

Art Lewellan -- Testimony before city council Wednesday, October 12th 2011.

A few final points about the CRC and Concept #1

* The recent Oregonian Article claiming "safer access" to Hayden Island is not the truth. Accident potential at both exits onto Hayden Island is much higher and more severe than the current access ramps. Accident potential near the ramps on Hayden Island is higher as exiting traffic interacts with traffic entering the freeway.

* The article's concern about safety is in regard to the entrance northbound during afternoon rush hours. The article states "the ONLY way to fix the problem" is with the new bridge. That is also not true. Retaining the old bridges for northbound traffic also reduces congestion and accident potential. Relocating access to Hayden Island as proposed with the Concept #1 design likewise reduces accident potential.

* The Port concerns about Concept #1 causing Marine Drive to be overwhelmed with traffic is an exaggeration. The local access road alongside the MAX line bypasses Marine Drive. Southbound access onto Hayden Island bypasses Marine Drive. Northbound access to Marine Drive west exits neatly away from access to Hayden Island.

* Jantzen Beach Center developers insist that direct I-5 access is necessary only because their business model is outdated. Access to Hayden Island via Concept #1 desirably highlights the Carousel Showroom and Drive-thru restaurants would relocate nearby.

* The 14 alternate proposals this year presented for consideration are divided into 2 groups: those that favor investment in the BNSF railroad bridge & those that favor or include a 3rd freeway bridge in the same corridor. Both included transit elements. I'm not a big fan of high-speed rail and favor incremental investment in the existing rail service. A 3rd freeway bridge is far more expensive, but more important, incurs huge impact and leaves I-5 with most of its current problems.

* These alternatives may not justify further consideration, but the City of Portland and Metro fail their public duty by leaving questions and concerns unanswered. Official answers printed in some addendum after the fact inflames discontent with the process.

The Sunday Oregonian's bold headline "The CRC will bring SAFER access to Hayden Island" stretches the truth.

Statistical accident rate & severity is worse. Both exits onto Hayden Island are downhill which increases stopping distance. Exiting traffic must come to a complete stop at a "T" with forced turns. Stopped traffic backs up while waiting for traffic entering the freeway to pass. Faster freeway speeds lead to faster exiting onto less visible downhill ramps with backed-up traffic and little emergency escape space. The design 'creates' a pair of extremely dangerous bottlenecks. The Hayden Island interchange design is NOT SAFE for motorists nor pedestrians as air, water, noise, land-use and redevelopment potential, and island traffic management overall are worse than existing ramps and alternative designs.

I recommend a fair public review of the CRC Commission's own Off-island Access Alternative Concept #1 (hinted in the article) plus building ONLY the Southbound Bridge while using both existing bridges for northbound lanes. The eventually built Northbound Bridge does NOT need a lower deck. Being lighter, it can be an elegant cable-stayed design to complement the utilitarian stressed-truss of the southbound bridge. This phased approach to the CRC project sets up a traffic pattern that necessitates further study of northbound interchange designs in Washington State. It most likely reduces costs, but more important, achieves higher safety standards.

“Hayden Island Interchange design shortcomings”

1) The worst freeway exit is downhill to a 'T' , ask any trucker.

2) The worst freeway entrance is uphill.

The exit & entrance ramps to Hayden Island are more hazard prone.

They are also high-impact and poor land-use.

3) The number of ramps and the amount of traffic heading to and from these ramps directly at I-5 will be detrimental to Hayden Island development value and access between east and west halves of the community.

“Concept#1 Off-Island Access advantages”

1) The freeway entrance ramps at the Marine Dr interchange are downhill.

Downhill entrance ramps bring motorists up to freeway speed more safely.

2) The freeway exit ramps to Marine Drive are uphill.

Uphill exit ramps assist deceleration, another safety factor.

3) The single entrance/exit ramp to Hayden Island is much longer and offers motorists and truckers a safer gradient to navigate.

4) The entrance also offers a 'straight-through' rather than a “T” intersection.

5) Truck access to the industrial west side is shortest and most direct.

6) The single ramp design effectively separates first the industrial area traffic, then separates eastside traffic from westside traffic.

