

## June 2002 Survey Comments—Other Comments

where who how is the funding being sought

I live on North Montana Ave. right next to the freeway and two blocks from Interstate Ave. This community has already been subject to a lot of disruption and construction work recently (Sewer Light Rail I-5 improvements) and that will continue until late 2004 with Light rail. Please keep in mind the patient and hardworking people of North Portland who want to come home to functional communities and comfortable homes while all this work gets done on our doorsteps.

When they build the I-5 double deck bridge make sure they involve the Hayden Island Community and the floating home communities as far as placement of roads and light rail stations. We are also interested in having a shuttle bus for access to lightrail shopping and homes for the community.

I hope these projects will allow the integration of sustainability into the initial design the construction practices and the materials used. This would be consistent with both state's governors call for sustainable solutions. And you may be able to link with the City of Portland Sustainable Infrastructure task force that's currently considering options for them. (Don Gardner at PDOT is leading this effort.)

The railroad bridge over the Columbia MUST have the swing span replaced by a lift span like done over the Willamette. This will result in less lifts of the Interstate Bridge due to barge traffic.

The Task Force members should be congratulated for sticking with the process and their hard work.

I listed them under strengths.

this whole process seems to be designed to facilitate Vancouver's eagerness for unmitigated unplanned growth at the expense of Portland's quality of life. why should Portlanders foot the bill (environmentally and financially) for cheap living in Vancouver?

## Other Comments



<p>Not too many people know about this---publicity has been poor. Only activists seem to know about this &amp; I just happened to find out.</p>
<p>One cannot help but think the I-5 task force is going to do what they want to do but that is not stopping me from speaking up and getting involved.</p>
<p>Nope</p>
<p>Yes - this doesn't go far enough. We need more bridges. One between Troutdale and Camas connecting Marine Dr./I-84 and SR14 @Lady Island. Another bridge at Ryans Pt. connecting Andresen and N.E. 33rd Ave. As well as a west-side bypass as you suggested but discarded. And possibly and additional bridge between the two ports of Portland and Vancouver .</p>
<p>Thank you!</p>
<p>From what I see on the bridge it would be cheaper and more logical to connect the two bridges in the middle. There would be room for two more lanes.</p>
<p>Public outreach was good but not much time for public to assimilate information and provide informed feedback.</p>
<p>Support the construction of a new 10-lane bridge. The existing bridges have limitations in safety and capacity that cannot be solved.</p>
<p>As mentioned in the 'weaknesses' section please do not forget bike transportation. Portland has a great bike path network and Vancouver's is to be blunt mediocre.</p>
<p>No</p>
<p>Otherwise plan is well done!</p>
<p>No-go for it.</p>
<p>(I'd better bite my tongue...)</p>
<p>Considering the vulnerability of bridges a tunnel for light rail and autos would be an excellent solution.</p>
<p>I am totally against HOV lanes as they are counter-productive. Buses in Vancouver are impractical. Don't expect voters to support this overwhelming change when they have voted some of these items like light rail in the past.</p>

## Other Comments



Great to see the committee go to a lot of work to get public input. No matter were this goes people will not agree. I feel there needs to be more control on truck traffic to make anything work.

As a Clark County resident I applaud the efforts and appreciate the multiple changes I've had to participate in the process.

As you plan for expanded bus service for peak times in areas not reached by light rail please anticipate that the Washington State University Vancouver campus (near I-5/I-205 interchange) is growing rapidly is a commuter campus and has many night classes.

Thanks for all your work!!!!

Not that it will make any difference at this point but it remains as it was the first meeting..... NO NEVER. There are many ways to accomplish the same goals at a lesser cost.

Nope

Extensive use of pedestrian/cyclist overpasses on I-5 would help limit the impact the freeway would have on those neighborhoods. Lower speed limits for the section of I-5 from I-84 to the Columbia River will reduce the noise impacts from the freeway as noise levels increase substantially at speeds above 45.

This is a costly and ambitious undertaking that should have clearly prioritized the relative importance of each proposal if funding is not available for all.

Good Job!

I look forward to hearing and seeing more about how this project will continue to progress. Oh yes just one more question: When the construction is in progress - especially between delta park & the fremont bridge - what alternatives have been thought of for commuters who will be directly affected?

