

I-5 Transportation and Trade Partnership
 Concept Design Review – July 31, 2001

- Delta-Lombard Third Lane
- Columbia Blvd./Delta Park Interchanges
- Marine Drive Interchange



PLEASE SIGN IN

PLEASE WRITE LEGIBLY

NAME	AFFILIATION (IF APPLICABLE)	ADDRESS	CITY, STATE, ZIP	PHONE	EMAIL
Simon Jaworsky	Aorta	10 NW Broadway Apt 407	Portland Ore 97209	294-0168	
Jim Karlock		3311 NE 35	Portland 97217		JKARLOCK@IPNS.CO
Leony Anderson	Swan Island				
Foss Williams	OST/CCF	1220 SW Morrison	PORT 97205	225-5003	FOSS@CFST.ORG
Fred Nussbaum	AORTA	6560 SW Barnes Rd	Portland 97225	503-292-5549	Fred.Nussbaum@aol.com
MARCELA ALCAZAR	ARA		Portland 97217	(503) 282-5372	MALCAZAR1@AOL.COM
PAUL PEDGAR		1713 NW 90th	VANCOUVER WA 98665		PEDGAR@CES-SYS.COM
Unton Erickson					
Sharon Nassif					
Barbara Swolt	POP	121 NW Everett	Porten 97217	944-7058	
Jan K Walsh	Schmitz Invest.				
Rex Gilley	CCA				
Jeff Graham	FNWA	530 Center Street NE	Salem OR 97301	503-587-4727	Jeffrey.Graham@thru.net

Design Review Comment Form

Delta-Lombard Third Lane
Columbia Blvd./Delta Park Interchanges
Marine Drive Interchange

July 31, 2001

Please fill out a form for each interchange or freeway segment.

Note: This meeting is to review the changes made in response to input received at the initial design meeting on July 10. Comments received at tonight's meeting will be addressed during project development of the options chosen by the Task Force.

Comment is about:

- Third Lane Delta to Lombard
 Columbia Blvd./Delta Park Interchanges
 Marine Drive Interchange

Comment:

The new bridge between Marine Dr and Jantzen Beach has nothing to do with Marine Dr and is an attempt to solve the Jantzen Beach problem. It will only increase congestion.

Extending light rail at least to Jantzen Beach, if not all the way to downtown Vancouver, redeveloping the shopping center to replace some of the excessive parking to additional mixed use development would be much more effective in reducing traffic problems at the Jantzen Beach interchange

Optional

Name: Fred Nassbaum

Organization: AORTA

Delta Ave/Col Blvd corner

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Comment is about:

_____ Third Lane Delta to Lombard

_____ Columbia Blvd./Delta Park Interchanges

X Marine Drive Interchange

Comment:

*Closing the east side off on Ramps to JACOBY
Beach is a worthy goal but modifications seen tonight
(7/31) just don't appear to solve many more problems
than they create. The just don't look right...yet.*

Optional
Name: _____

Reg Dilly

Organization: _____

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Comment:

Congestion is the bottom-line. Removing the 'kissel' should be priority one! Even major Tweaking of interchanges won't make inroads without the third lane.
From a practical standpoint, I'm afraid we will be forced to keep improvements simple to insure some progress (i.e. - funding).
Modifying the truck-oriented 50.-Foot Approach from Columbia Blvd would be needed.

Optional
Name:

Reef Dally

Organization:

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Marine Drive Interchange

Comment:

I know you have to go through the exercise, but I and thousands of Portlanders are diametrically opposed to solutions that add lane capacity in the misguided effort to reduce congestion. There is NO proof that increased capacity reduces congestion. As a matter of fact there is a growing body of data that shows that increased capacity induces traffic increases, leading to even greater congestion in the end (more vehicles delayed). And, of course, additional capacity increases impacts on surrounding neighborhoods and the environment (noise, health, water and air quality)

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Organization: ADRTA

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Comment:

The "Cadillac" full interchange at Columbia Blvd is obscene. In essence, that proposal would increase effective capacity across the Slough to 5-lanes. It would be a colossal waste of money and in short order actually increase congestion (see my comments re: Third Lane Delta to Lombard).

The reconfigured direct Denver Ave/Columbia Blvd interchange proposal addresses the neighborhood traffic concerns about E-S south to Columbia Blvd/Columbia Blvd to I-5 north movements

Optional

Name: Fred Nussbaum

Organization: AORTA

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General comment

Comment:

In stead of Highway Improvements we should concentrate about alternative modes. A combination of light rail, commuter Rail, and Highspeed Rail should be consider coming from down town From Vancouver to Portland going over a highlevel Bridge, or a tunnel ~~under~~ under the Columbia river the bridge or tunnel would be financed by the Highspeed Rail Act Amtrak the states of Washington and Oregon and possibly other matching funds. The line would go

Optional Name: <u>Simon Jaworsky</u>
Organization: _____

(over)

Meeting Evaluation

Delta-Lombard Third Lane
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Marine Drive Interchange

July 31, 2001

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
This session was useful					
My comments were heard					
I know more now than when I arrived					

Comments:

Would like a presentation so people could get ^{all} information and everybody would have answers to questions.

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Revised Apr/Col. Blvd. corner

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Organization:

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