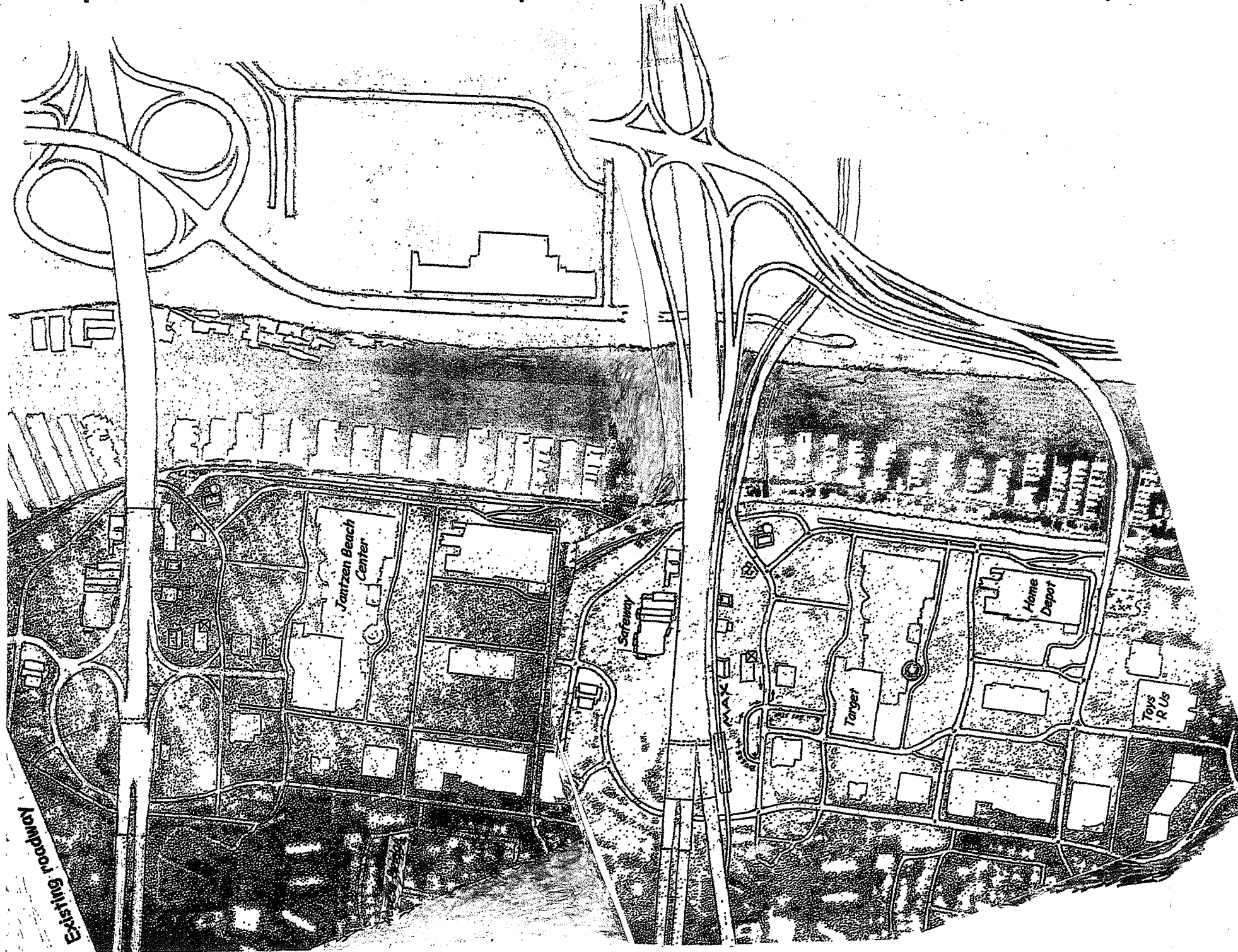
7) Concept#1 eliminates the need for a 3rd 'central roadway' under I-5.

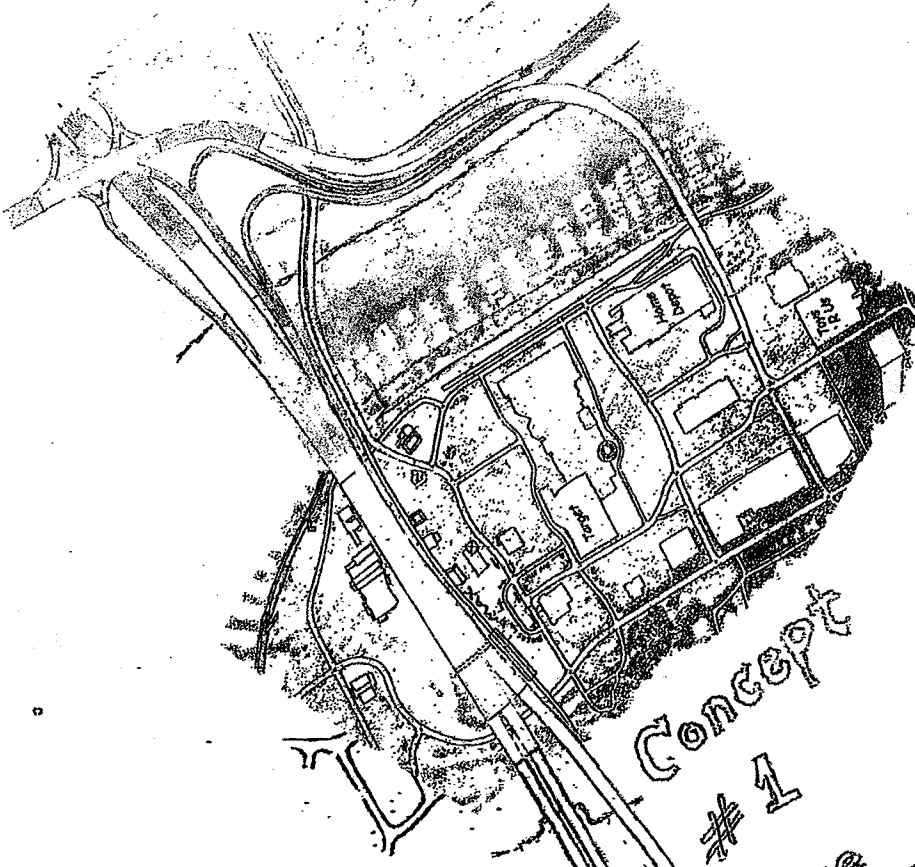
8) The 2 floating home piers which must be relocated to accommodate the main entry bridge, oddly enough, are out of character with their neighbors. They protrude into the channel further, the homes are taller and modern cookie cutter. Relocating them would open up views for their neighbors.

