

Freight Movement

DISCUSSION DRAFT: This is a discussion draft document. All information presented herein is preliminary and subject to change.

April 4, 2005

Factor	No Build	Alternative 1: Full Columbia Ramps	Alternative 2: Argyle on the Hill	Alternative 3: New Slough Road	Alternative 4: Columbia Connector
Reliability of I-5 for freight movement	With growth mid-day and evening congestion will be a substantial barrier to freight movement on I-5 southbound due to the 2-lane section at Delta Park. Congested conditions are forecast to be common throughout the day by 2025.	<ul style="list-style-type: none"> Improves reliability for freight movement on I-5 southbound in the mid-day and evening periods Improves reliability for freight movement on I-5 northbound during traffic incidents. 	<ul style="list-style-type: none"> Improves reliability for freight movement on I-5 southbound in the mid-day and evening periods Improves reliability for freight movement on I-5 northbound during traffic incidents. 	<ul style="list-style-type: none"> Improves reliability for freight movement on I-5 southbound in the mid-day and evening periods Improves reliability for freight movement on I-5 northbound during traffic incidents. 	<ul style="list-style-type: none"> Improves reliability for freight movement on I-5 southbound in the mid-day and evening periods Improves reliability for freight movement on I-5 northbound during traffic incidents.
Change in access between I-5 and Columbia Blvd for freight movement	No change	<p>Makes the Columbia Blvd interchange into a full access interchange.</p> <p>Provides the most intuitive connections to I-5 for drivers unfamiliar with the area.</p>	<p>No change in access.</p> <p>This alternative reinforces existing routes.</p>	This alternative provides a nearby replacement route for the Argyle Way/Denver Avenue connection.	This alternative provides a nearby replacement route for the Argyle Way/Denver Avenue connection.
Change in access between Columbia Blvd and Interstate Avenue for freight movement	No change	<p>No change unless the City changes the classification of Argyle Way and implements traffic calming to prevent or discourage the use of Argyle Way by trucks and other vehicles.</p> <p>Due to the lack of a replacement route between Columbia Blvd and Interstate Avenue, it is unlikely that the City would be able to make this change.</p>	Maintains existing connections between Columbia Blvd and Interstate Avenue.	<p>No change unless the City changes the classification of Argyle Way and implements traffic calming to prevent or discourage the use of Argyle Way by trucks and other vehicles.</p> <p>Because this alternative provides a replacement route between Columbia Blvd and Interstate Avenue, there is an opportunity for the City to re-examine the classification of Argyle Way.</p> <p>If traffic calming is implemented on Argyle Way, the replacement route would be somewhat out of direction</p> <p>May result in cut through traffic on Interstate Place and Argyle Street.</p>	<p>No change unless the City changes the classification of Argyle Way and implements traffic calming to prevent or discourage the use of Argyle Way by trucks and other vehicles.</p> <p>Because this alternative provides a replacement route between Columbia Blvd and Interstate Avenue, there is an opportunity for the City to re-examine the classification of Argyle Way.</p> <p>If traffic calming is implemented on Argyle Way, the replacement route would be significantly out of direction</p> <p>May result in cut through traffic on Interstate Place and Argyle Street.</p>
Change in access between I-5 and Interstate Avenue Corridor for freight movement	Maintains existing access between I-5 and Interstate Avenue	Maintains existing access between I-5 and Interstate Avenue	Maintains existing access between I-5 and Interstate Avenue	Maintains existing access between I-5 and Interstate Avenue	Creates discontinuous route between I-5 and Interstate Avenue that may result in additional truck and other vehicle volume on local streets such as Interstate Place and Argyle Street east of Denver.
Provides additional access for freight movement between Columbia Blvd and the Hayden Meadows Area	No change	Yes, access across the Columbia Slough is provided in this alternative.	While no additional access is provided across the Columbia Slough, this alternative improves existing connections by signaling the Schmeer Rd/Denver Avenue intersection.	While no additional access is provided across the Columbia Slough, this alternative improves existing connections by signaling the Schmeer Rd/Denver Avenue intersection.	Yes, access across the Columbia Slough is provided in this alternative.



