



Summary of Public Meetings

Portland and Vancouver Lunch Presentation/Discussion February 6th & 7th, 2001

The first round of public outreach for the I-5 Transportation and Trade Partnership project was held February 6th –8th, 2001. The purpose of these meetings was to give the public a chance to learn about the I-5 Partnership process and the I-5 corridor, and to discuss their ideas and concerns about the corridor.

A series of four meetings was held. Two meetings were an open house format and two meetings were a presentation/discussion style. This document summarizes the feedback from the presentation/discussion meetings. The feedback from the open houses is presented in another document. This summary is organized as follows:

Presentation/Discussion, February 7, 2001 Water Resources Education Center, Vancouver

- Summary of Responses:
 - How important is the corridor?
 - How big is the problem?
- Other comments on the nature of the problem
- Potential solutions or actions you want to make sure we consider
- Concerns about potential impacts?
- Funding options we should consider
- What additional information do you need?
- Open house evaluation

Presentation/Discussion, February 7, 2001, North Portland Library, Portland Same as above

Presentation/Discussion – February 7, 2001 Water Resources Education Center, Vancouver

Number of response forms returned: 13

How important is the corridor?

Response	# of Responses
Extremely important	12
Very important	1
Important	
Not very important	
Not at all important	
No opinion	

How big is the problem?

Response	# of Responses
The most, or one of the most, critical transportation problems in the region.	11
Very important, needs prompt action.	1
Important, needs action.	1
Perhaps worthy of some attention, but not a priority.	
It's fine, doesn't need attention.	
No opinion	

Any further comments on the nature of the problem?

- When traveling across waters one cannot spill into a neighborhood.
- Total gridlock.
- Air quality problem and loss of jobs and businesses.
- Additional bridge will free up traffic on the I-5 bridge.
- The present status of reality is far closer to the predictions of what it will be like in the future if nothing is done. How about a separate bridge for thru traffic?
- If we don't do anything, we will quickly suffer the kind of economy-depleting congestion Seattle is experiencing.
- Decision making in past has been limited to short term. Really need to think more globally than just I-5. Changes to I-5 affect entire region.
- The key to a long-term solution is the acceptance of a truly regional planning process that gives primary consideration to inter-community transportation issues in development of guidelines for regional growth.
- Study needs to extend from I-5/Fairgrounds (Vancouver) to Wilsonville interchanges and corridor I-205 as alternative route for impacts.
- Don't get behind the problem. If you do, fixing it becomes impossible due to prohibitive expense.

What potential solutions or actions do you want to make sure we consider?

- Third bridge like previous studies to go from Ridgefield thru Beaverton to tie back to I-5 south.
- All modes of transportation: Bus rapid transit, roadway improvements, river transit and commuter rail.
- Light rail between Vancouver and Portland.
- Employers making adjustments in scheduling to alleviate the traffic surges.
- Broader planning approaches. Demand management including thru regional strategic and growth planning. Telecommuting – e.g., neighborhood telework centers. Light rail.
- Definitely need 3rd bridge.

- Further separation of: 1. local trips, 2. industrial traffic, 3. through travel
- Try to make any major I-5 bridge expansion decision by the end of 2002. If “no” is the decision, implement Delta Park area widening forthwith...and other lesser alternatives.
- Consider impacts of WA-OR taxing differences on consumer activities.
- Double deck I-5 thru Delta Park area choke points in association with new bridge construction/old bridge upgrade.

Concerns about potential impacts of these or any other options you heard mentioned tonight?

- No additional bridges.
- This proposal as shown will not work period.
- Capital costs.
- With expanded growth in Vancouver and Portland, congestion will be with us in the future.
- I’m concerned that we won’t be able to convince voters that new funding is needed.
- Investment in additional high occupancy vehicle strategies as a behavioral tool. These expansive investments continue to be underutilized.
- A 3rd bridge into Forest Park and Vancouver Lake lowlands – totally opposed to this route.
- This study is too narrow in scope (I-5 only) to provide basis for regional transportation decisions.

Any thoughts about funding options we should consider?

- We all pay taxes. This is a national problem. Oregon sales tax? (will slow traffic).
- Consider transportation modes that can be funded by the Federal Transit Administration (FTA) or by private ventures.
- Funding is a problem for any change that will take place.
- Go to the larger businesses (100 and above employees) to get \$ in proportion to %’s.
- Tolls.
- I think HOV lanes should only be in effect if extra lanes added. Don’t take current limited capacity lanes and further restrict those. Through lanes (express lanes) could be toll.
- Both states should support Delta Park bottleneck widening.
- Gas tax indexed to costs. This would tax more heavily those vehicles that place a greater burden on transportation resources, provide an incentive for conservation measures, etc.
- Toll bridges and freeways. Its not popular, but its done everywhere. One-way toll collection for round trip.

What additional information do you need?

- Honesty from ODOT.
- Specifics of what is proposed. What is actually being done and the proposed impact it will have.
- I want info on North I-5 Study and plans. 134th is a nightmare.
- Keep me plugged in – be glad to participate in a more specific way.
- Any real progress toward a decision that impacts congestion.

Any additional comments?

- Why is the planning process not thinking beyond I-5? If you take cars off I-5, where will they go?
- Think and plan creatively – not just using left brained technologies. Think more broadly – broaden the study.
- Thanks for the opportunity to hear the plan.
- Eliminate sales tax in Clark County on a one-year pilot basis.
- Third bridge. Sooner is better. Too late is criminal negligence.

Presentation/Discussion – February 8, 2001 North Portland Library, Portland

Number of response forms returned: 6

How important is the corridor?

Response	# of Responses
Extremely important	2
Very important	2
Important	1
Not very important	
Not at all important	
No opinion	

How big is the problem?

Response	# of Responses
The most, or one of the most, critical transportation problems in the region.	3
Very important, needs prompt action.	1
Important, needs action.	1
Perhaps worthy of some attention, but not a priority.	
It's fine, doesn't need attention.	
No opinion	

Any further comments on the nature of the problem?

- There will be no incentive to attract new business and economic development.
- We need a vision for 100 years, not just 20. By the time we are at 2020, the process will repeat unless we become more visionary. Recycling occurred over about 10 years in Portland – mind set change, education, implementation, etc. Are we using similar tools to re-educate or evolve commuter habits? It could have a powerful impact.
- Good to be thinking long-term. Please don't minimize the impacts on N/NE Portland. As a community people are prepared to organize and oppose options that would diminish quality of life, because any increase traffic will increase pollution and off street traffic. It adds up. Also, what about displacement and condemnation?

What potential solutions or actions do you want to make sure we consider?

- Off-peak incentives for cars and big trucks.
- Environmental impacts, local and residence impacts.
- Not just building out of the situation.

Concerns about potential impacts of these or any other options you heard mentioned tonight?

Any thoughts about funding options we should consider?

- A separate highway department, separate from ODOT to insure adequate funding on the Oregon side of the river.
- Tolls, economic development fund i.e. lottery.
- Tolls and government.
- Toll, mileage driven tax, credit for carpool or multiple passengers.

What additional information do you need?

Any additional comments?