

Submitter: Janet Roxburgh  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB2098

Dear Co-Chairs McLain and Frederick, Co-Vice-Chairs Boshart Davis and Boquist, and committee members, my name is Janet Roxburgh, and I live on Hayden Island. I support replacing the I-5 bridge providing the final design can be independently proven to be the improvement in seismic stability that is being claimed, and that it honors the vertical height requirements (178 feet), of the U.S. Coast Guard. However, I STRONGLY OPPOSE HB 2098 -2 and -4 because this legislation as currently written would jeopardize a right-sized bridge replacement. I am very concerned that any replacement of the I-5 bridge is NO larger footprint than what is there already. There are some facts that many people unfamiliar with Hayden Island are probably unaware of.

.The I-5 bridge goes right over the top and through the center of, the Hayden Island community which consists of more than 3,000 full-time residents who live in a variety of accommodations that include apartments, condos, floating homes, very large manufactured homes, and RV park. There are many small businesses and a sizable shopping center with a Home Depot and Target store. Being an island, we are protective of our limited land resource. A WIDER bridge would displace more of these island residents and businesses! We are poised to be collateral damage to a widened freeway project as has happened to too many other communities so people can travel from one place to another a little faster.

.Air and noise pollution for islanders from the I-5 bridge can be considerable at times. I have stood on the I-5 bridge and noted much of this is from so many trucks. Residents are most directly impacted by this and there are health and livability concerns. About two years ago, I attended a public meeting on transportation and the trucking industry. A number of truckers said they would be happy with a tunnel between Portland and Vancouver. They shared that their trucks suffer if a bridge is steep especially when heavily loaded. They use more fuel, cause more pollution, and slow down which impacts delivery schedules. Bad or icy conditions are also a concern. They said an alternative route that wasn't too far from the existing bridge would be good and could be more direct for them. For safety reasons, they liked the idea of being able to be much further away from a lot of other traffic.

One of the problems that ODOT and IBRP are facing is that one replacement bridge is not going to work well for everyone. IBRP themselves publicly stated repeatedly that "We know that you can't please everyone!" Maybe the direction things are currently going in simply isn't the right answer. There are so many important elements on the table. Hayden Island Neighborhood Network (HINooN) has

suggested a modest-sized replacement bridge no wider than the existing bridge be built, and that a second bridge or tunnel across the river that it does not impose on Hayden Island limited land resource be built FIRST. This would help ensure that there are always two bridges available to all travelers across the river regardless of the disruptions, detours, closures, etc., expected during the IBRP's estimated replacement bridge time of 8 to 10 years.

Two well-planned and designed modest bridges (or bridge and tunnel) may turn out to be more financially responsible, and a better climate-friendly solution due to increased efficiency of traffic movement, than one over-priced I-5 bridge that negatively impacts both Hayden Island and probably visually, Vancouver. It seems worth having a completely independent authority fully look into this. Even some simple tabletop exercises could prove the wisdom of having another crossing across the Columbia River. In comparison, the Willamette River has many bridges.

Maybe we can't please everyone, but maybe we can have a much higher rate of public approval than currently exists.

Thank you, Co-Chairs McLain and Frederick, Co-Vice-Chairs Boshart Davis and Boquist, and committee members, for your t