

## June 2002 Survey Comments—Strengths

I-5 needs to be upgraded first
Polling citizens for recommendations - Please use the recommendations
Pro-active comprehensive and well thought out.
Management of transit and limited freeway growth
They have a Bi-state partnership which realizes that this is a regional problem and they are working together on it.
Seems to do what people want and what the system needs
Widening I-5 is good. An improvement over existing arrangement.
I am all in favor of a phased approach but most interested in a long term plan that begins work immediately. There is much to do.
I think the emphasis on transit is healthy I only hope it's timely enough.
Since nothing came up on the at a glance page I guess I totally disagree with everything there. My suggestion now as it was in the beginning is: If the people that live in Washington and work in Oregon don't like the traffic problems on the I-5 corridor let them get jobs in Washington or move back to Oregon.
No 4th lane!!
Improving traffic flow in some areas but need express lanes in lieu of HOV lanes. Driving I-5 from downtown to Hayden Island every day the HOV lanes just don't carry enough traffic to make a difference. If the HOV lane was an express lane to Vancouver traffic flow would be tremendously improved.
No one has been able to explain to me why the light rail loop goes across highway 500. The growth to the north especially with the new CREDC Discovery Corridor compels one to look at the loop going up to 134th and not highway 500. Let's not build today for yesterday's needs! Sorry - this should have been under Weaknesses
The widening of the I-5 by Delta Park is a big positive. The addition of another bridge is also a big need.

## Strengths



Addressing future growth potentials
There seems to be a strong effort to provide integrated long term solutions.
These recommendations do seem to be taking into consideration the immediate region including those who live/work around the corridor and the environment.
Your strengths seem to be in your understanding of the total rail picture ;freight passenger and lite rail. You've obviously done your home-work or you had alot of help from the rail-roads themselves. This is very encouraging.
The recommendations appear to be thoroughly researched and thought out. Good job!
Balance of Washington and Oregon needs and issues. - Balance of mobility for freight impacts on community and support of alternate modes
Additional bridge capacity. Support for high-speed intercity rail. Widening of I-5 thru Delta Park long overdue. Accommodation of light rail to Vancouver.
Focus on improvement of truck and rail transportation. Eliminates i-5 bottlenecks within the defined area. Provides some consideration for bi-state land use management/coordination. Recommendation for demand-scheduled bus service.
no comments at this time
Having lots of input.
The emphasis placed on need for rail capacity
I think you listened to input from those of us who use this system everyday with regards to adding the third lanes. This is a positive move although I think the HOV concept is a waste of resources and is forced on the commuter whether they like it or not. Can't understand how you can warrant traffic to sit and idle when there is a lane sitting there used by about 5% of the commuters. Waste of resources to have cars idling which is a very polluting issue.
Widening of the Delta Park to Lombard bottleneck. Secondary bridge crossing.
1. Recognizes the need for increased capacity through mass transit busses carpool etc. 2. A good pre-emptive strike against eventual transit meltdown. 3. Good communications between commity and community!

## Strengths



Great ideas - all of them.
It will be a better and quicker transportation system for the community plus add elegance to the community
Increasing availability and access to Light Rail for the region will benefit a significantly larger amount of people (than the current transit system) as the population density of downtown Portland and downtown Vancouver increases.
Great outreach and community involvement. Covers multiple options to address the issue on various levels
At least you're thinking about additional rail capacity. And hopefully not just giving lip service to environmental justice.
Set up a bus system
I think that it will be awesome for anyone who travels in these specific areas but what about all of the buses? Will they lose their funding and fall through? Buses go way more places than this track will. I still think its a great idea though...write back at rotykorn@hotmail.com. Please answer my questions...thanks! Toni Mann
Widening I-5 will definitely alleviate the commute. However making inbound HOV lanes is not a viable answer. Very few people want light rail in Vancouver.
Good consideration of needs of the community near the I-5 corridor.
Well thought out.
Bringing light rail back to the public and going for a loop to include east county
I fully support the increased transit service proposed for the Vancouver/Portland area. I think both cities will benefit greatly from the proposed lightrail loop. I also fully support having HOV lanes that begin in down town Portland and extend through Vancouver.
The Vancouver light rail loop recommendations are excellent and could provide considerable relief of Freeway traffic. Even though it would require a HUGE public relations effort to obtain good utilization from Clark County residents it is very much the best way to go in my opinion.
Important to integrate across state lines.
Good focus on alternatives while correcting conventional travel (motor vehicles) system faults!

