

## I-5 TRANSPORTATION AND TRADE PARTNERSHIP

### OTHER PUBLIC COMMENTS THROUGH FEBRUARY 20, 2001

Name	Address/Contact	Comments
Evan Manvel	123 SE 17 <sup>th</sup> Ave. Portland, OR 97214 <a href="http://www.evan@friends.org">www.evan@friends.org</a>	A greater proportion of I-5 through-traffic might utilize I-205 instead of I-5 if the road geometry and signage at the north and south I-5/I-205 junctions were redesigned to facilitate and encourage motorists to use I-205 as a quicker by-pass route. Consider switching highway designations (I-5/I-205) for this segment, and depicting the current by-pass route (I-205) as the quicker continuation of the main (I-5) north-south route.
Larry Bloch	Address unknown Hillsboro, OR	"As a citizen and taxpayer that's been to Europe and experienced their train system, I've realized in some ways we are not the greatest nation in the world. Look seriously at commuter rail/light rail with a big park and ride in Clark County!"
Dr. Gerard C.S. Mildner	School of Urban Studies Portland State University P.O. Box 751 Portland, OR 97207-0751 503-725-5175 <a href="http://www.mildnerg@pdx.edu">www.mildnerg@pdx.edu</a>	In the materials provided for the public meetings there appeared to be inadequate attention given to peak hour pricing, or the ODOT/Metro Traffic Relief Options study (11/00). "Peak hour pricing is now part of the Regional Transportation Plan . . . and must be considered whenever major new highway capacity is added." "The I-5 Partnership project would meet the criteria outlined in the TRO study recommendations and the RTP, and, while that doesn't obligate Washington state members of the Task Force, it would seem to obligate Oregon members." ". . . why was peak-hour pricing not included in the seven scenarios for the I-5 Partnership project?"
Lila Schumacher	Address unknown	"A little bridge to Hayden Island would help people who live on the island, and keep them out of the mess. Also, when a problem occurs on the freeway, commuters could get to Jantzen Beach for shopping for dinner and avoid the freeway – especially if the little bridge were accessible from Interstate or some other NE road."

A Sinner's Prayer

Father God, I admit my sins, and I turn away from them.  
I accept your Son Jesus into my heart as my Lord and Savior.  
I believe that Jesus died for my sins and rose from the dead to give me new life.  
My spirit is now born again into the family of God.  
I'm saved!  
Thank you Jesus!

Higherway Transit Research



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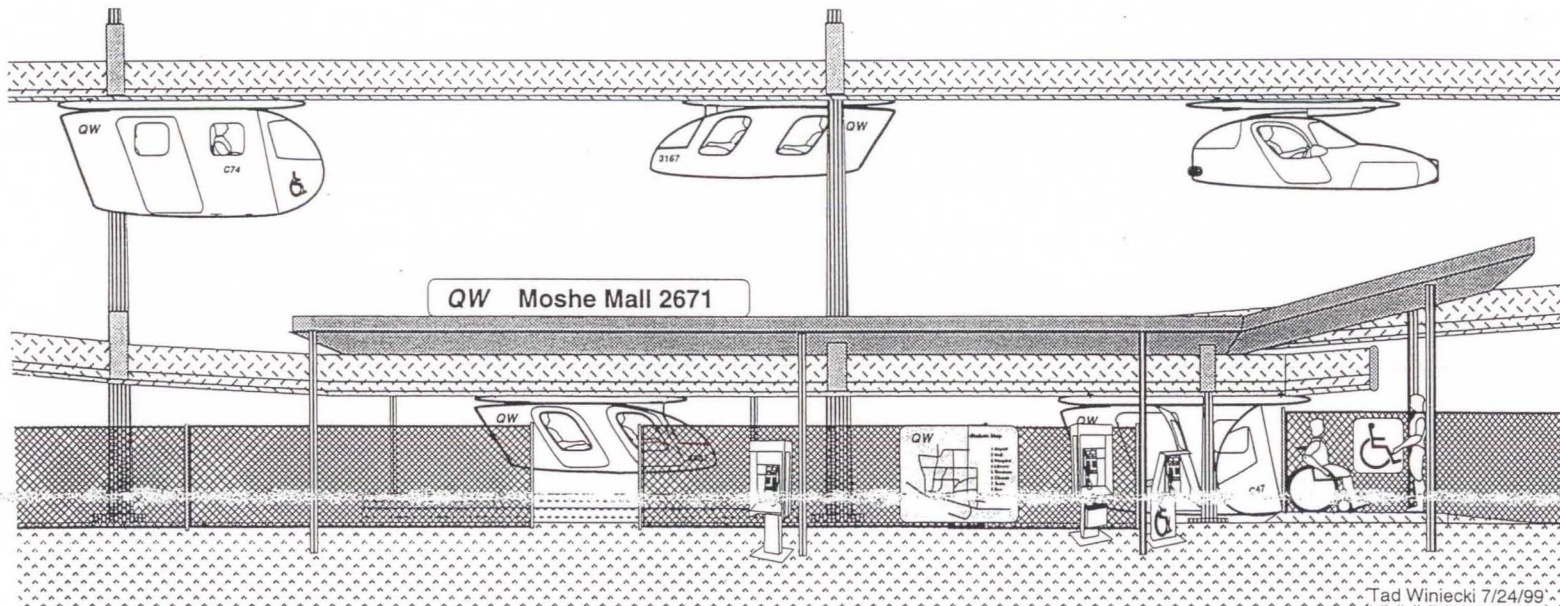
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# HIGHERWAY TRANSIT RESEARCH

*Suburb to suburb quicker*

Our mission is research and development of personal rapid transit to:

- Reduce traffic congestion
- Improve people's mobility
- Make profits for transit system owners



Tad Winiecki 7/24/99

This is a drawing of a minimal-cost unattended suburban stop. The transit rider inserts his ride card into the card reader (like a credit card pay telephone) and keys in the number of his desired destination stop. The doors of the waiting *Higherway Nighthawk* vehicle open and he puts his bag on one seat and sits in the other. He pushes the "Close Doors" button in the vehicle and it accelerates up the track to merge into the high speed track of the arterial guideway where all the vehicles are traveling at 45 m/s (100 mph) at minimum 0.5 second intervals. The *Nighthawk* doesn't stop until it reaches the desired destination stop.

Central business district stops are located on third-floor balconies of buildings or outside with glass-wall elevators for handicapped riders.

The *Higherway Nighthawk* and *Pelican* are electrically powered and computer controlled.

A wheelchair user inserts her ride card in the handicapped/cargo card reader and keys in the destination code of her desired stop. The front door of the *Higherway Pelican* vehicle opens and the rider backs her wheelchair from the level loading area into the *Pelican*. She pushes a button to close the door and automatic restraints hold the wheelchair and her in place during the ride. The *Pelican* backs up to a Y-section (below the "Moshe Mall" on the sign) and accelerates up the track to merge with the high-speed traffic.

Higherway Stop February 16, 2000  
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Look at our website! <http://home.pacifier.com/~winiecki/Higherway/index.html>