

Design Review Comments

July 10, 2001, Kaiser Town Hall – Portland, OR

Comment about: Columbia Blvd. Interchange

- ◆ I am a resident of the Kenton neighborhood. A chronic problem has been and continues to be truck traffic at the Denver, Argyle and Interstate intersections. Truck traffic from Columbia Blvd uses this intersection to access I-5 north and enter the community from I-5 going South (from Vancouver). An interim (and possibly final solution) could be the utilization of MLK from Columbia Blvd. To Marine Drive interchange (possibly also using Vancouver). The solution could be quite cost effective.
- ◆ Further explore utilization of MLK and Denver (N. of Columbia) rather than “splitting” ramps on either side of I-5 at Columbia.
- ◆ Look at providing northbound on/off access to I-5 via Denver ramps at Columbia Blvd
- ◆ Avoid fording a “weave” at exit 307. Slow merging crossing hi-speed exiting is a bad mix. Utilizing the existing ramp that merges with Denver Avenue traffic would be better.
- ◆ If northbound Columbia Blvd. Traffic has to stop and merge with Delta Park traffic, that intersection will become very congested.
- ◆ Talk to Tom Moyer about redevelopment plans.
- ◆ Would support longer ramps for existing Columbia Blvd. On/of ramps – also flyover to I-5 using underutilized existing ramps.
- ◆ Look at other options too – direct Denver to Columbia Blvd. Connection and/or improve MLK – Columbia Blvd. Intersection +/- improve MLK – North Vancouver intersection.
- ◆ Give trucks ramp meter bypass to encourage use of this intersection.
- ◆ The Columbia Blvd. southbound approach ramp should be redesigned to better accommodate truck movement. At the public meeting, a concern was raised that trucks regularly drive through the Kenton neighborhood to use the Lombard St. access rather than negotiate the ramp at Columbia Blvd.
- ◆ The design team should examine the concept raised at the public meeting for northbound access from Columbia Blvd. Due to existing geometric constraints, trucks do not turn north on Denver Ave. from Columbia Blvd. westbound. Rather, they make a series of turns through the Kenton neighborhood to approach Denver Ave. from Columbia Blvd. eastbound. In addition, redevelopment at Portland Meadows (expected to begin in 6 months) will generate a significant increase in traffic accessing I-5 at Victory. Rather than bring all northbound approach traffic from Columbia and Victory through a single Victory intersection via a joint ramp, the design team should evaluate improvements at the existing Columbia/Denver intersection to facilitate EB to NB truck movement.

Comment about: Marine Drive Interchange

- Super-tweaking gets too complicated. They make a second bridge carrying through traffic much more attractive.
- Need to improve MLK to I-5 connection (direct flyover?) since there is capacity on MLK to south.
- ◆ Consider splitting Marine Drive to MLK queues
- ◆ The design is a start but is not quite the right solution. The convenience of on and off to I-5 is very important to Jansen Beach Hayden Island. It appears that another bridge with mixed-use design is the best option.

Comment about: Delta Park to Lombard (3rd Lane)

- ◆ Support third lane with long southbound on-ramp at Columbia Blvd but make every effort to minimize taking of significant property. Need truck data info at this ramp to determine impact on merging with 3 through lanes.
- ◆ More capacity is not the answer – any increases in efficiency or capacity must account for induced travel demand.
- ◆ To add sound barriers to either side of the slough bridge connecting Hayden Island from the Oregon mainland. The volume of traffic along I-5 has increased tremendously! And the impact of higher volume of noise from the traffic to residents in the area is horrible!

General Comments:

- Include parking costs in evaluation.
- Add TDM workshops to schedule.
- Add evaluate workshops to schedule.
- See www.vtpi.org.
- Freight-specific enhancements should be considered at each interchange e.g., truck priority lanes on approach ramps, minimization of stops required particularly for traffic movements on uphill grades, etc.). Recent truck counts conducted for this project indicate that truck peaks and passenger vehicle peaks occur at the same time of day, underscoring the need to specifically protect freight movement during the AM and PM peak periods in addition to the traditional midday "peak" period.
- The Portland Meadows redevelopment needs to be included in the site-specific operational analysis. Because the permits have not been processed yet, I do not believe the traffic increase from the proposed redevelopment has been accounted for in Metro's regional model.