## Strengths



Recognition of need to address both commuter and freight needs in a balanced manner.
The fact that the solution isn't one particular thing. It's the combination of several improvements that makes a good end result.
NONE
leave existing lanes alone if they want to drive across the bridge let them pay per car or give them more bus options
Your layout of routes for light rail seems reasonable but would be more helpful with the location of stations specified instead of guessed at since obviously just a park and ride stop won't do it. I believe you have considered all the factors necessary. In fact I wonder if you have given too much consideration to the goal of condemning the least property and minimizing neighborhood impacts. If growth is significantly more than estimated this project will be back on the drawing board again at much higher property cost.
Additional rail capacity. Three lanes in each direction. Coordinated land use planning in both states.
Much needed light rail in Clark County Before we face Seattle's gridlock.
1. addressing the long overdue needs in the I-5 corridor between Delta Park & the Fremont Bridge! 2. acknowledging the possibility of another bridge between Portland & Vancouver. 3. a sense of cooperative & team building working relationship between representatives from OR & WA on this monumental project. 4. acknowledging and providing opportunity for the general public to review progress attend open forums and provide feedback on the project.
Excellent overall plan. The outward appearance of caring about the impacted residence directly in the path of I-5 widening. Study appears to be of great depth in most ways
It seems to be a good start to the problems with the movement of people along the Vancouver and Portland corridors. It expands the 3 lanes each way from I-205 through Portland and adds rail from Vancouver which has been needed for a long time.
These recommendations are going to give us what Portland now has an excuse to fine drivers in the HOV lanes. There are no strengths to this plan. Simply widen I5 bridge to more lanes in each direction or create a third bridge. Increase I5 to 3 lanes all the way through past 134th St and there will be no problems. The light rail project is a nice alternative to those less fortunate individuals but will make no difference to the standard working person. DROP THE LIGHT RIAL IDEA!!!!
Increased capacity has been needed for the last five years. Alot of thought and hard work has been achieved to get to where we are.

## Strengths



Implementing a Light Rail system in Vancouver is the next step that considering the growth of Vancouver will benefit Portland and Vancouver immensely in the long run. Also widening the I5 bridge is way overdue. The traffic there gets exceptionally bad and as time progresses and more people move here its only going to get worse.

I think it is essential for both states to work together on the issue of I-5 capacity. I-5 is the critical link in our region. I believe this plan is a step in the right direction in addressing the needs and issues concerning I-5 capacity. Expanding the bridge capacity will remove a major bottleneck in the region.

emphasis on light rail a plus and should be strenuously pursued.

I definitely think adding a third span between Oregon and Washington is a good prospect but how this will be funded is the question that I'm not sure taxpayers will be able to agree upon. Something has to happen though.

1. Bridge crossing appears viable. 2. Outreach efforts to keep public informed have been excellent.

Does include light rail and other non-automobile transportation options

First things first that is construct the long overdue third lane through Delta Park on I-5 South. Increased usage of heavy rail is recognized as necessary tool for freight and people.

Transit element - expansion into Clark County. Would eventually like to see terminal access as far north as La Center or at least Ridgefield.

coordinating rail and vehicle traffic

coordination between Washington and Oregon

The recommendations are all encompassing. That is they have selected the addition of lanes interchange work light rail and a replacement bridge.

Increasing traffic flow is a must and so whatever must be done to that end we support it full hearted.

Partnership commitment and full disclosure at every step are absolutely essential as they will be the sources of strength means to deal with the complexities and reason for optimism.

