

# Each has own answer on freeway

By PAUL PINTARICH

of The Oregonian staff

What values can be preserved when all about you they are plotting freeways and perhaps are ignoring you?

This is the problem plaguing Northwest Portland residents and businessmen who met Thursday night with consultants for the I-505 freeway study seeking a preferred traffic corridor through the area.

Oscillating between the ridiculous and sublime, and heightened by an occasional argument, sleek-suited businessmen grappled with raspy voiced truck drivers and informed housewives on the difficult question of what is good for whom.

The response, however, has been solicited by consultants determined to involve the community through all stages of planning.

Principal consultants are CH2M-Hill, The Burke Associates and Alan M. Voorhees & Associates, who are working with state and city traffic engineers in drawing alternatives and environmental impact statements.

These will be presented to the City Council in December, answering a request by both city and state officials that public demands be served.

At the crowded meeting Thursday, consultants encouraged respondents to suggest where they felt the freeway, if any, should go—the result was predictable: Businessmen didn't want it bothering them, residents wanted to keep their homes.

Speaking for the Western Environmental Trade Association, Gilbert Schnitzer stressed that Northwest Portland is the largest industrial area in the city, adding, "We don't want to negate social impacts on the industrial labor force."

Schnitzer said not building a freeway would be "an impossible solution."

He said freeway alternatives outside the earlier proposed NW Thurman-Vaughn corridor would affect truck and rail traffic to the extent businesses there might have to leave the city.

Residents, however, voiced the opinion that homes were valuable in the area. One man cried: "We'll trade you one house for one business." Another added, "I think we're doing this thing wrong."

One problem is how to keep traffic off other arterials even if a freeway is built; another, how to provide mass transit for workers in the area.

George Sheldon and Morton Paglin, representing the Northwest District and Wilamette Heights Neighborhood associations, recommended no freeway be built and that existing streets be modified to handle increased loads.

The most remarkable suggestion was that of Walter Paget, who suggested the reinundation of Guilds Lake and the elimination of industry altogether in what he called "the greening of Northwest Portland."