Please consider all the poorly maintained streets next to the great wall of I-5 Some have no sidewalks and the blacktop is reduced to dirt and big potholes. So does this mean that you now care about the blighted areas next to the wall Not just the African American areas but the non-minority areas where the GANGMEMBERS DRUG DEALERS PROSTITUTES conduct very lucrative businesses.

## Other Comments



Widen I-5 to 3 lanes all the way through drop the HOV lanes ( all these do is clog traffic and fund the police 'gestapo' dept) and drop the light rail idea. The light rail and the hov lanes are someone's idea that is a high priced joy ride. Come back to reality.

I am pleased that this issue is being addressed. I congratulate those involved in this planning phase. It is an important process. Keep up the good work!

Jeanne Lawson Associates has done a great job of keeping folks informed and making information accessible.

No more light rail. It screws up the bus service so that artificial increases in ridership seem to make it worthwhile.

Thank you for tackling this issue - hopefully there will be more winners than losers in the long run!

3 dedicated through lanes with one hov lane--otherwise a no build with removal of current hov lane will improve traffic flow-many jobs like mine require an employee to drive to meetings ect.. mass transit or car pooling are impractical.

The plan in my view is relatively weak and lacks focus while the finance plan needs a lot of work. Also it is not clear to me why the state would fund freight rail improvements for a private rail line but I may have missed something.

Just concern over what increased traffic on NE 12th Avenue in Vancouver is going to be how our children will be kept safe with no sidewalks and increased traffic trying to get around your construction site.

The five to ten year red tape factor seems unreasonable given the needs of the community. Perhaps a more aggressive program to involve the private sector in planning and executing each phase would help reduce the tremendous costs and expedite the completion. The (WA) SR500 overpass at Thurston Way is a good example of what can be done compared to the traditional system of DOT planning execution and total bureaucratic control.

It was evident to myself and several others at your June 3rd community meeting that your minds are set and that the input that we as voters and individuals who are going to be most effected by your plans have nothing to say or are not intelligent enough to help make your decisions.

## Other Comments



Thanks for doing all this work. I think the partnership has been trying exceptionally hard to keep the communication lines open. Best effort I've seen.

NO HOV OR LIGHTRAIL...PERIOD! Widen the freeways they have been the same width for 20yrs! Look at I-205 when that was built it was overkill but it was GREAT future planning Go ahead and waste more tax money on HOV and light rail.....I say NO HOV OR LIGHTRAIL...PERIOD!

It is important to emphasize and I think you have that the additional lanes for the Columbia River Bridge are for safety and transit not for additional capacity. Construction of i-205 and the Glenn Jackson Bridge have proven that every new lane added generates new traffic unless it is dedicated to carpools transit or is installed for safety (merging) purposes.

Of the preferred options on the table the option to add lanes and rail transit by expanding on the East side of the existing bridges has the least impact on private homes and commercial businesses and should be prioritized.

We need a way to reduce traffic jams on I-5 not more utopian ivory tower new urbanism.

Perhaps it is pie in the sky wish but ---- I would really like to see light rail extended to the I-5-134th ST/I-205 junction along with adequate car parking lot capacity.

Keep at it. I think growth in the corridor should be constrained by transportation capacity or we will be in the same situation Seattle is in very soon!

Don't waste money with light rail. Build additional road capacity to deal with traffic. Build a third bridge west of I-5.

Use highway 30's road bed to build a new freeway connected with the 405 freeway to a new bridge built between Vancouver's port area and sauvies inland

Retrofit the old I-5 Bridges and use for local traffic while building a new four to six lane supplemental bridge to handle through traffic for I-5.

Car usage s/b made to pay its own way and pay for the resultant pollution that it creates. The suggestions are just more of the same build more roads ideas which got us into our current problems.