## Strengths



Need to get the freight mobility parts of the plan in place.
Defines current and future needs in fairly clear terms; schematics of options are presented well;
None
Addresses most of the issues. Good compromises overall
YOUR QUESTIONNAIRE IS BAD! These questions are skewed so we have to support HOV and light rail....I don't! I am 35yr old travel to Portland daily I am in the media business and I'm really disappointed in how this whole thing has been handled!
emphasis on transit improvements especially light rail along with carpool priorities for 3rd I-5 lanes establishes the priority of transit for the overall solution and this is essential to the success and acceptance of the overall plan.
Or & Wa cooperation is critical to solving the problem. Those portions of the plan that eliminate the bottle necks from 2 lane sections are the most effective portions of the plan.
Widening I-5. 3 lanes in each direction is good. 4 lanes in each direction is better.
I like the public input you are seeking.
Bi-State partnership and planning efforts great. The first real concrete actionable effort that can be realistically spoken to. Has potential to have positive impact on transportation issues in the long term.
Needs to be done.
Deal with vehicle and freight traffic by building additional lane capacity. Widening the I-5 bridge
Having Wider freeways 3lanes. New bridges and the two states working together
Historical value of the I-5 Bridge over the Columbia River taken into account.
we should start right away. By the time you get started these recommendations will be obsolete. we will need twice as much lanes etc. start now
An attempt at rail.
Rail recommendation is great. Needed
Provides for light rail and increases in auto traffic.

## Strengths



Range of alternatives and analytical techniques
I agree with most all of the recommendations of the task force with the exception of using HOV lanes in the I-5 corridor.
Seems comprehensive recognizes variety of constituents.
Washington and Oregon need to work together to find financial solutions to provide sufficient funding for improvements in this corridor.
Correcting the existing problems like Delta Park which Ore DOT has its head buried in the Delta sand for 15 years. I-5 bridge new one yes
Provide peak-hour premium express bus service in the I-5 and I-205 Corridors to markets not well served---Great idea...expand the vanpool program!! Nearly door to door service! Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period in the peak direction---if it will help fine. Paint expensive but not nearly as much as a LTR engine rebuild!! The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard and 99th St. to I-205 in Vancouver---Why hasn't this already been completed? Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent efficient intercity passenger rail service---that's our life blood and that of eastern WA...we have to be able to move our grain!
Transit: A light rail link between Vancouver and Portland would be a wonderful way to link the two communities not only for commuters but socially. Interstate 5: The I-5 bridge is a point of constantly growing congestion. It is important to address this bottle-neck without jeopardizing the economic and historic vitality of downtown Vancouver / Officer's Row as well as Jantzen Beach. Additional Rail Capacity: As Vancouver grows in population it's role in state politics increases. The increasing number of meetings between Vancouver and the Puget Sound area supports development of a strong High Speed Rail link. Land Use: The designations on paper today are the impacts of tomorrow. I support development of a multi-jurisdictional approach that takes into account the transit needs. Transportation Demand and System Management: I'm not familiar with this section but I do believe that a mechanism should be developed and implemented that determines the changing impacts on the regional transportation
commuter issues addressed with widening and express bus services.
working together with Oregon and Washington is a strength.
Well rounded and well balanced between different transportation modes.
Transit plans are good

## Strengths



Remove light rail from the recommendation. It WILL NOT relieve traffic congestion. It is too costly to build and maintain. We must concentrate on additional interstate capacity which will benefit freight as well as commuter concerns. We also need to put our efforts in to developing another corridor across the Columbia River. There simply isn't nor will there be in the foreseeable future enough tax revenue to do the highway improvements AND light rail. One must go the logical choice is light rail. Eliminate it.

Well thought out.

Addresses need for additional capacity along I-5 corridor. Deals with current Delta Park bottleneck-3 to 2 lanes. Provides for alternative modes of transportation (car bus light rail bike). Comprehensive approach to dealing with corridor issues. Plenty of opportunities for public participation and input.

Overall the Task Force plan appears well thought out regarding all facets of I-5...3 lanes LRT loop mass transit and TDM/TSM

Has none

The vital part is the public transportation especially the light rail which is the only way to reduce gridlock. More use of the railroad lines is necessary too.

we need max rails on I-205

Tax payers will pay out of their pockets for this and therefore it should not be done!!!!

The use of existing resources

Improving the South I-5 strip between Delta Park and (3 lanes needed) should have been done with the last road build up.