Business

DISCUSSION DRAFT: This is a discussion draft document. All information presented herein is preliminary and subject to change.
April 4, 2005

Factor	No Build	Alternative 1: Full Columbia Ramps	Alternative 2: Argyle on the Hill	Alternative 3: New Slough Road	Alternative 4: Columbia Connector
Number of businesses ODOT will need to purchase for right of way or easement purposes	None	Up to 2 businesses	Up to 2 businesses	Up to 4 businesses	Up to 4 businesses
Business relocation prospects	NA	Excellent	Excellent	3 - Good - Excellent 1 - Poor	3 - Excellent 1 - Poor
Number of involuntary business displacements anticipated	None	Unknown	Unknown	Unknown	Unknown
Change in property access	None	1 access change to a business property. The change would have a minor impact to business property	4 access changes to business properties <ul style="list-style-type: none"> • 3 access changes would have a minor impact to businesses properties • 1 businesses would lose access 	6 access changes <ul style="list-style-type: none"> • 1 access change would have a minor impact to business property. • 5 access changes result in a substantial change in access to business property. • 2 businesses would lose access another business may move as a result of the access change. 	8 access changes <ul style="list-style-type: none"> • 1 access change would have a minor impact to business property. • 5 access changes result in a substantial change in access to business property. • 4 businesses would lose access another business may move as a result of the access change.
Estimated number of employees at displaced businesses	None	10	20	25	45
Affect on development of medium/high density housing along Argyle Way.	None	None	If the project is constructed in phases, development of parcels west of Brandon Ave and north of Argyle Way may be slowed until the new Argyle Way construction is implemented.	None	None

Will a new transportation project affect your community?

We need your input.

Over the last few months, the Oregon Department of Transportation (ODOT) has studied four potential project alternatives that improve I-5 between Delta Park and Lombard. See inside for details on the alternatives. A Citizen Advisory Committee (CAC) and Environmental Justice Work Group (EJWG) recommended these alternatives for study last June. Each of the alternatives would improve I-5 in the project area by adding a third lane to I-5 southbound, widening the freeway median and shoulder throughout the area, and providing improved connections between I-5 and Columbia Boulevard. A "No Build" alternative has also been studied. The No Build Alternative provides a baseline for comparison to the Build Alternatives.

The findings of potential benefits and impacts for the build alternatives and the no build are available for your review and comment. Let us know what you think about the alternatives and which one you think is right for the area. The CAC, EJWG and ODOT need your feedback to make the best recommendation. See box to right for meeting details.

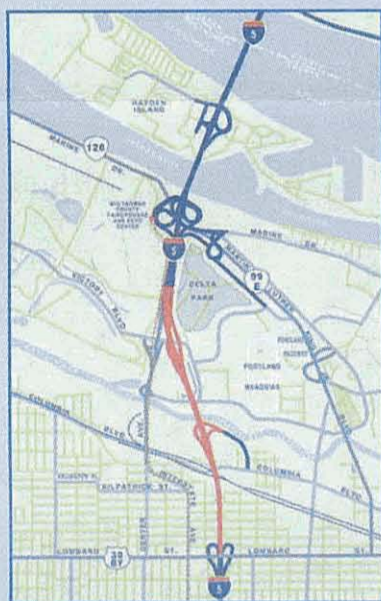
In late summer, a public hearing will be held on the Environmental Assessment and the draft recommendations. In early 2006, ODOT will submit final recommendations to the Federal Highway Administration (FHWA) for approval to construct the recommended alternative.

Project Background

ODOT would like to improve efficiency and safety on Interstate 5 (I-5) between Delta Park (at Victory Boulevard) and the Lombard Interchange. In this area of I-5, the two-lane section of I-5 creates a bottleneck and causes congestion. In addition, this project is looking at opportunities to improve connections between Columbia Blvd and I-5.

In 2003, ODOT began the process to conduct an Environmental Assessment on the proposed I-5: Delta Park to Lombard Project. An Environmental Assessment documents the potential impacts to the community before deciding whether building a project is appropriate. Over the last two years, ODOT has been working with a Citizen Advisory Committee and Environmental

Justice Work Group to select a broad range of alternatives for this area. They anticipate making a final recommendation by the end of 2005.



The I-5: Delta Park to Lombard project was one of the I-5 Partnership Strategic Plan recommendations made in June 2002. For more information on all of the recommendations for I-5 between I-84 (SE Portland) and I-205 (Clark County, Washington) visit: www.I-5partnership.com.

www.i-5partnership.com
click on
"Go to the Delta Park - Lombard Web Site"

Come to one or more of these meetings and give us your input!

MEETINGS BELOW ARE LOCATED AT:
Oregon Association of Minority Entrepreneurs (OAME)
4134 N. Vancouver Ave in Portland

PUBLIC OPEN HOUSE April 5, 2005

This is an informal drop-in event to learn about the project and give us feedback. Spanish and Vietnamese interpretation available.
Drop by anytime from 4:00 p.m. to 8:00 p.m.

STAKEHOLDER GROUP MEETINGS April 6, 2005

A series of meetings focusing on specific stakeholder issues and feedback.

Freight Movement and Business
7:30 a.m. - 9:30 a.m.

