

After years of planning the Columbia River I-5 Bridge has no better plans than the design in 2012. The Preferred Alternative are tall stacked bridges or a tall and wide double span bridge.

No studies were made for Passenger Regional Rail system to bypass the I-5 bridge and the I-5 Rose Quarter. Clark County owns 25 miles of operational rail track through Clark County which would be one fifth the cost to develop than the four billion dollar IBR bridge.

And the Preferred alternative do not have any HOV lanes across the river. HOV lane attract ride sharing and C-TRAN buses.

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