



Major Intermodal Facilities and Industrial Areas in the I-5 Corridor



2020 DAILY RAIL SERVICE

| | |
|----------------|------------------------------------|
| HIGH SPEED | 40 TRAINS |
| COMPUTER/LOCAL | 80 TRAINS |
| LIGHT RAIL | 180 TRAINS |
| | TOTAL (CAN EXISTING DAILY SERVICE) |

from Jim Howell
AORTA



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Major Intermodal Facilities and Industrial Areas in the I-5 Corridor

Portland / Vancouver
I-5



Transportation and Trade Partnership

This is the solution I have to the I-5 bottle neck problem. This idea comes from living in North Portland and really knowing the landscape and the traffic patterns. This idea would take a majority of the truck and car traffic from NW Portland industrial, North Portland, Jantzen beach, and downtown Vancouver off I-5 and side streets!

Sounds good enough to be true. It is.

1. North Portland is a peninsula between the Willamette and Columbia rivers. (see pictures page1)
2. The railroad tracks run from downtown, through the NW industrial, through the "cut", across to Jantzen, Vancouver and up to Canada.
3. The "cut" is a deep valley cut in the landscape about 1 mile long with train tracks at the bottom. The landscape flattens out running parallel to Columbia way. Columbia way is a street with vacant land on each side of it. Columbia way passes by the business terminal to the Columbia River. (See pictures page)
4. Jantzen and Vancouver both are very underdeveloped near the train tracks. Yet still near the Jantzen Mall and downtown Vancouver.

So now that you have an understanding of the places I'm talking about, I'd like to tell you my idea and how I think it will help.

The trains want new bridges over the Willamette and the Columbia rivers. For these new bridges the train may give right of way for a viaduct with an eight lane express way above the tracks in the cut. The truck and car traffic from St Helen's hwy., NW industrial will not have to use the old St John's bridge or I-5 to go north. Those in St John's and the north end industrial area will not have to use side streets (Columbia, Lombard, Willamette, or I-5) to go north to our closest mall or south to downtown. Jantzen industrial and mall traffic could come from the north and south with out using I-5. In Vancouver you meet hwy 14 (road and train way) or continue north to about 20th street and rejoin I-5. Taking the trucks out of downtown Vancouver and downtown St John's, making quieter less traffic walking malls. Plus a third bridge going across the Columbia that is centrally located to I-5, 205, and now "05"

Light rail would be better not on Interstate Avenue running up a narrow peninsula, with few people being served. If it went from the train station in the center of downtown, through the industrial area where hundreds work, to St. John's where hundreds live, past the expo center and Hayden meadows, to Vancouver where you can go east on hwy.14 (road or light rail) to I-205.

The train tracks going north to Canada with underdeveloped land next to the tracks. This would make great park and rides area's past Centrala.

It's win, win!

The trains get new bridges

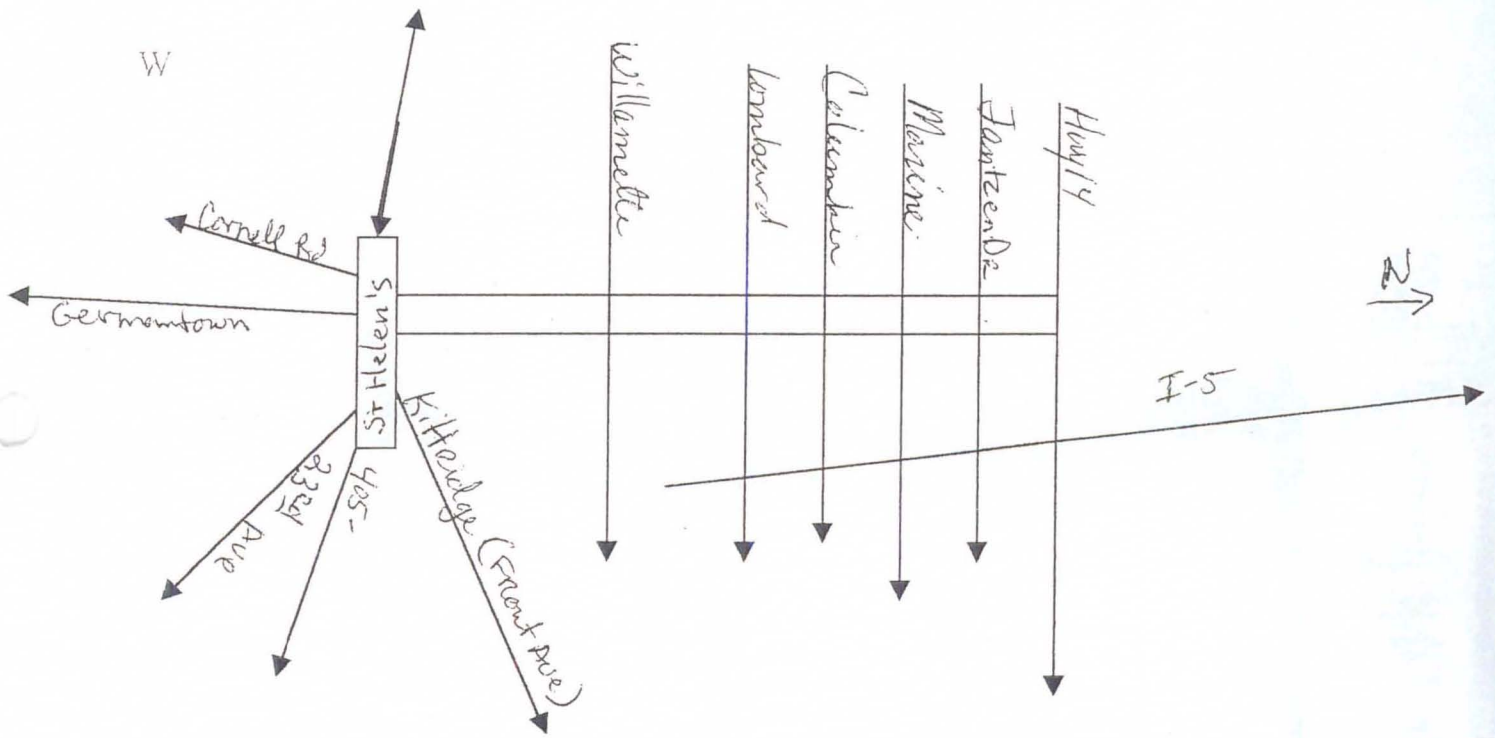
The trucks are off St John's bridge and out of town

Traffic can go north and south without using side street or I-5

People in North Portland can go to their closest mall.

Vancouver gets a needed new bridge with great connections and easy access.

I-5 will lose a lot of traffic and not be a parking lot from 2:30 to 7pm daily.



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