Natural Resources and the Environment
10:00 a.m. - 12:00 noon

Hayden Meadows Area Events and Attractions
1:00 p.m. - 3:00 p.m.

Environmental Justice
(see back page for more info on Environmental Justice)
5:30 p.m. - 8:00 p.m.
Spanish and Vietnamese interpretation available.

Children are welcome. If you have any special accessibility needs, please contact us at least 48 hours in advance so we can accommodate your request.
TDD1-800-735-2900

KENTON NEIGHBORHOOD ASSOC. April 13, 2005

Kenton Firehouse, 8105 N Brandon Avenue, Portland
7:00 p.m. - 9:30 p.m.

This meeting is focused on getting the input of residents and neighbors.

The first half hour will be the regular business meeting of the Kenton Neighborhood Association, the remainder of the meeting will be focused on the I-5 Delta Park Project.

This project is a partnership of the Oregon Department of Transportation, Federal Highway Administration, and City of Portland.

Đính kèm là những sự lựa chọn để mở rộng xa lộ số 5 giữa Delta Park và Lombard. Chúng tôi hoan nghênh ý kiến đóng góp của quý vị về những sự lựa chọn này và sẽ có ảnh hưởng như thế nào đối với quý vị. Về những tin tức đã được phiên dịch hoặc thảo luận ý kiến của quý vị, xin vui lòng để lời nhắn lại tại số điện thoại miễn phí 1-866-788-3945.

Dentro hay opciones para ampliar la Carretera Interestatal 5 entre Delta Park y Lombard. Sus opiniones acerca de dichas opciones y de cómo pueden afectarles son bien recibidas. Para información traducida o para platicar sobre su opinión, sírvase dejar un mensaje en el número telefónico gratuito 1-866-788-3945.

Build Alternatives for the I-5: Delta Park to L



Learn more about

Please come learn more about the

- Construction • Right-of-way (property acquisition)
 - Recreational resources • Visual resources • Noise •
 - quality • Geology • Traffic • Historical and a
- Is one of these issues most important to you.

Come to one or more of the upcoming meetings
 (see front page for more information)

Four build alternatives (construction alternatives) are being studied that widen I-5 to 3-lanes in the southbound direction. The differences between the four build alternatives center around the proposed changes in access between I-5 and Columbia Boulevard. The maps on this page have been simplified to highlight the key differences among the four build alternatives.

For more specific details about the proposed improvements to I-5 or the specific alternatives, visit www.i-5partnership.com, click on "Go to the Delta Park – Lombard Website." Then go to "See the alternatives selected for study."

ALTERNATIVE 1: Full Columbia Ramps

This alternative would construct a split diamond interchange that serves the Columbia Boulevard and Victory Boulevard area. New northbound access from Columbia Boulevard to I-5 would be provided via a new two-lane ramp crossing over the Columbia Slough and accesses I-5 at the Victory Boulevard entrance ramp. Southbound access from I-5 to Columbia Boulevard would be added via a new two-lane exit ramp. The new exit ramp would be on a new bridge that crosses over the Columbia Slough to the Columbia Boulevard interchange.

ALTERNATIVE 2: Argyle on the Hill

This alternative would re-align a portion of Argyle Way north of its present alignment and replace the Denver Viaduct over Columbia Boulevard and Union Pacific train tracks. The Denver Avenue/Schmeer Road intersection would be re-located and reconstructed and a signal would be installed. The connections between Denver Avenue and Victory Boulevard would also be reconstructed.



Columbard Project

These alternatives

alternatives. We have results on:

