

**Leigh Anne and Phil Francis**  
**Comments on Separating Freight and Bike Travel**

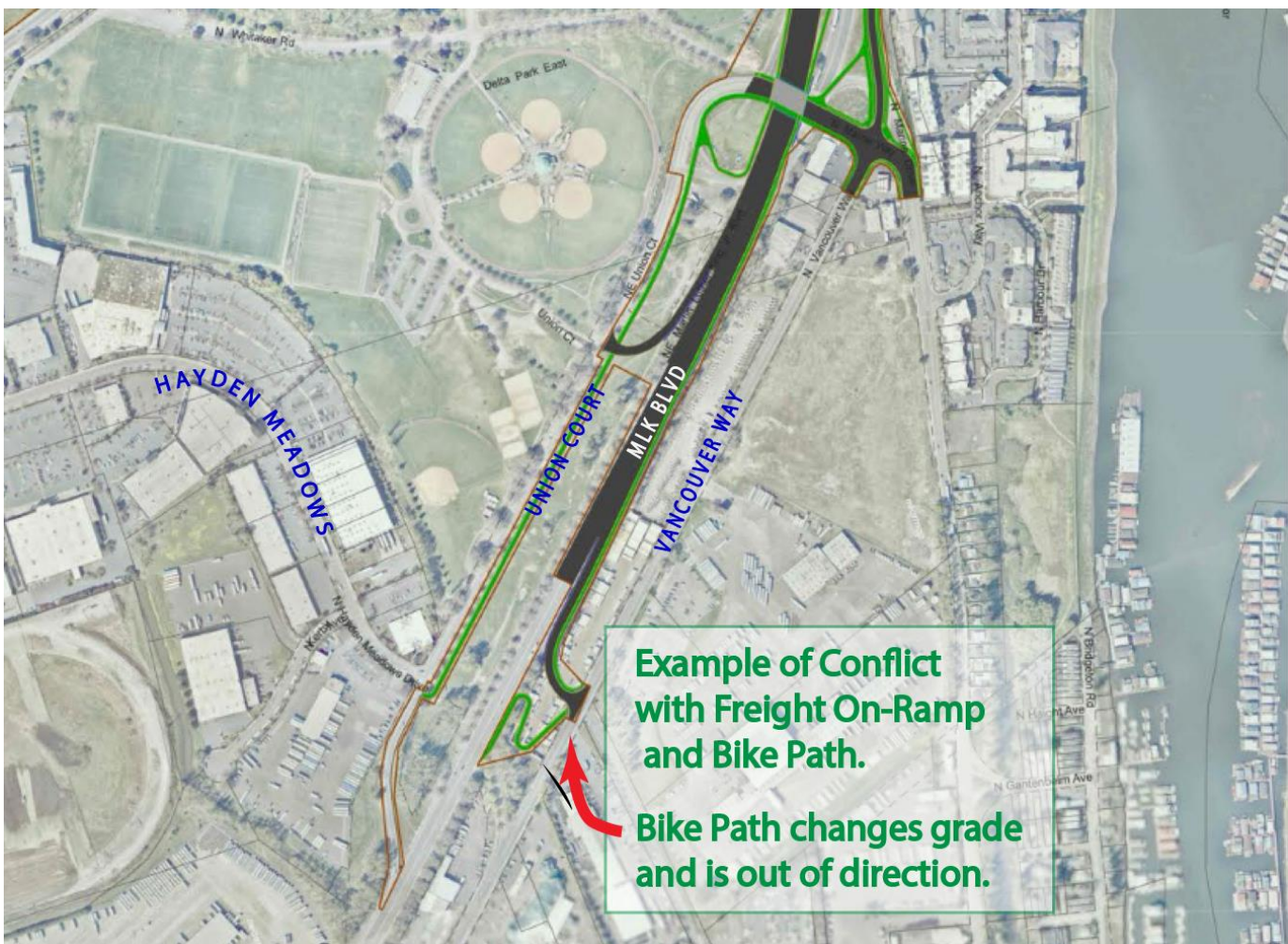
One important purpose and need of the IBR is to (c) improve highway freight mobility and address interstate travel and commerce needs in the Program area.

Another important purpose and need is to (b) improve connectivity, reliability, travel times, and operations of public transportation modal alternatives in the Program area.

A way to meet the purpose and needs of both Freight Users and Active Transportation Users is to build active transportation routes physically separated from Freight routes as much as possible. Maximizing this separation is key to creating efficient Freight routes while creating safer, more attractive, and therefore more heavily used walking, rolling, and biking routes.

**Examples of Conflicts between Freight and Active Transportation users.**

The proposed IBR design for the ramp from Vancouver Way to MLK North poses significant conflict between Freight and Bikes, as the proposed Bike route travels changes grade along a switch back, crosses a major Freight intersection and climbs a grade up along a freight-heavy on-ramp.



Another example of possible Freight-Bike conflict is in the Marine Drive Interchange. Here IBR proposes to build a complete bike lanes and pedestrian sidewalk on both sides of the Interchange.



Even if the IBR is required by State Law to provide bike and pedestrian facilities on the Marine Drive interchange, we recommend additional study on improving two aspects of these improvements:

- 1) Any facilities for bike and ped that must be built on Marine Drive needs to be built in a way that separates bike and ped travel from Freight as much as possible using techniques such as barriers, and raised bike roadways.
- 2) To discourage any active transportation users from crossing the Marine Drive interchange, also build alternative routes that go around the Marine Drive Interchange rather than through the interchange. This separate bike ped system needs to be so well design that it becomes the preferred route. Current IBR design has the MLK active user connection provided partially along MLK shoulders and partially on separated trails. To become the preferred route, an active transportation route that is not reliant of MLK shoulders need to be developed. This separated preferred corridor needs to conveniently link to each of the existing regional bike corridors.

Complete separation creates safety for both the people that are walking, biking and rolling in this area, but also makes it safer and more efficient for Freight Users who don't have to worry about negotiating on ramps with curves and with grade changes while watching out for bike users traveling the exact same routes.

This separation better meets 3 parts of the purpose and needs statement of the IBR; (a) improve travel safety and traffic operations on the I-5 river crossing and associated interchanges; (b) improve connectivity, reliability, travel times, and operations of public transportation modal alternatives in the Program area; (c) improve highway freight mobility and address interstate travel and commerce needs in the Program area.

Given the Marine Drive interchange is usually described as the **most heavily used Freight corridor in Oregon**, we encourage the IBR to work with the Active Transportation Users in combination with the Freight Users **together rather than separately** to refine designs that efficiently moves Freight Users through the Marine Drive Interchange and Active Transportation Users around the Interchange.

Respectfully,  
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