## Other Comments



None
Why isn't there just ordinary people on this task force? Instead of all the big shots. Your going to due what you want anyway as usual against what people want. You have to have these meetings.
I find myself wondering about apartment dwellers in the area where I-5 is being widened. Are there plans made and firm to move these people to equally affordable housing or are you going to displace them and set them adrift and homeless unable to find affordable apartments in a district of skyrocketing rent and gentrification? It seems Portland doesn't care about renters that are displaced. Homeowners are at least bought out. Renters on limited income must often move into housing they can't afford or cannot find any they can afford and have to come up with first month's rent last months rent and a deposit. Have you even spared a thought for these people?
Information is presented well.
4-lanes on I-5
I'd like to see a plan to extend light rail all the way up I-5 to 134th in Vancouver. Have you looked at the growth in this area just over the last year? Right now about 400 new homes are going in on 149th street alone. Most of the demographics for this are shows two-income families and often they commute to Oregon for work. Even if it's a phase III on the plan light rail should have a extension to this growing part of Clark county.
I did the original survey and the options. Thought the survey tool and references were excellent. Seems as though the final product is too high level to be useful to the layperson. But all in all a commendable process for the truly engaged.
Commuter rail is overly costly and impractical in this corridor. This option should be dropped from further consideration.
Get the politicians out of transportation and let the WDOT engineers do what we hired them to do which is take care of the road system. I get tire of the elected patting themselves on the back. BS BS BS

## Other Comments



Why did you have an orientation start at 7:30pm in Vancouver 6-10-02...that before the presentation ended all the presentors had packed up and left? I was very disappointed that after my orientation I wasn't able to speak to the experts regarding the questions that were raised during the orientation!! They had all packed up...all the signage everything! This is a complicated process as you already know...the extra patience would have been appreciated.

The Next Steps/ Implementation section states that construction of improvements would occur after 2010. I believe that we need to allow for some improvements to develop at a faster pace such as construction of the light rail loop through Vancouver.

i am willing to participate in a committee relating to rail in the corridor.

I commute from Vancouver to Beaverton each day. My work is such that I do not leave each day at a set time. I've tried to find a way to car pool even three days a week leaving two days I could work the extended hours that are sometimes required - unsuccessful. With regard to an HOV lane southbound in Vancouver in the mornings I think those people who are able to find ride partners have already found them as a result of the northbound HOV lane in the afternoons. I don't believe a southbound HOV lane will accomplish more car pooling just additional stress and frustration on people starting their day. The only mass transit that would work for me would be an express train or maybe bus from Vancouver to Beaverton. As a Washington resident working in Oregon I pay Oregon income taxes. I would like to see part of the tax dollars that Washington residents pay to Oregon be used to improve my commute - not make it worse.

Recommend an accelerated EIS process which could result in Bridge Influence construction 3 to 4 years earlier than in this plan. Recommend financing through a bridge toll. Significant land use issues along light rail line in Vancouver/Clark County may require some changes.

Re I-5 Recommendations: a new supplemental bridge would be a disaster. The present bridges are too narrow too slow to lift too costly to paint and UGLY. We have to opportunity to make the right fix. DO IT.

Anxiously awaiting Next Steps regarding construction planning for Delta Pk Lombard Columbia Blvd. ramps.

If you want this system in the state of Oregon that's great just keep it over there and eave the state of Washington alone

## Other Comments



<p>Use the existing rail roads for light rail needs they don't get used that much.</p>
<p>If the riders if any want to pay out of their pockets for the system then it should be built at their expense and no tax money should be used for anything involved with it in any way!!!!</p>
<p>I support the revised northwest passage plan - by Plinio Crow - Please do not waste taxpayer money on a plan to rip out the stores and commerce on Hayden Island.</p>
<p>Would like new I-5 and Columbia River Railroad bridge. High enough to clear river traffic if possible. May need to replace Pearson Airport.</p>
<p>Replace the swing span on the railroad bridge, so the tow boat can use the high span of the existing bridge. Make the rail improvements for freight rail.</p>
<p>Favor more light rail and adding more lanes (Delta Park for a start).</p>
<p>the plan should be for a more regional system not just north portland and yes I know that you are funded to do just one small area at a time. I-5 corridor bypass THIRD BRIDGE 179 ST TO PORT OF PORTLAND AND ON SOUTH TO HILLSBORO AND WILSONVILLE you are not just planning for 10 to 17 years short sighted, this much time and funding needs to go for 25 to 55 years or more!!!!wash</p>
<p>None.</p>
<p>Overall pleased with the bi-state coordination of the public outreach on this project. A significant step forward in cooperative planning.</p>
<p>Take light rail to 134th before going across 4th Plain or Hwy 500. Look at the future demographics and CREDC "Discovery Corridor."</p>
<p>Since this is "Final Recommendations," does feedback have any influence at this point? And how important is it for people to rate the key elements as "acceptable/unacceptable"? I was interested in the concepts presented in "Revised Northwest Passage". Are there discarded studies align the same lines? If not, why have there not been similar models? Will someone contact me with a reply?</p>
<p>Continue the dialogue. Include/increase outreach to minority communities (I did not see more than myself and three other people visibly a member of a minority group). Keep people informed and let us know a timeline as soon as possible.</p>