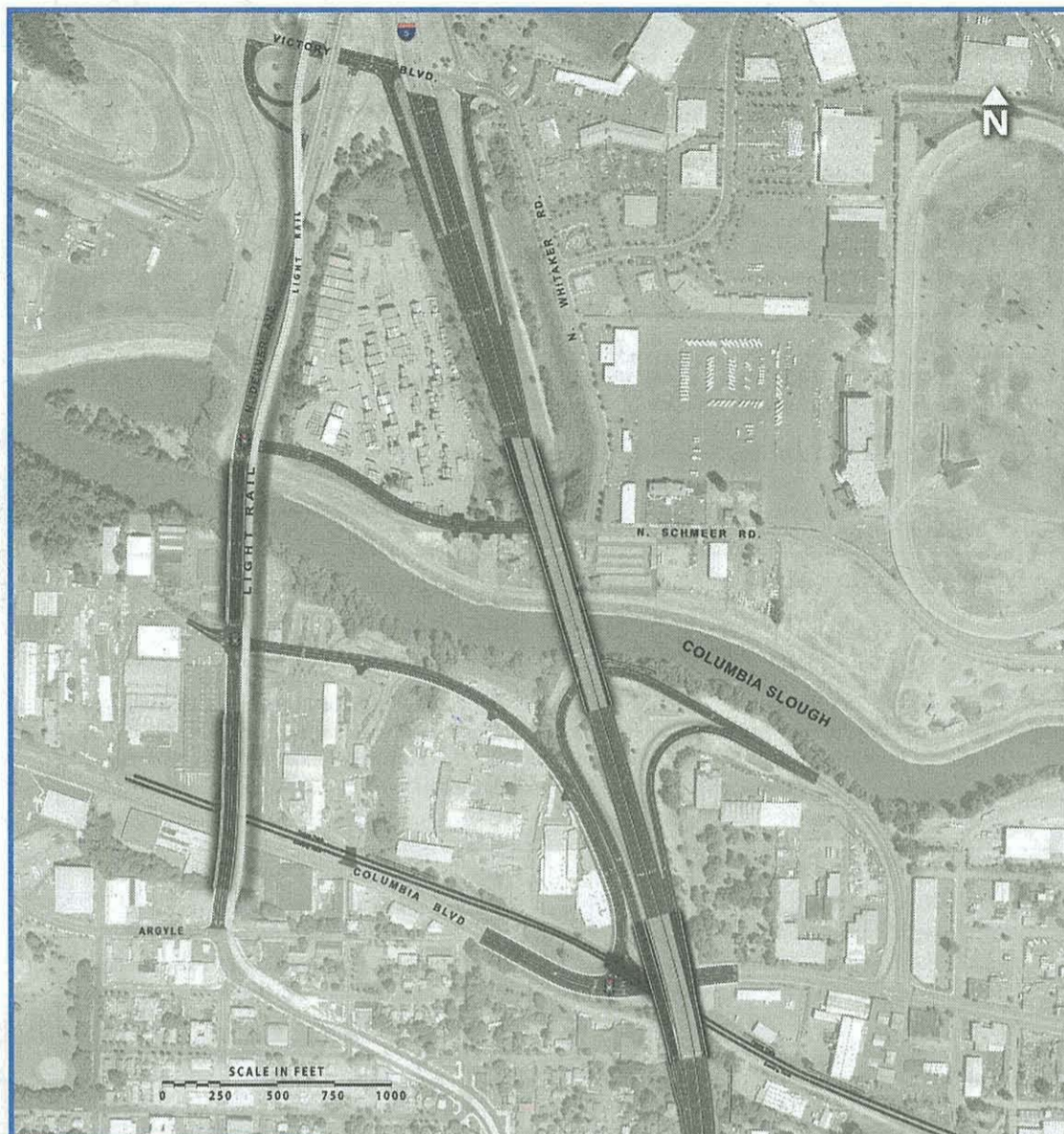
Biological resources • Land use • Socioeconomics •
Air Quality • Utilities • Hazardous materials • Water
Geological resources • Environmental justice

Please attend the open house and let us know.

(Joining meetings to give your input
(including dates and times).)

Each of the build alternatives being studied
widens I-5 and includes the following:

- I-5 southbound would be widened to three lanes between Delta Park and the Columbia Boulevard entrance ramp.
- I-5 northbound remains at its current three lanes, but the shoulders and inside median would be widened.
- Ramps at Columbia Boulevard and Victory Boulevard would need to be reconstructed to match the improvements on I-5.
- The sound wall on the west side of the freeway next to the Kenton neighborhood would be adjusted and reconstructed where necessary.

