 miles of approach roadways anyway, align them to match a Columbia River tunnel of one to three sunken rubes (traffic north, traffic south, light rail).

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
John Schumann
3025 NE 34th Ave Portland, OR 97212-2708

From: hicks2544@everyactioncustom.com on behalf of [James Hicks](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 4:07:28 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
James Hicks
1414 SW 3rd Ave Apt 2303 Portland, OR 97201-6623

From: joosgalefamily@everyactioncustom.com on behalf of [Sandra Joos](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 4:18:28 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Sandra Joos
4259 SW Patrick Pl Portland, OR 97239-7202

From: [Debra Higbee-Sudyka](#)
To: [Council Clerk – Testimony](#)
Subject: Oregon Chapter Sierra Club written testimony for Jan. 13th Council meeting
Date: Tuesday, July 12, 2022 4:29:44 PM
Attachments: [Letter to Portland City Council on Interstate Bridge Replacement LPA decision 7.13.22.pdf](#)

Hi,

The attached letter is written testimony submitted by the Oregon Chapter Sierra Club for the Portland City Council January 13, 2022 meeting, Agenda Item 609 regarding the LPA on the Interstate Bridge Replacement Program.

We appreciate the opportunity to provide written testimony. Let me know if you have any questions.

Thank you,
Debra



Debra Higbee-Sudyka *she/her/hers*
Chair, Conservation Committee
Oregon Chapter Sierra Club
Cell: 541-554-6979
ConservationCommittee@oregon.sierraclub.org
SierraClub.org/Oregon



OREGON CHAPTER SIERRA CLUB

1821 SE ANKENY ST • PORTLAND, OR 97214

PHONE (503) 238-0442 • FAX (503) 238-6281

OREGON.CHAPTER@SIERRACLUB.ORG

WWW.OREGON.SIERRACLUB.ORG

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CLUB

FOUNDED 1892

July 13, 2022

Mayor Ted Wheeler
Portland Commissioners Rubio, Ryan, Hardesty, and Mapps
City Hall
1221 SW Fourth Avenue
Portland, Oregon 97204

Dear Mayor Wheeler and Commissioners,

The Oregon Chapter Sierra Club and its 51,000 members and supporters request that you vote no or delay the vote on the modified Locally Preferred Alternative (LPA) proposal for the Interstate Bridge Replacement project (IRB) until the project includes analysis of alternatives - a lift bridge or tunnel - in the Environmental Impact Statement. In many ways, the tall bridge alternative falls short. The IBR project design needs a lesser climate footprint, equity, and fiscal responsibility. We need to move away from repeating the failed path of the 2005-13 Columbia River Crossing effort that was really a freeway expansion project.

A Sprawling not Sustainable Transportation System

Let's be clear, the multi-decade if not century infrastructure plan that will be put in place by the IBR will set the path for whether the Portland metro area is able to shift to a sustainable transportation system or if automobile drive-alone travel will create more sprawl into the exurban fringe of Clark County, Washington, with devastating effects on rural and agricultural land and wetlands. This will bring associated energy use increase from the ever expanding road and utility infrastructure.

Climate & Mobility Equity

To avert the worst impacts of climate change, Oregon's goals were established to decrease greenhouse gas (GHG) emissions and transition to cleaner energy. If this bridge is built to include highway expansion, both Washington and Oregon will steadily move away from their climate goals. The current tall bridge design, with a 5-mile highway expansion, will increase pollution into surrounding areas. This will continue to adversely affect Frontline communities with increasing impacts of pollution on their health as they experience the "first and worst" consequences of climate change. On the other hand, we can reduce GHG and Vehicle Miles Traveled through actively managing travel demand, and encouraging shifts to transit and other modes. Alternative transportation modes ensure that non-automobile modes of travel are being addressed. However, the tall bridge design is a concern for mobility equity—people walking, rolling and biking, and freight.

Vote No – Fiscal Responsibility Before an EIS

The LPA endorsement votes are happening before an Environmental Impact Statement (EIS) is started and before the real cost of the bridge is known. This backwards approach assumes the tall bridge is the best option. However, the IBR project team has not considered any other alternatives. It is imperative that we know the environmental impact

before deciding on a bridge alternative. With this in mind, please vote no or vote to delay the endorsement, until the IBR project team puts the tall bridge and at least one other bridge alternative through an EIS, and conducts an Investment Grade Analysis - which will detail the cost and funding plan for the project.

Other factors that are at issue and should be part of the EIS process for the IBR project before the LPA is approved by the Portland City Council:

1. The number of lanes, including the designation and number of auxiliary lanes, is a key part of the EIS that deserves analysis before local governments land on approval of a particular LPA. The width of the bridge—along with its climate impact and cost—will be dependent on the number of lanes.
2. Phasing of the project pieces is another important aspect that ought to be addressed in an EIS-informed way by the LPA. A project that can be split into phases can be prioritized against other pressing regional needs.
3. Key elements that need EIS analysis are the number and type of intersections along with inclusion of an arterial street crossing of the Slough between Hayden Island and the Portland mainland. They should not be selected based on designer preferences, which are not informed by rigorous environmental analysis or more detailed cost assessments. We support non-freeway access between Portland and Hayden Island and minimization of any freeway footprint on Hayden Island, with the goal of improving livability, safety, and air quality for the residents of Hayden Island. Impacts to West Hayden Island should be avoided altogether.
4. Lack of responsiveness on the part of the IBR project to concerns or conditions placed on approval by partner governments reinforce the need to put off approval of an LPA. Requests for information and financial analysis that have been ignored means that the LPA should not be approved at this stage of the project planning.