## Other Comments



<p>Believe most alternatives have been presented. Good job.</p>
<p>How long will this take? And where does it go from here? And will we hear about it in a timely manner?</p>
<p>I really like what I have seen with the "Revised NW Passage over Col.Riv. C Jobs" This may be a better way to go.</p>
<p>We need another arterial right-a-way like the West Side Arterial.</p>
<p>Light rail is not a flexible as bus traffic. Its only advantage is that the cars do not rock from side to side at each intersection. Busses are the way to go; especially fuel/electric ones. Buses should come close enough together that one can see the next one coming as one boards the one in front of you. It is easy to see the tourists new in town running to catch the cable cars in San Francisco before they come to realize they do not need to; that there is another one coming in the next block. After all how long would you wait for an elevator - 40 minutes as we do for a bus? Buses should be small and frequent with articulated "trailers" that could be attached at the end of the line for the rush hour runs. SUBJECT NUMBER TWO: I think the proposal being pushed by Saron Nasser is very good, perhaps excellent. It should go to the head of the list following my proposal for using lights to separate I-5 traffic on the bridges to give 4 lanes during peak load conditions. The proposal of Mr. Plain Francisc</p>
<p>Two new bridges, one from the Port of Vancouver along side the SPNS railway bridge to north Portland Columbia Blvd. The second bridge should go from 192nd Ave. to Troutdale or Gresham, which ever is the most appropriate spot. They are already developing interchanges at 192nd and Highway 14 and it would be a good time to prepare for a bridge at that area.</p>
<p>This facility for community meetings is awful. Noise, difficult to listen to presentations.</p>
<p>Light rail costs too much, will never have enough ridership to make it profitable, takes a bloated and costly bureaucracy to maintain it, and is a possible risk of people control and a threat to liberty.</p>
<p>Be sure to seek as much Federal funding as possible since much of the traffic will be both interstate and international.</p>
<p>The package information are very well put together. All your recommendations are very nice.</p>

## Other Comments



Will bike community be considered?
Why would you destroy the largest floating home community in the state and why has no consideration been given to change the alignment to the east of the existing I-5 rather than west? Why? Sound walls need to be added to the freeway that crosses the North Portland Harbor to help protect the residential community from the increased volume of traffic!
I prefer Concept #7 river crossing with 8 lanes of freeway and 2 arterial lanes with LRT.
Typo - A1.3(b) Key findings - billion not million. Consider adding "downtown" to "entire freeway loop around (insert word downtown) Portland" on Pg 15 III A1(f) - Pg 16 A2.1(f). Pg 18 - Typo A2.2© - "fourth" not "forth" lane.
Not sold on distribution of bridge traffic 30-70 etc. at Columbia Corridor? Support multimodal transportation system by routes. Support neighborhood livability. Support Environmental Justice and turning "not in my back yard" NIMBY to "multi-community budget" and "don't" take funding from our project.
Revisit arterial bridge.
Do you have \$ for this? Good work on outreach!! You guys were serious about outreach!!
Have you considered reversible lane in the area between Delta Park and Vancouver or more specifically - over the Columbia?
Excellent work!
Revised Northwest passage (I like)
I support get the trucks off I-5. "Revised" NW Passage.
NW corridor sounds excellent for tunnel route. A very much needed solution for St. Johns truck traffic problem. Charts and other information was very well thought out and most informative and the staff was very helpful in answering questions and giving additional information.

## Other Comments



Thank you for involving the community. I feel you have responded to many of the most important community feelings. None of us always have our own way and no one knows it all. But together we created a better model than would have otherwise happened. Now how about the West Arterial Road/Bridge?