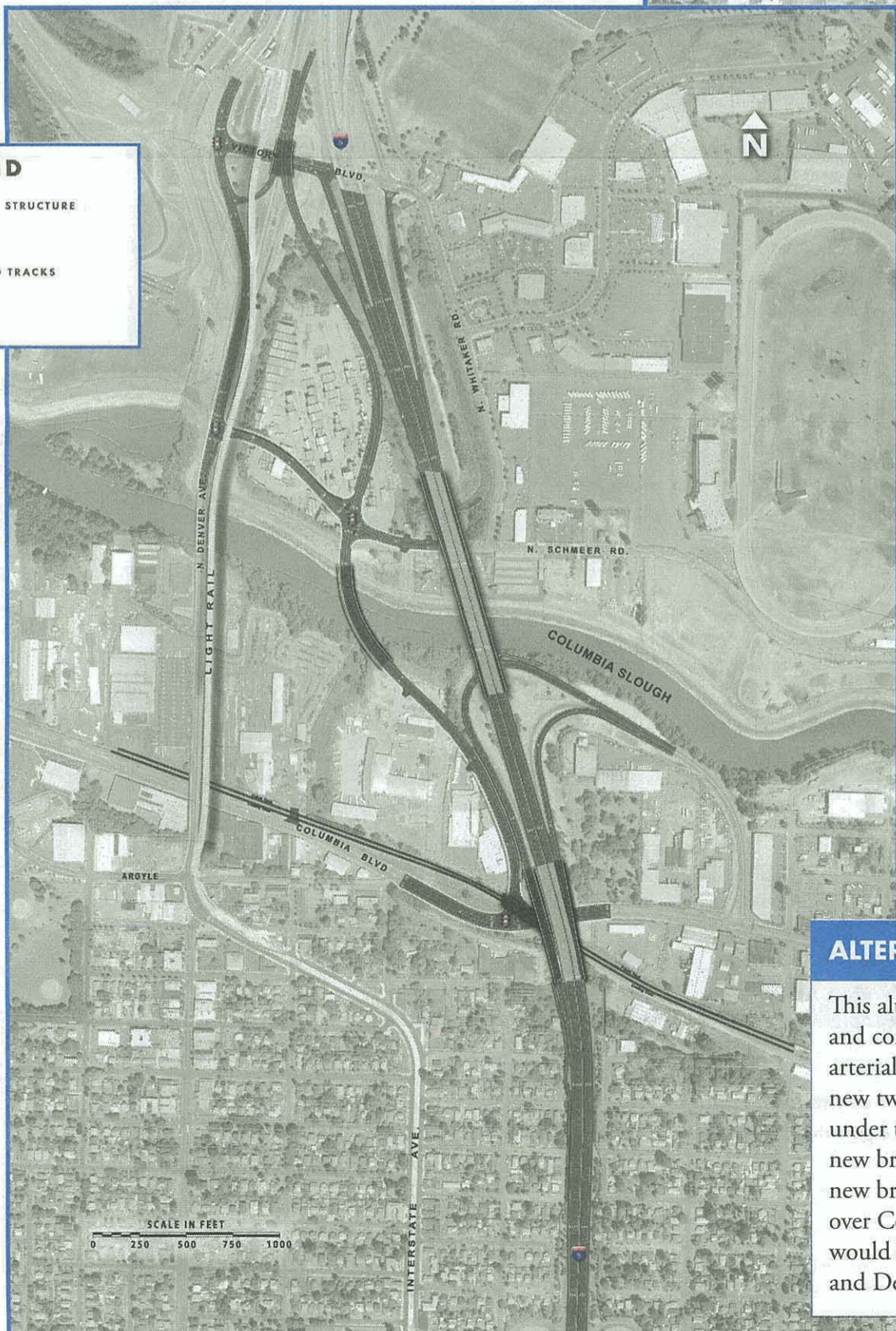


ALTERNATIVE 3: New Road by the Slough

This alternative would construct a new two-lane road with a center turn lane connecting Columbia Boulevard to Denver Avenue via a route parallel to I-5 and the Columbia Slough. Several bridges would be reconstructed: the Union Pacific railroad bridge, the Denver Viaduct over Columbia Boulevard, and the Denver Avenue bridge over the Columbia Slough. The Denver Avenue/Schmeer Road intersection would be re-located and reconstructed and a signal would be installed. The connections between Denver Avenue and Victory Boulevard would be reconstructed.

ALTERNATIVE 4: Columbia Connector

This alternative would eliminate the Denver Avenue ramps to I-5 and connect Denver Avenue and Expo Road, creating a continuous arterial road. Access to I-5 would be provided via construction of a new two-lane road, which would begin at Columbia Boulevard, cross under the Union Pacific railroad, cross the Columbia Slough on a new bridge, intersect with Schmeer Road and connect to I-5 on a new bridge over Victory Boulevard. The Union Pacific railroad bridge over Columbia Boulevard would be reconstructed and Schmeer Road would be reconstructed to provide connections with the new roadway and Denver Avenue.



Díganos su opinión sobre el
**Proyecto de mejoramiento de la autopista I-5
entre Delta Park y N. Lombard**

El Departamento de Transporte de Oregon (ODOT, por sus siglas en inglés) lo invita a aprender más y a dar su opinión acerca de los posibles proyectos de mejoramiento. Déjenos saber de qué manera los proyectos pueden afectar a su comunidad. Su retroalimentación ayudará a ODOT, a la Ciudad de Portland y a las comisiones consultativas de ciudadanos a recomendar un proyecto preferente para la construcción.

Reunión Pública
5 de abril del 2005
4:00 – 8:00 p.m.

Venga a cualquier hora para darnos su opinión.

Reunión Pública
6 de abril del 2005
5:30 – 8:00 p.m.

Una presentación y plática de grupo empiezan a las 5:30. Se proporcionará cena en esta reunión.