Our region needs a bridge project that is equitable, just, environmentally and fiscally responsible. The IBR project is failing to provide that. As one of the key decision makers, please take these concerns into consideration.

Respectfully submitted,



Debra Higbee-Sudyka *she/her/hers*

Chair, Conservation Committee

Oregon Chapter Sierra Club

Cell: 541-554-6979

ConservationCommittee@oregon.sierraclub.org

SierraClub.org/Oregon

From: starkey.ja@everyactioncustom.com on behalf of [Jennifer Starkey](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 4:49:45 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jennifer Starkey
7549 N Albina Ave Portland, OR 97217-1305

From: rosaie.mcdougall@everyactioncustom.com on behalf of [Rosalie McDougall](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 5:30:16 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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This message facilitated by the Just Crossing Alliance.

Sincerely,
Rosalie McDougall
6321 SE Reed College Pl Portland, OR 97202-8261

From: justcrossing@everyactioncustom.com on behalf of [Jacob Hoffman-Andrews](#)
To: [Council Clerk – Testimony](#)
Subject: Please do not approve the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 6:14:07 PM

Dear Council Testimony,

The IBR is our biggest opportunity to influence the climate and public health impact of I-5 in Portland for decades to come. The proposed alternative, a tall and steep bridge, is a car-and-truck-first design, when we need to be properly planning for a transit-first future, with walking and biking good, accessible options, and single-occupancy vehicles last in priority. And based on the recent input from the US Coast Guard, it is only likely to get taller, steeper, and less accessible.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jacob Hoffman-Andrews
4775 NE Going St Portland, OR 97218-2001

From: wdf2nd@everyactioncustom.com on behalf of [Wendy Ferguson](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 6:41:45 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Wendy Ferguson
4837 SE Raymond St Portland, OR 97206-4174

From: lilyburnett@everyactioncustom.com on behalf of [Lily Burnett](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 6:55:23 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

Many IBR partners have stated that we need to compromise, and that this bridge alternative is the best compromise. I question this since no other alternatives have been seriously considered for more than a decade and we are still unaware of so many key factors for the proposed alternative. How can we know the high bridge alternative is the best option until we know the real cost of the bridge and its environmental impacts compared to other alternatives? I understand the need for a new I-5 bridge, and I believe that our region needs a bridge that meets our needs, fiscally and environmentally.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Lily Burnett
2026 NE 128th Ave Portland, OR 97230-2209

From: mazieditsydragon@everyactioncustom.com on behalf of [Mazie Drummond](#)
To: [Council Clerk – Testimony](#)
Subject: IBR — Public Comment
Date: Tuesday, July 12, 2022 8:07:07 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Mazie Drummond
3811 SE 40th Ave Portland, OR 97202-1712

From: greengirlspdx@everyactioncustom.com on behalf of [Joanne Walters](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 8:26:21 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Joanne Walters
7103 N Maryland Ave Portland, OR 97217-5427

From: rgraham55@everyactioncustom.com on behalf of [rachel cody](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 8:23:49 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
rachel cody
2359 NW Overton St Portland, OR 97210-2928

From: jpn5710@everyactioncustom.com on behalf of [John Nettleton](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Tuesday, July 12, 2022 8:30:48 PM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
John Nettleton
4311 SE 37th Ave Apt 21 Portland, OR 97202-3265

From: [Margaret Butler](#)
To: [Council Clerk – Testimony](#)
Subject: Interstate Bridge Replacement--609
Date: Wednesday, July 13, 2022 5:12:27 AM

Hello Mayor and Council Members,

Thank you for giving me a chance to weigh in on the Interstate Bridge replacement. Any bridge replacement should not increase car capacity, so I urge you to look at alternatives. It is my understanding that the design will make it difficult for bikes because of the steep grade. I support the Just Crossing Alliance's call for an alternative option analysis in the EIS to fully address these concerns.

There are so many better ways to spend transportation and infrastructure bill monies that could actually address the needed transitions, reduce emissions and provide for more climate-friendly transportation. Now is not the time for elected leaders to expand freeways as outlined in your own Climate Emergency Declaration. Please do the right thing.

Thank you, Margaret Butler, NE Portland

From: dgoodyke@everyactioncustom.com on behalf of [David Goodyke](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 7:11:00 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
David Goodyke
4026 N Colonial Ave Portland, OR 97227-1010

From: lezahregnas@everyactioncustom.com on behalf of [Tri Sanger](#)
To: [Council Clerk – Testimony](#)
Subject: Withhold approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 8:53:13 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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In order to have a just, equitable, and livable future, please say no.

We need to analyze an alternative that:

- * Has gentler grades for freight and people walking, rolling and biking
- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Tri Sanger
5531 SE Oak St Portland, OR 97215-1271

From: jillian.karner+justcrossing@everyactioncustom.com on behalf of [Jillian Karner](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 9:42:27 AM

Dear Council Testimony,

I am avid cyclist and am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be. The tall bridge alternative falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Jillian Karner
939 NE 31st Ave Portland, OR 97232-2429

From: evan.heidtmann@everyactioncustom.com on behalf of [Evan Heidtmann](#)
To: [Council Clerk – Testimony](#)
Subject: I am writing to ask you to withhold your approval of the Interstate Bridge Locally Preferred Alternative
Date: Wednesday, July 13, 2022 10:02:29 AM

Dear Council Testimony,

Please don't make the same mistakes as last time! We need a better bridge for a new era, not a bigger freeway!

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternative - a lift bridge or tunnel - in the Environmental Impact Statement. As one of the key decision makers it is your responsibility to ensure that this project is as good as it can be.

