

November 13, 2024

Hello IBR Committee,

I am writing as a resident of the Kenton Neighborhood and a person with a long involvement in transportation issues. My experience includes working on the planning teams for Interstate Max and the FX2-Division high-capacity bus service. There are multiple concerns about the current Interstate Bridge Replacement Program proposal, but they can be summarized by stating that this project would be much more appropriate if it were simply a bridge replacement with transit and active transportation connections, rather than a five mile freeway expansion.

- The modeling used by the IBR does not meet national quality standards. An independent analysis of IBR traffic modeling by Norman Marshall, president of Smart Mobility, a nationally recognized consultant in the field finds significant discrepancies in the predicted traffic flow, the analysis of the bottle neck sites and tolling as a traffic management tool.
- As a resident of North Portland adjacent to the Interstate, this proposal that includes the addition of multiple traffic lanes, the health impacts are a serious concern. Our neighborhood has historically been suffered from a lack of equity in the placement of infrastructure projects. If this proposal is built, we will be disproportionately suffering from noise, air quality and the climate impacts. Has the Health Analysis been published?

Our community would benefit if the following recommendations were included:

1. The Light Rail configuration is sufficient for opening day of the bridge, but should be designed to accommodate the volume and frequency of service that will be required for the future
2. The multi-use path must be positioned adjacent to the transit way to allow seamless transfers between modes and to make the transit elevators available to pedestrian and bike path users.
3. Active transportation connections must be extended deeper into the community on both sides of the river, at least as far as Evergreen in downtown Vancouver and connecting to the popular Vancouver/Williams corridor in Portland.

In conclusion this project would be much more appropriate if it were simply a bridge replacement with transit and active transportation connections, rather than a five mile freeway expansion.

Sincerely,



Linda M Wysong
7616 N Denver Ave
Portland, OR 97217