Las reuniones se llevarán a cabo en el edificio de la Asociación de Empresarios Minoritarios de Oregon (Oregon Association of Minority Entrepreneurs), 4134 N Vancouver Ave in Portland. Estarán disponibles intérpretes de español y vietnamita en ambas reuniones. Se invita la asistencia de niños.

Para mayor información deje un mensaje llamando al 1-866-788-3945.
Le llamaremos dentro de las 24 horas siguientes.

Cho chúng tôi biết ý kiến của quý vị về
Dự Án Cải Tiến Xa Lộ I-5 giữa Delta Park và N. Lombard

Bộ Giao Thông Vận Tải Oregon (ODOT) trân trọng kính mời quý vị tìm hiểu thêm và cho biết ý kiến của quý vị về dự án cải tiến có thể được thực hiện. Cho chúng tôi biết dự án có thể ảnh hưởng đến cộng đồng của quý vị như thế nào. Sự phản ánh của quý vị sẽ giúp Bộ Giao Thông Vận Tải Oregon (ODOT), thành phố Portland, và ủy ban cố vấn dân chúng để đề bạt một dự án xây dựng thích đáng hơn.

Phiên Họp Công Khai
Ngày 5 tháng Tư, 2005
Từ 4 giờ Chiều đến 8 giờ Tối
Hãy ghé lại bất cứ lúc nào để cho chúng tôi biết ý kiến của quý vị.

Phiên Họp Công Khai
Ngày 6 tháng Tư, 2005
Từ 5 giờ 30 Chiều đến 8 giờ Tối
Thuyết trình và thảo luận nhóm bắt đầu vào hồi 5 giờ 30. Cung cấp bữa ăn tối tại buổi họp.

Buổi họp được tổ chức tại cơ sở Oregon Association of Minority Entrepreneurs 4134 N. Vancouver Ave., Portland. Sẽ có thông dịch viên tiếng Tây Ban Nha và tiếng Việt trong cả hai buổi họp. Hoan nghênh các trẻ em đến tham dự.

Để lại lời nhắn tại số điện thoại 1-866-788-3945 để biết thêm tin tức.
Chúng tôi sẽ gọi lại quý vị trong vòng 24 tiếng đồng hồ.

Schedule

Identify issues	2003
Develop, screen and refine alternatives	Spring 2003- Summer 2004
Select alternatives for further study	Summer 2004
Analyze alternatives	Fall 2004- Winter 2005
Document findings of potential impacts	Winter- Spring 2005
Come to one or more of the meetings and give your input (see front page).	
Public review of findings/ public open house	Spring 2005
Citizen Advisory Committee and EJWG recommends alternative to ODOT	Spring 2005
Public hearing on Environmental Assessment and draft recommendations	Fall 2005
Approval from FHWA	Winter 2006
Final design, permitting, right-of-way acquisition	Winter 2006- Winter 2008
Construction begins (pending approval and funding)	Spring 2008 at earliest

Environmental Justice
What is it? Why is it important?

Environmental Justice recognizes that the quality of our environment affects the quality of our lives and that low income or minority communities should not bear an unfair burden of impacts to their surroundings. Such impacts, when associated with transportation projects, may include neighborhood or business displacement, increased traffic in neighborhoods, restricted access in commercial areas, presence of hazardous materials, raised noise levels, or increased water and/or air pollution among others. Sometimes environmental justice is referred to as environmental racism or environmental equity. It means that all stakeholders, including low income or minority communities, should be able to share in a project's benefits and that no one group will shoulder all the negative impacts of the project.



For the I-5 Delta Park to Lombard Project, an Environmental Justice Working Group (EJWG) was formed to ensure that community concerns are incorporated into the project and that adequate emphasis is placed on the potential impacts and benefits to low income and minority communities. The EJWG developed a purpose statement that guides their work throughout this project:

The purpose of the Environmental Justice Working Group is to ensure meaningful, diverse, and inclusive community involvement that promotes environmental justice principles—community choices based upon mutual respect and justice for all persons, free from any form of discrimination and bias, and that contribute to the development of environmentally safe livelihoods for current and future generations. We commit to achieve progress with responsibility and integrity that preserves a healthy environment.