We need to analyze an alternative that:

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- * Can be split into phases that can be prioritized against other pressing regional needs

Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Evan Heidtmann
4906 NE Grand Ave Portland, OR 97211-3926

From: tuckermatr@everyactioncustom.com on behalf of [Matthew Tucker](#)
To: [Council Clerk – Testimony](#)
Subject: Please withhold your IBR approval
Date: Wednesday, July 13, 2022 8:41:55 AM

Dear Council Testimony,

I am asking you to vote no or delay the vote on the modified LPA proposal for the IBR project until the project commits to include analysis of an additional alternatives - such as a lift bridge or tunnel - in the Environmental Impact Statement.

As a representative of Portlanders and one of the key decision makers in this critical project, you need to use your power and influence to ensure that this project meets a high bar for planning and design. The IBR Project team is forging ahead with a subpar design without full analysis or exploration of alternatives.

The planned tall bridge falls short in many ways. It will have steep grades and at its current proposed height of 116 ft it would be very difficult to cross by walking, biking or rolling, and would also be challenging for freight. The tall bridge is not phaseable and without a recent cost estimate is financially risky. Finally, the Coast Guard has stated that they need a bridge with a minimum height of 178 feet which is 62 feet taller than the current proposal and will have a major impact on accessibility and funding. We need to consider other bridge alternatives as an insurance policy.

The IBR Project team needs to hear from leaders like you that they must do better. They must consider other alternatives and complete analysis of all options so that we do not get into a situation that wastes taxpayer resources or produces a bridge that negatively affects our region's future. I agree that we need a new I-5 bridge, but this is a huge project that will be around for a long time, and the bridge must meet our needs, fiscally and environmentally.

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- * Provides insurance against the Coast Guard requiring clearances higher than 116 feet
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Please vote no or to postpone until the project commits to analyzing an additional alternative in the EIS.

This message facilitated by the Just Crossing Alliance.

Sincerely,
Matthew Tucker
4236 SE Clinton St Portland, OR 97206-1618

CASCADIA HIGH SPEED RAIL

“250 mph Speed with Ease”



Build it, the Future is Now!

- Zero Crashes, Zero Emissions, Zero Congestion.
- Moves 32,000 people/hour on double track electrified rail; equals 18/I-5 traffic lanes.
- Cascadia High Speed Rail, the “Silver Bullet” for congestion relief.
- Station/Town Center development catalyst; stimulates new jobs and tax revenue.
- Station Hubs connected to light rail, streetcar, buses, bikes, pedestrians and vehicles.
- Multi-Use Express Corridor for commuters, inter-city travelers, parcel freight express.
- Potential 50% capital costs paid by companies who require cheaper/faster parcel delivery.
- Cascadia High Speed Rail Company has completed the CHSR Tier 1 Environmental Impact Statement Study submitted to the Federal Rail Adm., Economic Feasibility Study, Station Plan Scenarios and Corridor Plan between Eugene and Vancouver, BC.
- CHSR Company’s next goal is to resource funds from Federal, Oregon and Washington governments for a Tier 2 EIS Study.



“Are you in for the Ride?”

Contact: perkins@cascadiahighspeedrail.com

Say to us: “I will ride.”

Website: cascadiahighspeedrail.com

Tele #: (503) 317-6455

Pres/CEO: Brad Perkins



CASCADIA HIGH SPEED RAIL COMPANY'S FOUR-PART BRIDGE PLAN ADDENDUM

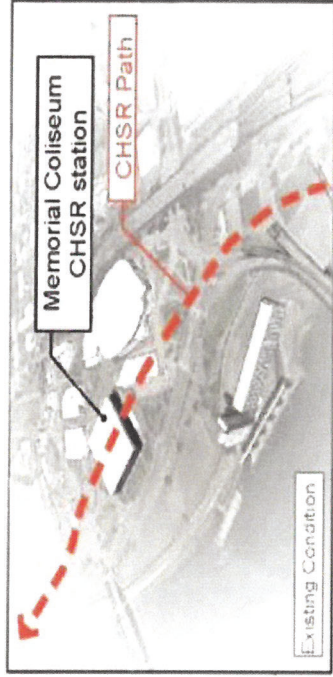
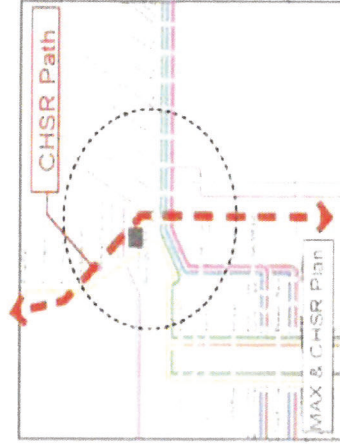
As an Alternative Program for the Interstate Bridge Replacement Program

- Alternative A: THE NEW MULTI-MODAL BRIDGE AND VEHICLE INTERCHANGES
- Alternative B: THE HAYDEN ISLAND AUXILIARY BRIDGE FOR VEHICLES AND MAX
- Alternative C: I-5 BRIDGE SEISMIC UPGRADE AND POSSIBLE ADDITIONAL TRAFFIC LANES
- Alternative D: NEW CENTER LIFT FOR EXISTING BNSF FREIGHT RAIL BRIDGE

