



## Hayden Island Community Safety Initiative, Inc

Date: Dec 18, 2024

To: Joint Oregon-Washington Legislative Action Committee

Re: Supporting documents following my testimony about the IBR on 12/17/2025

### **THE IBR'S MEGA FIXED-BRIDGE PLAN IS A MEGA MISTAKE!**

***The IBR is planning to dismantle the historic I-5 Interstate Bridge and replace it with a mega bridge that'll require paving 16-traffic lanes across valuable retail space on historic Hayden Island. Instead of mega bridge, the Immersed Tube Tunnel (ITT) option would allow saving and repurposing the Interstate Bridge, while eliminating the need for constructing a 16-traffic lane scar across historic Hayden Island!***

***Interstate bridge History: <https://www.hayden-island.com/stop1/>***

***Jantzen Beach Center History: <https://www.hayden-island.com/stop4/>***

We have 3800+ residents on our Island and many came here to retire. Our residents are alarmed at both IBR "monster" mega fixed-bridge designs, that will dismantle the iconic Interstate Bridge and leave an ugly scar of 16-lanes of pavement, steel, and concrete super structure across our retail district on historic Hayden Island! A mega bridge will impose burdensome daily tolls on all of our residents, and businesses on our island. Especially impacted by the tolls will be the 600+ residents of Hayden Island's manufactured home community. Worse yet, such a mega bridge will do little to ease traffic congestion. Such a plan for a \$7-12 billion mega fixed toll bridge is a terribly destructive idea!

Many of us also understand that the maximum clearance under this mega bridge will only be 115 ft above the Columbia River. That's a full 62-feet less clearance than the current drawbridge provides which will restrict some commercial shipping vessels from serving central Oregon & Washington...also a terrible idea!

Given that the area under the current Interstate Bridge is in the [Cascadia Seduction Zone](#) and subject to soil liquefaction in the event of a large earthquake, and given the dangers to our [Critical Infrastructure Hub \(CEI HUB\)](#) due to a major earthquake are well known, why then was the IBR so quick to dismiss the Immerse Tube Tunnel (ITT) option by calling it a "Myth," when an Immersed Tube Tunnel is far more resilient to earthquakes than a mega bridge? At half the expense and less than half the time to build, an Immersed Tube Tunnel will be far less expensive and far more resilient than a mega bridge to major earthquakes!

Why is an Immersed Tube Tunnel less expensive? An ITT doesn't involve huge expensive boring machines. Instead, it's constructed on land much like a concrete tilt-up warehouse, then simply lowered and covered in a trench that's dredged in the riverbed. While being far more resilient & resistant to earthquakes than a mega bridge, an ITT can support everything a mega bridge can, including light rail, bike & pedestrian paths, bus lanes, etc.

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It appears to many of us that "the fix was in" in favor of a mega bridge from the beginning, most probably because key IBR decision makers allowed themselves to be surrounded by individuals & staff with ties to bridge building companies eager to cash in on a multi-billion project. Also, there's no indication that anyone on the IBR staff had sufficient tunnel experience to adequately evaluate the true potential of an Immersed Tube Tunnel. Even the IBR briefings in which they voiced opposition to the ITT, conflict with the IBR's own Tunnel Concept Assessment Rev 2, Pg 18, Para 3.4, certified by WA Professional Engineer Robert Turton. That assessment states "The ITT would be connected to the above-ground roadway network [i.e. I-5 & SR-14] via cut-and-cover and retained cut connections at either end." At best, the IBR's decision-making process was flawed. At worst, the IBR's decision-making process was corrupt.

**THE JOINT OREGON-WASHINGTON LEGISLATIVE ACTION COMMITTEE WAS TASKED  
TO SAFEGUARD THE PUBLIC INTEREST AND PUBLIC MONEY,  
.... NOT TO ACQUIESCE TO FLAWED IBR DECISIONS!**

An independent commission is needed immediately to review fully the ITT option and the feasibility of saving & repurposing the historic Interstate Bridge. An Immersed Tube Tunnel will save billions of taxpayer dollars while protecting & preserving both the iconic Interstate Bridge and livability on famed Hayden Island. An ITT would cost far less, be completed in far less time, and would be far more earthquake resistant than a mega bridge. Potentially, an Immersed Tube Tunnel may also eliminate the need for costly tolls for residents & businesses in both states. A full re-evaluation of both options is needed to insure adequate protection of both the public interest, and the best use of billions of public money.

Protecting the unique & historic nature of both the Interstate Bridge and Hayden Island, should be the highest priority of the Joint Oregon-Washington Legislative Action Committee.

Respectfully,

A handwritten signature in black ink, appearing to read "Gary Clark". The signature is fluid and cursive, with the first name "Gary" and last name "Clark" clearly distinguishable.

Gary Clark, Chair  
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