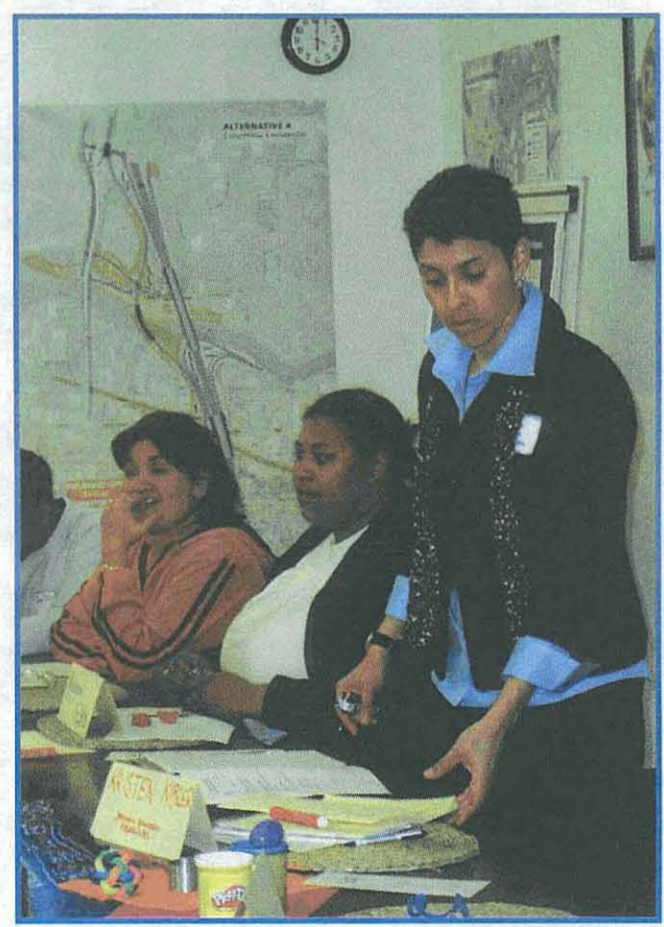
If you would like someone to visit your home, business, church, or community group, please contact Kris Long at (503) 731-4957 or email her at kris.long@odot.state.or.us

Nanci Luna Jimenez facilitates a meeting to discuss Environmental Justice issues.

Project Contact Information

For more information about this project, contact:
Kristen Kibler, Public Outreach Coordinator
Jeanne Lawson Associates
(503) 235-5881
kkibler@jlainvolve.com

www.i-5partnership.com
click on
"Go to the Delta Park - Lombard Web Site"



Comment Form

Thank you for attending this event. We appreciate your participation and value your input. This comment form is your way to let us know what you think about the Alternatives under consideration. Your comments will help the Citizen Advisory Committee and Environmental Justice Work Group to recommend an alternative and potential community enhancements to ODOT.

Please visit each display, talk with staff and complete this form tonight if at all possible. Get your questions answered – staff is here to help, so don't be shy. Try to complete your form and leave it with us tonight. Your responses will be presented to the Citizen Advisory Committee and Environmental Justice Action Group on May 2nd. If you cannot complete your form tonight, get it back to us by **Friday, April 22, 2005**.

Please mail it to **Kate Deane, c/o ODOT, 123 NW Flanders St, Portland OR, 97209** or fax to **503 230-4877**.

Questions? Call **Kristen Kibler (530) 235-5881** or email kkibler@jlainvolve.com.

About You!!

It is always valuable to know some information about those providing input. Please help us understand who is in attendance today. Check all that apply to you.

I live:

- In the neighborhood near the project area
(which neighborhood?): _____
- Right next to I-5
- Elsewhere in Oregon (which
area/neighborhood?): _____
- In Washington

I work:

- In the Columbia Corridor
- Swan Island
- Elsewhere in Oregon (where?): _____
- In Washington

I use this part of I-5:

- To commute to work
- Nearly every day for non-commute purposes
- Nearly every day for business purposes
- Often – 3 to 6 times a week
- Sometimes – less than once a week

I travel this area:

- By driving in my car
- By carpool
- By bus
- In a work-related vehicle (_____ type?)
- Other (_____)

I identify myself as:

- Low income
- Non-English Speaking or bilingual (Which language? _____)
- A person of color (Which community? _____)
- Member of an ethnic group (Which ethnic group? _____)

Please look at the information presented & **fill out the inside & back of this comment form.** Thank you!

Comparing Alternatives

In the shaded areas, please rate the alternatives from 1 to 5 for each of the specific impact areas. A rating of 1 is for your most preferred alternative in terms of acceptability of impact & a rating of 5 is for your least preferred.