Alternative A: THE NEW MULT-MODAL BRIDGE AND VEHICLE INTERCHANGES

- The new double deck Multi-Modal Bridge has three transportation corridors 1.3 miles from the I-5 bridge. It will support a new Cascadia High Speed Rail corridor between the Portland Rose Quarter Transportation Hub and Vancouver WA. The M-M Bridge will also support four new traffic lanes between Portland's Columbia Blvd and NW 78th St/I-5 interchange in Vancouver WA. The third corridor will create two new tracks for BNSF and UPRR Freight Railroad Companies.
- In the future a new Cascadia Commuter Express (C-CE) corridor can connect Bridgeport, in Tigard, to Vancouver that will be adjacent to Hwy 217, then pass under Forest Park and over the Willamette River, through West Vancouver, to the NW 78th St/I-5 interchange.
- The goal for this new Multi-Modal Bridge and new transportation corridors is to divert 30% of the traffic off from the I-5 and I-405.
- The proposed Bridgeport to Vancouver C-CE and traffic corridors will reduce traffic congestion by tacking traffic off from Hwy 26 Vista Tunnels and I-405.
- This regional plan will help solve major congestion and pollution problems with increased population in Washington, Multnomah and Clark County areas.
-

PROPOSED BUILD OUT AND ROSE QUARTER TRANSPORTATION
HUB BY CHSR



City Water Bureau and PPS

Total Area 33.5 acres

Cascadia HSR

Memorial Coliseum
Proposed CHSR
Station

Moda Center

Kalberer Co.

Total Area 1 acre

Aegean Corp/Paul Allen

Total Area 7 acres

Dreyfus Commodities Co.

Total Area 5 acres

City owned 33.5 acres
Privately owned 13 acres

Oregon
Convention Ctr

Willamette
River



Existing I-5

Proposed new Hayden Island
Auxiliary Bridge for MAX and
Local Motor Traffic

Existing Amtrak Station

Existing BNSF Bridge

New Multi-Modal Bridge

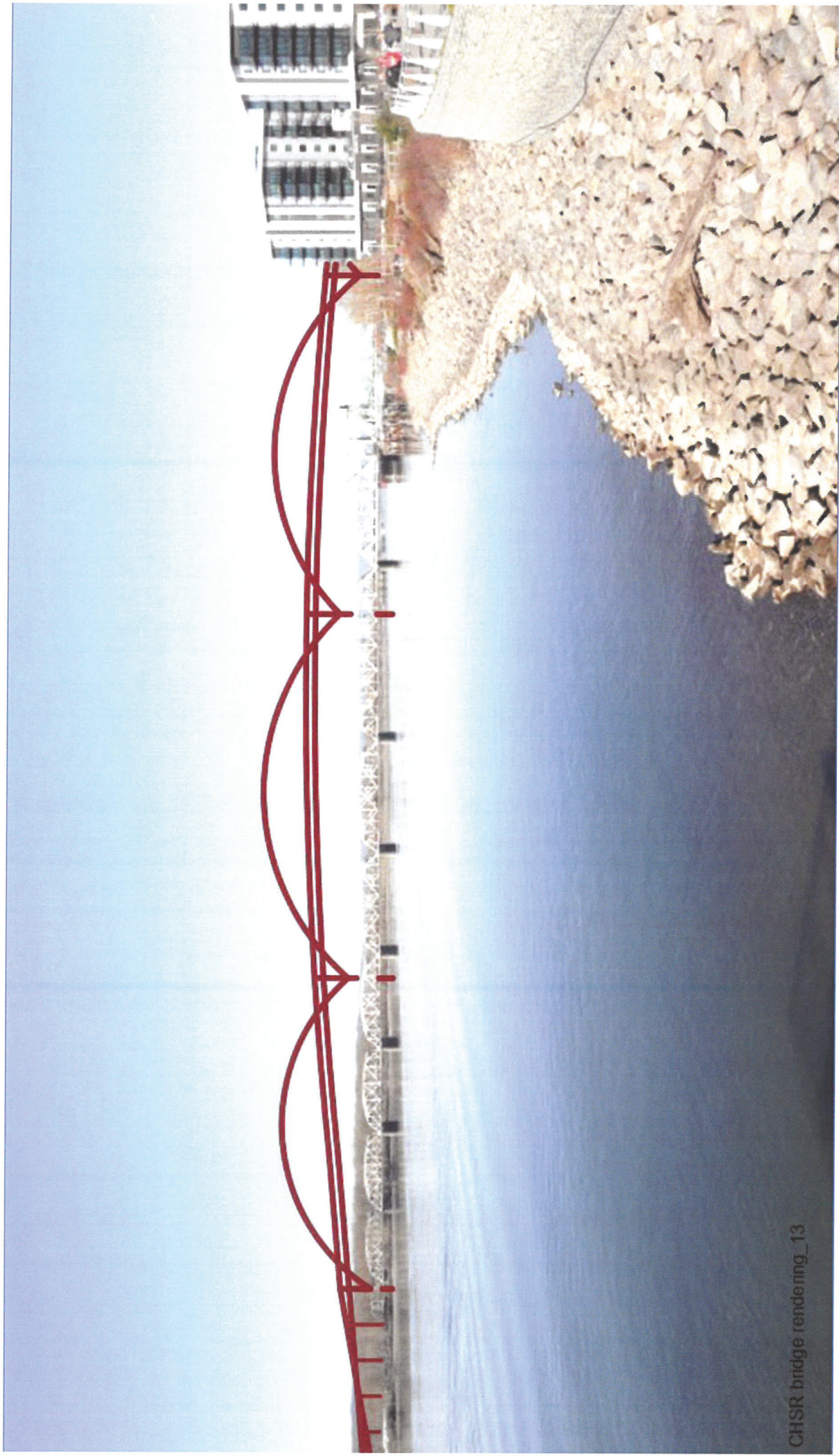
CHSR Multi-Modal Bridge

The CHSR Multi-Modal bridge does cross the Columbia River main channel and the Columbia River Slough. This bridge has two freight and two CHSR tracks. It also has four motor lanes, two northbound and two southbound.