I like the idea of the reversible lane like Seattle has. Might as well do it right the first time instead of spending more money fixing it later.

you have done something, this is good. It took too long, this is bad. I prefer a five lane double deck Bridge. This is needed now .

Obviously going to be a big help relieving traffic congestion 1-5/205 corridor.

## Strengths



The recommendations are addressing multi-modal transportation options and not providing excess freeway capacity that will encourage detrimental residential sprawl. I am pleased to see that there is an effort in place to address land use regionally rather than each state/county working completely independently. A key to the resolving this problem is to reduce the percentage of Clark County residents that have to commute to Oregon for employment. The TDM/TSM recommendations are right on. Let's put some of the dollars into helping commuters find and use alternatives.

you are thinking about the problem and trying to work it out

The best things are way they explained the situation so that the normal, average person would be able to understand if interested.

It is good to see that there is a focus for the portland and vancouver transportation programs are working together and looking into the future. If I was to pick things first Lite rail get my vote.

Good transit and light rail provisions. Don't trust necessarily that you will stick with them.

The task force was based on the idea that the transportation problems involve the entire region.

Good variety of transportation improvement options included. Light rail and commuter rail need to play a significant role in reducing demand on the I-5 corridor. Likewise, there needs to be significant emphasis on land use development coordination as well as development of jobs in Clark County as a means of reducing demands on the use of the I-5 corridor.

Emphasizes alternatives to auto transport as the necessary long-term solution.

Overall, efforts seem to handle most of the foreseeable problems. Lots more appears to be needed to handle freight in and out.

I-5 recommendations appropriate. Increase in bus transit appropriate and good. Number of on ramps added appropriate. Proposed auxiliary/merging lanes are good. I wish there was a way to remove a general purpose lane on I-5 south, but understood this is not an option. The rail yard improvements are important and should be done very, very soon.

Like focusing on expanding existing rather than 3rd bridge concept.

Looked at how people use the roads and where they start and where they go. And the times of day they go to these places. I like light rail if we have the support buses in vancouver. I feel that light rail needs to stop at Jantzen Beach.

I don't have time for this if I'm expected to turn this sheet in today. Sorry.

## Strengths



Dots the "I's" and crosses the "T's" with political and public requirements.
It was a nice detailed presentation of what was shown ,with pictures and posters
Recognizes that there is a problem.
There are no strengths. Two new bridges are preferable.
Express bus with 4 lanes. Artilerary [sic] bridge.
Recognizes future growth needs. Utilizes involvement of both states. Use existing infrastructure.
Uses several means of transportation.
None.
Comprehensive approach, emphasizing building transit ridership, arterial lanes for local traffic, land use management, and TDM.
More highway capacity. Plan for a new bridge.
Definite keep 8-lane and joint LRT/2 lane arterial in. Would have liked to see West Arterial judged in addition to I-5 project.
Improves I-5 bottleneck at H.I. Bridge but need to work on I-5/Freemont Bridge/I-84. Need to sell Vera et al on "crawl before you walk". Forget about moving I-5 from the waterfront and work on east side corridor off of Marquim and Ross Island/Eastside tie to I-84 somewhere between Lloyd Center and Providence Hospital.
I'm very impressed by and appreciate the work tons in prep for the public involvement process. Well done.
Light rail and land use agreement. I feel the whole project has been well-organized, with the broader perspective. Good Job! I like the new; 10 lane bridge with separate light rail and ped bridge. Remove old, substandard, bridges over Columbia.
Pretty good balance of roads vs transit though I come down on the side of more transit. Roads will just fill up.
Addresses all potential solutions for moving people and goods. Some of the ideas are very innovative and well thought out. The rest are real needed improvements that the area has needed for a long time and should be pursued.

## Strengths



I like light rail loop-sooner the better. We need off-ramp to mall that does not impede freeway. We need more bridges off river. We need new truck route from St. Johns area to West Vancouver--the NW Passage way info is good as well as he plan developed by Sharon Nasset. Environmental Justice--The faster traffic moves the fewer pollution. I like three full lanes, but when I go to the mall want to use freeway. I do not want everyone traveling my street when freeway moves more cars faster.