	No Build	Alt 1: Full Columbia Ramps	Alt 2: Argyle on the Hill	Alt 3: New Road by the Slough	Alt 4: Columbia Connector
A. Transportation (Rank from 1 to 5)					
Comments:					
B. Neighborhood (Rank from 1 to 5)					
Comments:					
C. Business (Rank from 1 to 5)					
Comments:					
D. Noise & Air Quality (Rank from 1 to 5)					
Comments:					

	No Build	Alt 1: Full Columbia Ramps	Alt 2: Argyle on the Hill	Alt 3: New Road by the Slough	Alt 4: Columbia Connector
E. Historic and Cultural (Rank from 1 to 5)					
Comments:					
F. Biological (Rank from 1 to 5)					
Comments:					
G. Visual (Rank from 1 to 5)					
Comments:					
H. Construction & Cost (Rank from 1 to 5)					
Comments:					

I. Now that you have seen the findings, is there a benefit or impact that you think we have missed?

J. What is the most significant benefit you see as a result of any alternative?

K. What is the most negative impact you see as a result of any alternative?

Now that you have a broader understanding of the alternatives, which alternatives are ACCEPTABLE TO YOU? (Check all that apply.)

- No build
- Alt 1: Full Columbia Ramps
- Alt 2: Argyle on the Hill
- Alt 3: New Road by the Slough
- Alt 4: Columbia Connector

Now that you have a broader understanding of the alternatives, which alternative is YOUR FAVORITE? (Check only ONE.)

- No build
- Alt 1: Full Columbia Ramps
- Alt 2: Argyle on the Hill
- Alt 3: New Road by the Slough
- Alt 4: Columbia Connector

What makes your favorite the best alternative?

Optional:

Name: _____

Business/Organization: _____

Address, City ST ZIP: _____

Phone: _____

Email: _____

Upcoming Citizen Advisory Committee (CAC) and Environmental Justice Work Group (EJWG) Meetings

May 2nd

5:30 – 7:30 p.m.

Meeting topics:

- Discussion of public feedback
- Environmental justice report feedback
- Discussion of draft recommendations

June 6th

5:30 – 9:30 p.m.

Meeting topics:

- Public input
- Development of draft recommendations

**Both meetings will be held at OAME
4134 N Vancouver**

The public is invited to attend meetings of the CAC and EJWG.
The meeting on June 6th will have an extended public comment
period.

Potential Community Enhancement Projects

ODOT is considering additional community enhancements that would improve livability in and around the project area. While not required, these projects will be considered by ODOT as part of any alternative selected.

Help us know what type of project would most benefit your community by completing the questions below.

Check only 5 projects that you would like to see in your community.
You may write-in additional ideas, but select a total of only 5 projects on the page.

Air quality and public health related

- Installation of air quality monitors in the project area. This area has a high asthma rate, which has been attributed to the many industrial and transportation-related uses.
- Other _____

Historic and Cultural

- Fencing and lighting for the Columbian Cemetery at the freeway and Columbia Blvd.
- Other _____

Recreational

- Construction of additional lengths of Columbia Slough Trail to provide logical connections
- Construction of additional lengths of the Delta Park Trail to provide logical connections
- Construction of a canoe launch on the slough
- Other _____

Neighborhood and Social

- Neighborhood tree plantings
- Documentation of the history of impacts that Interstate 5 has had on NE Portland communities.
- Financial assistance (buy-down) for new Local Improvement Districts in the project area. This would help reduce the cost of an area to make local improvements, such as improving unpaved roads or adding sidewalks, etc.
- Traffic calming measures. Examples could include traffic circles and speed bumps.
- Other _____

Biological/Environment

- Creation and/or restoration of wetland
- Creation and/or restoration of riparian habitat
- Extending the maintenance and care contracts for required plantings
- Other _____

Other areas

- Other _____
- Other _____



April 5, 2005

To: ODOT Delta/Lombard Staff

From: Lenny Anderson, Swan Island TMA "moving freight by creating & promoting travel options"

Subj: Some concerns re I-5 Delta/Lombard project:

How will ODOT mitigate the loss of the add-lane for freight off Columbia southbound onto I-5?

Does ODOT have any data on freight movement onto I-5 from Marine Dr and Vancouver versus from Columbia? E.g. heavy & medium duty trucks per day?

How will ODOT mitigate the shift in congestion from the stretch north of the Slough...relatively unpopulated...to North Portland...adjacent to high population density and two regional hospitals?

What process will ODOT use to distribute the "1% for Restoration" funds from this project to North Portland, as recommended by the I-5 Task Force?

Will ODOT consider an HOV lane for I-5 southbound?...for AM commute time...becoming a FOV lane (Freight Only Lane) the balance of the day?

Will ODOT consider freight bypass lanes at ramp meters at Columbia, Going Street and Greeley Avenue southbound?

How will this project help freight...as opposed to Clark count commuters?

Swan Island Transportation Management Association

A project of the Swan Island Business Association
4567 N. Channel Avenue, Portland, OR 97217

PHONE 503.745.6563 FAX 503.745.6717 EMAIL sitma@teleport.com WEB www.swanislandtma.org