There are four arches to cross the river; the rest are columns.

The main channel river clearance is 150 feet.

M.M. Bridge rendering_11
Des. By R.N.



CHSR bridge rendering_13

VANCOUVER WA CASCADIA HIGH SPEED RAIL - PROPOSED SITE PERSPECTIVE





NW 78th St and
N Lakeshore
Ave Commuter
Express Station

Access to CHSR
Station from NW
78th St travels
under the
proposed
turnabout.

The distance
between the
CHSR Station and
I-5 is 1.33 miles.

The HAYDEN ISLAND AUXILIARY BRIDGE

- The Auxiliary Bridge will provide vehicular and MAX access to Hayden Island via N Marine Dr, Interstate 5, N Vancouver Way and Martin Luther King Jr Blvd
- The Auxiliary Bridge will also extend the MAX Yellow Line between the Expo Center Station to the new Hayden Island Station.
- This Auxiliary Bridge will reduce congestion at the I-5/Expo Center interchange and reduce traffic on the freeway.



Hayden Island Auxiliary Bridge

The MAX line will be in the center of the bridge with single lanes of traffic on each side.

The N Marine Dr./MLK Jr. Blvd and the northbound W Marine Dr. have traffic signals.

Columbia River Slough

Auxiliary Bridge

Traffic Signals
N Marine Dr.
MLK Jr. Blvd

Traffic Signal

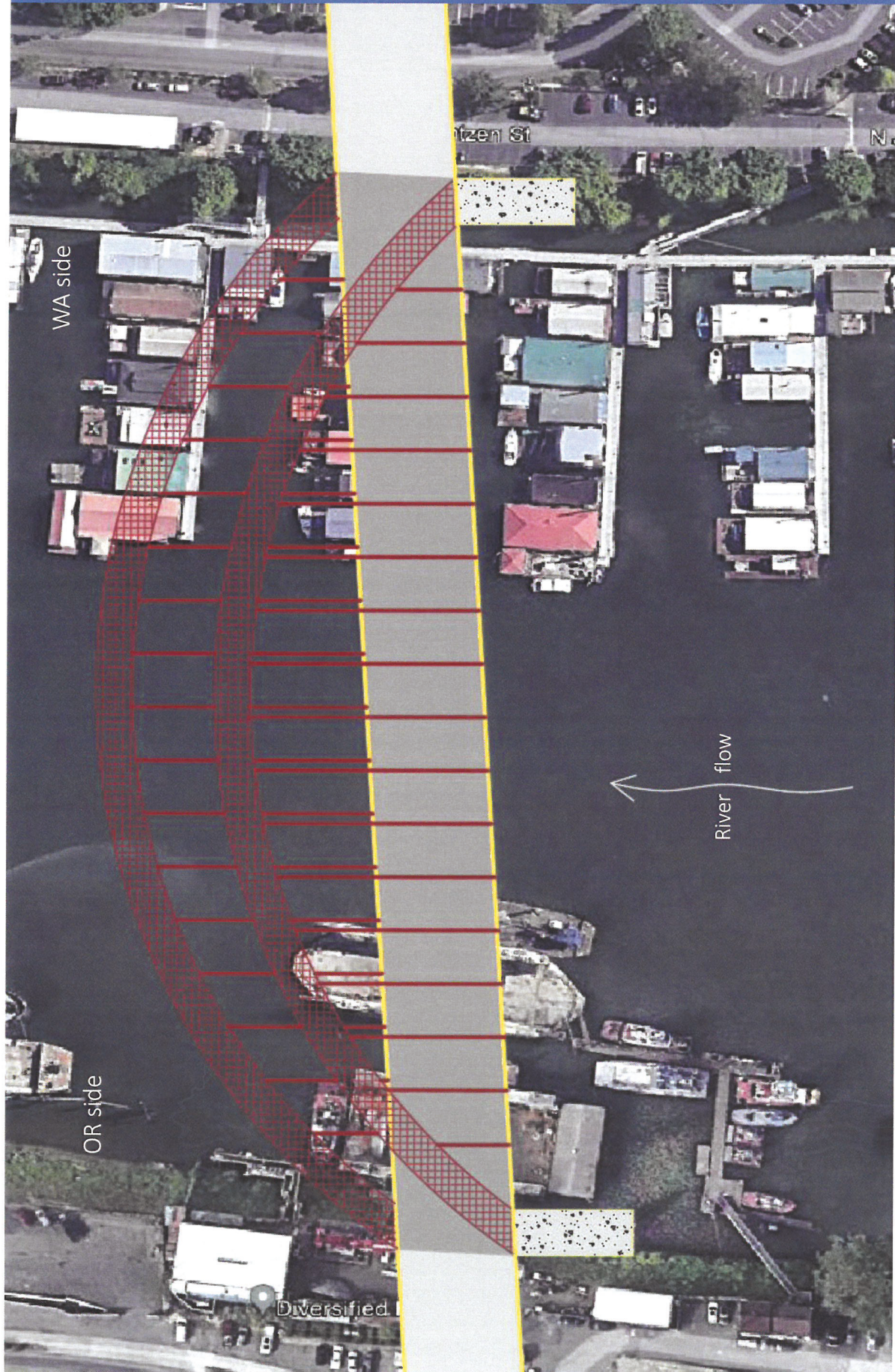
Existing MAX Yellow Line

Hayden Island Auxiliary Br_04 Des. By R.N.

Hayden Island Auxiliary Arch Bridge Proposal

This bridge is
 ± 20 feet above
the Columbia
River Slough.
It will flyover the
house-boats and
allow river boat
passage.

The MAX tracks
and the single
motorway lanes
are not shown.

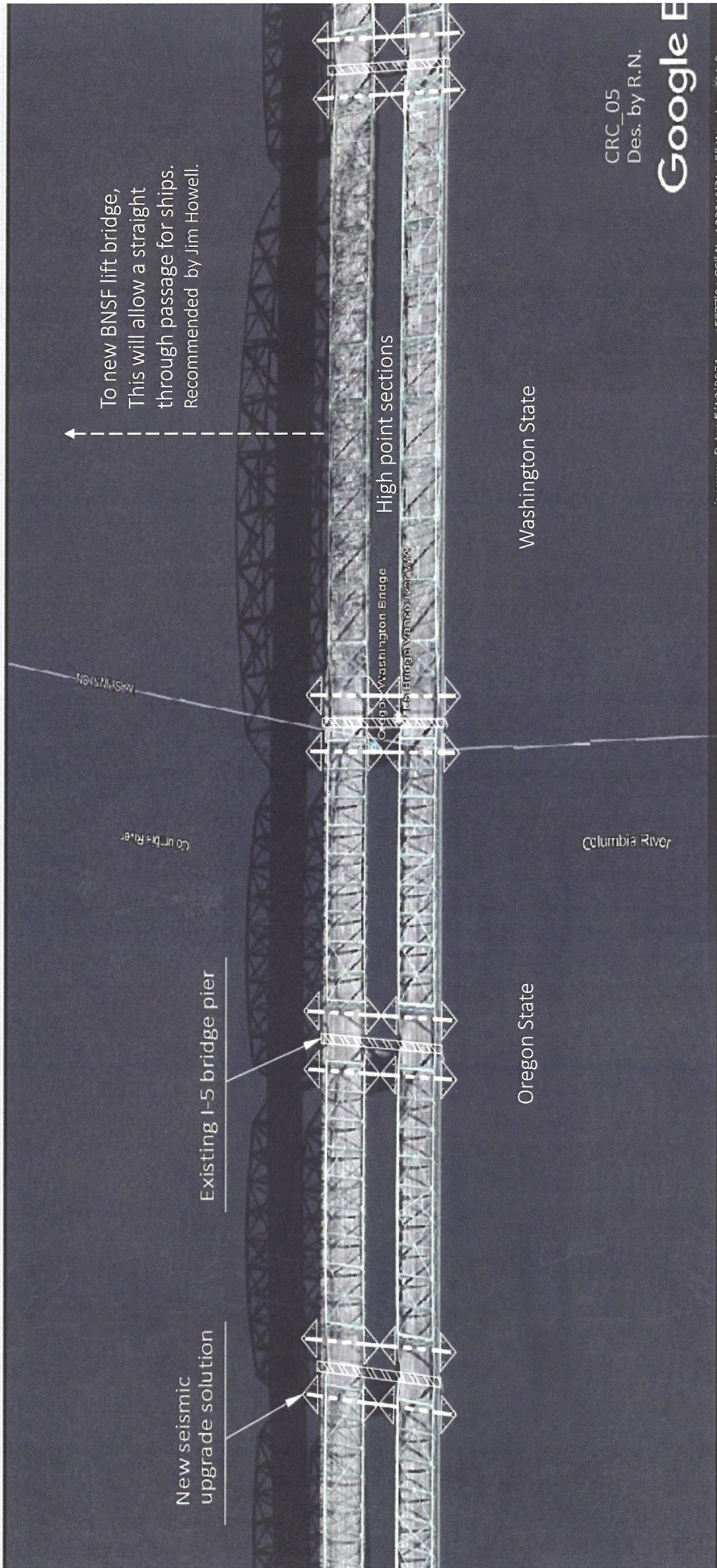


I-5 BRIDGE SEISMIC AND POSSIBLE ADDITIONAL TRAFFIC LANES

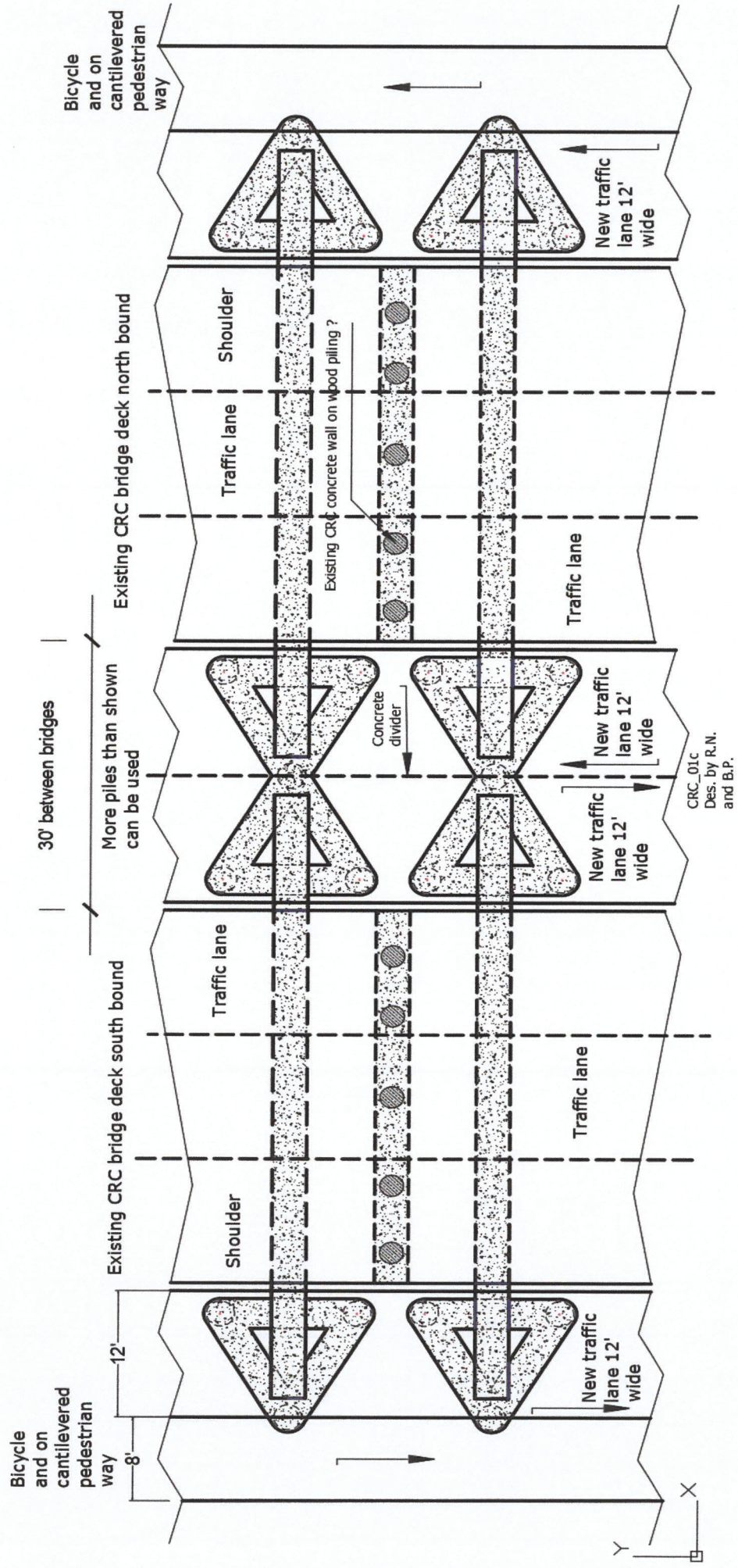
- I-5 lane closures are not required during seismic upgrade work.
- Major components will be prefabricated to speed-up construction and allow quality control.
- Construction will be done with barges equipped with the needed heavy machinery.
- The existing steel is still in excellent shape and can last for another 100 years if properly maintained.

COLUMBIA RIVER CROSSING BETWEEN OREGON AND WASHINGTON

Seismic I-5 Bridge Upgrade Solution and Aerial View of Bridge Sections

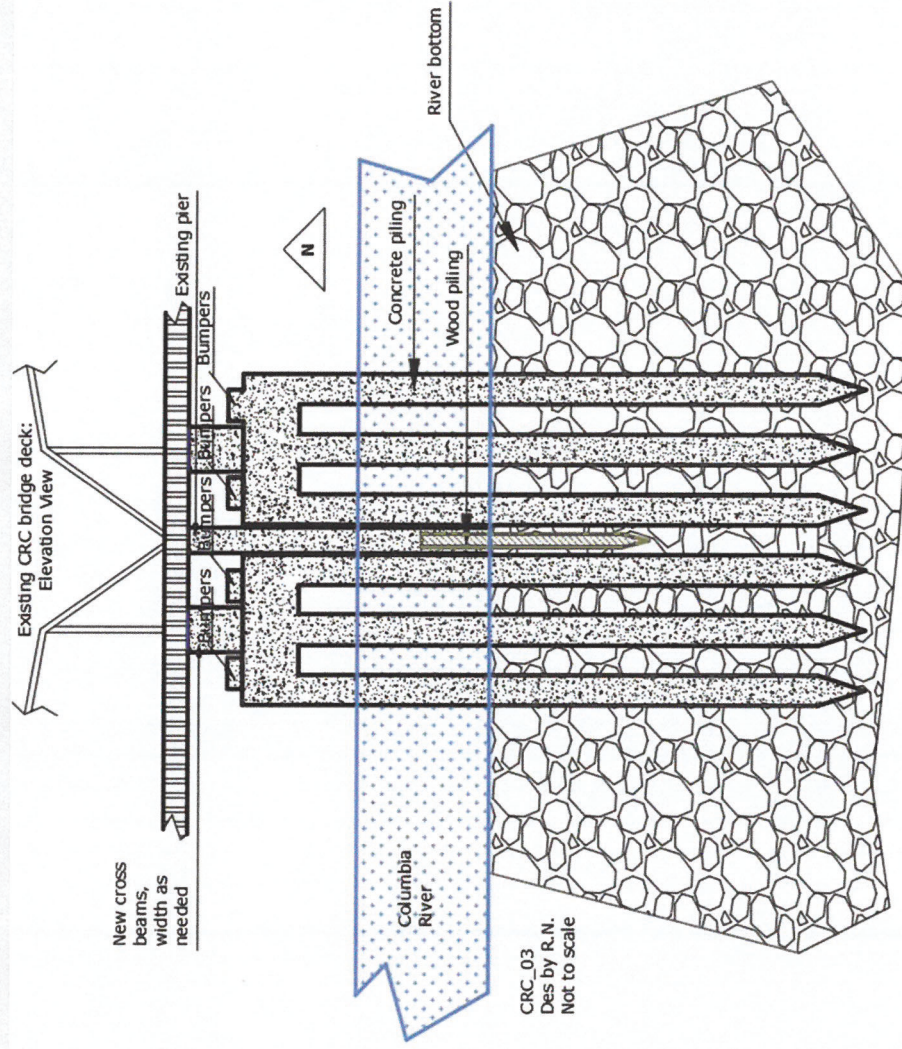


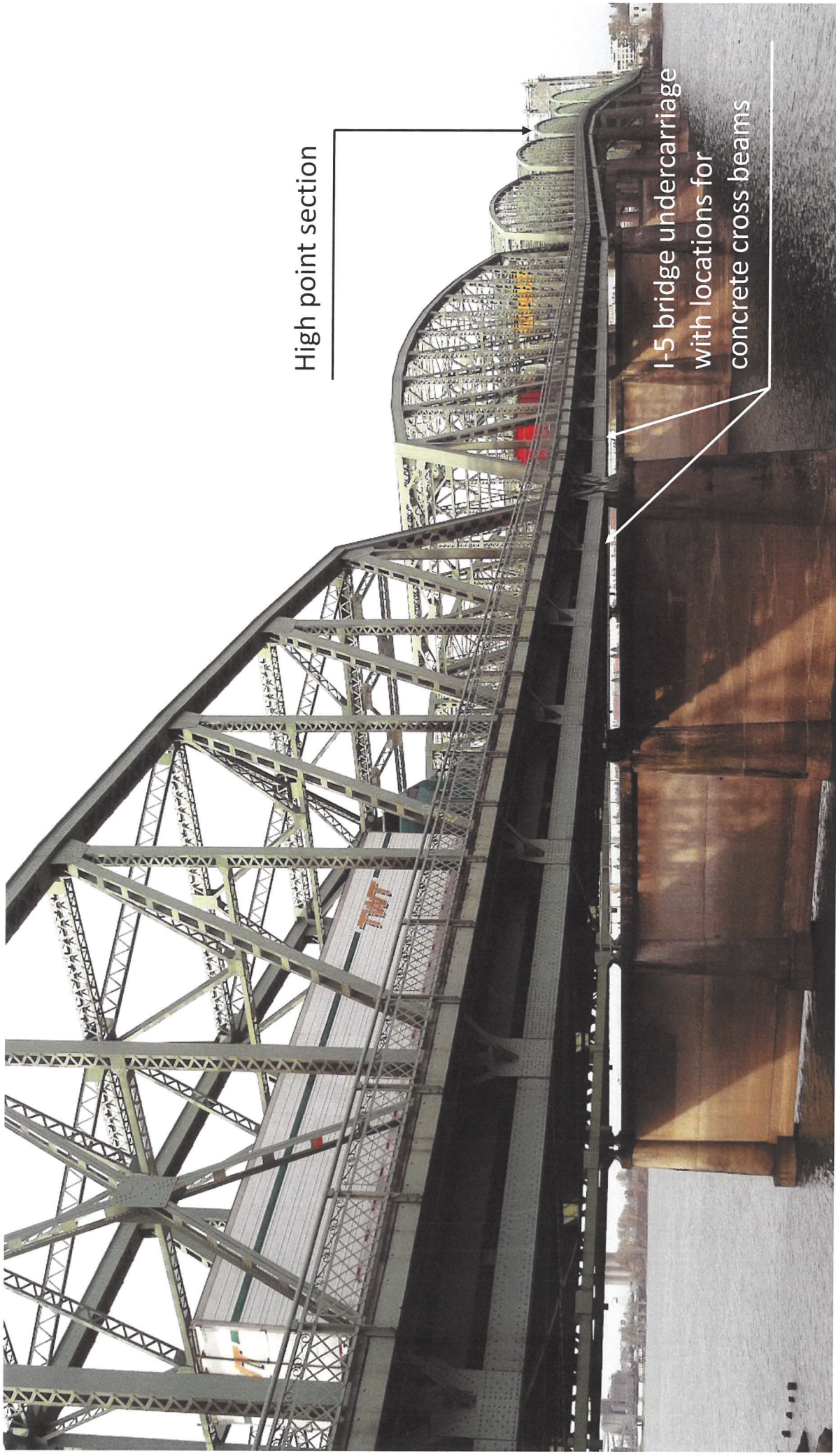
OPTION:2 NEW SEISMIC UPGRADE SOLUTION Four Added Lanes with Bicycle and Pedestrian Ways on the New Pilings



CROSS SECTION VIEW

Center Pile is Wood





High point section

I-5 bridge undercarriage
with locations for
concrete cross beams

NEW CENTER LIFT SPAN FOR EXISTING BNSF FREIGHT RAIL BRIDGE

- New center lift span on the BNSF Bridge eliminates the need for existing swing span.
- New center lift span on the BNSF Bridge avoids “S” curve to center of I-5 Bridge.
- Center of the I-5 Bridge is 80 feet taller than existing lift near north bank of Columbia River.
- With new center lift span on existing BNSF Bridge, most river traffic will have a straight channel to traverse under the I-5 and BNSF Bridges.
- This new straight channel for ships and boats will reduce 90% to 95% of I-5 Bridge lifts.

City Council Meeting - Wednesday July 13, 2022 9:30 a.m.

Agenda No.	First Name	Last Name
609-01	Chris	Smith
609-02	Adah	Crandall
609-03	Sorin	Garber
609-04	Diane	Meisenhelter
609-05	lynn	handlin
609-06	Noelle	Studer
609-07	Taylor	Walker
609-08	Joseph	Cortright
609-09	Mary	Peveto
609-10	Joe	Rowe
609-11	Brad	Perkins