9) Pushing the main entry ramp southward off the waterfront, enables eventual restoration work there.

10) The main entry ramp would incorporate architectural amenities.

Concept #1 Hayden Island Roadway Network Land-use & Development Proposal

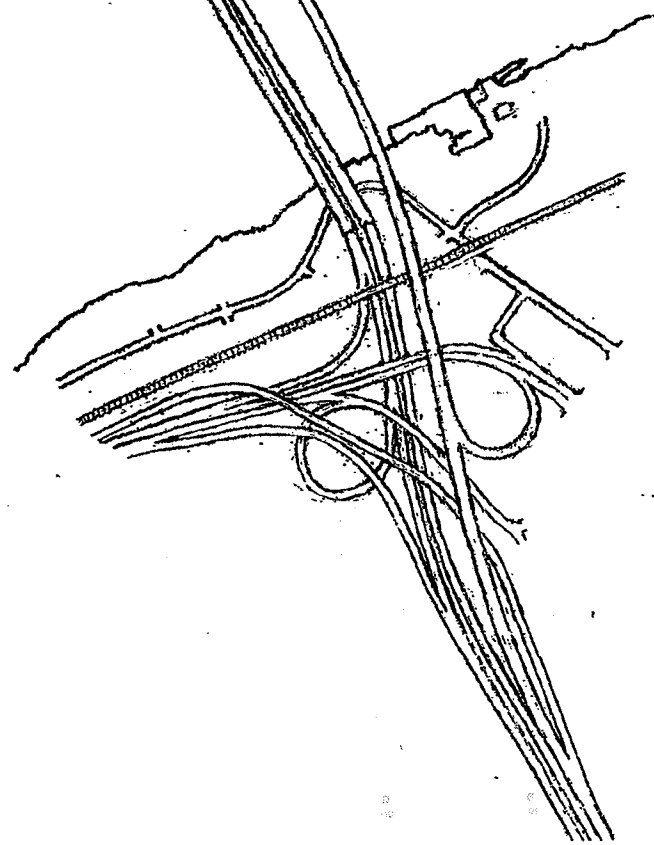




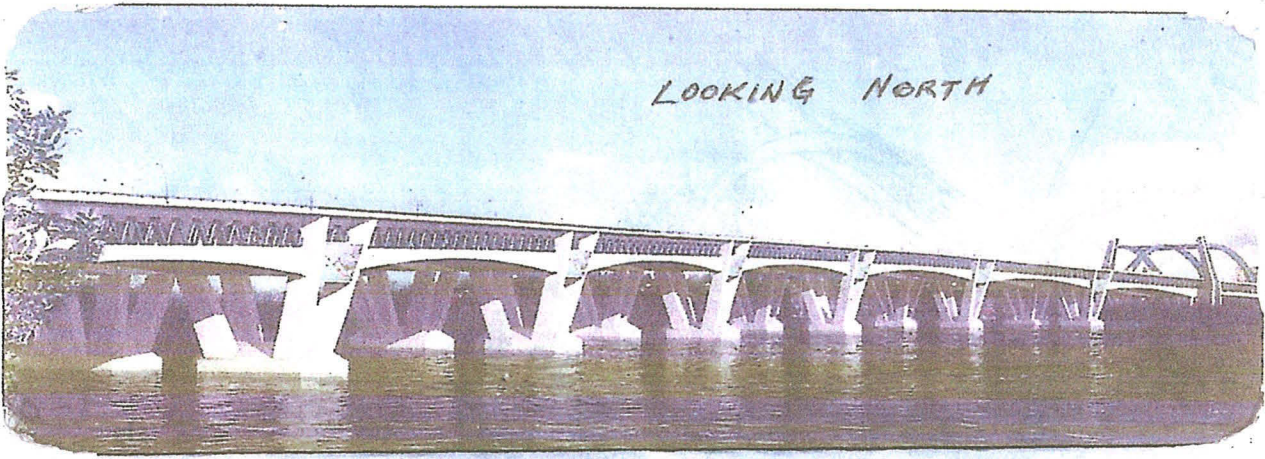
Concept
1

"One
Bridge"

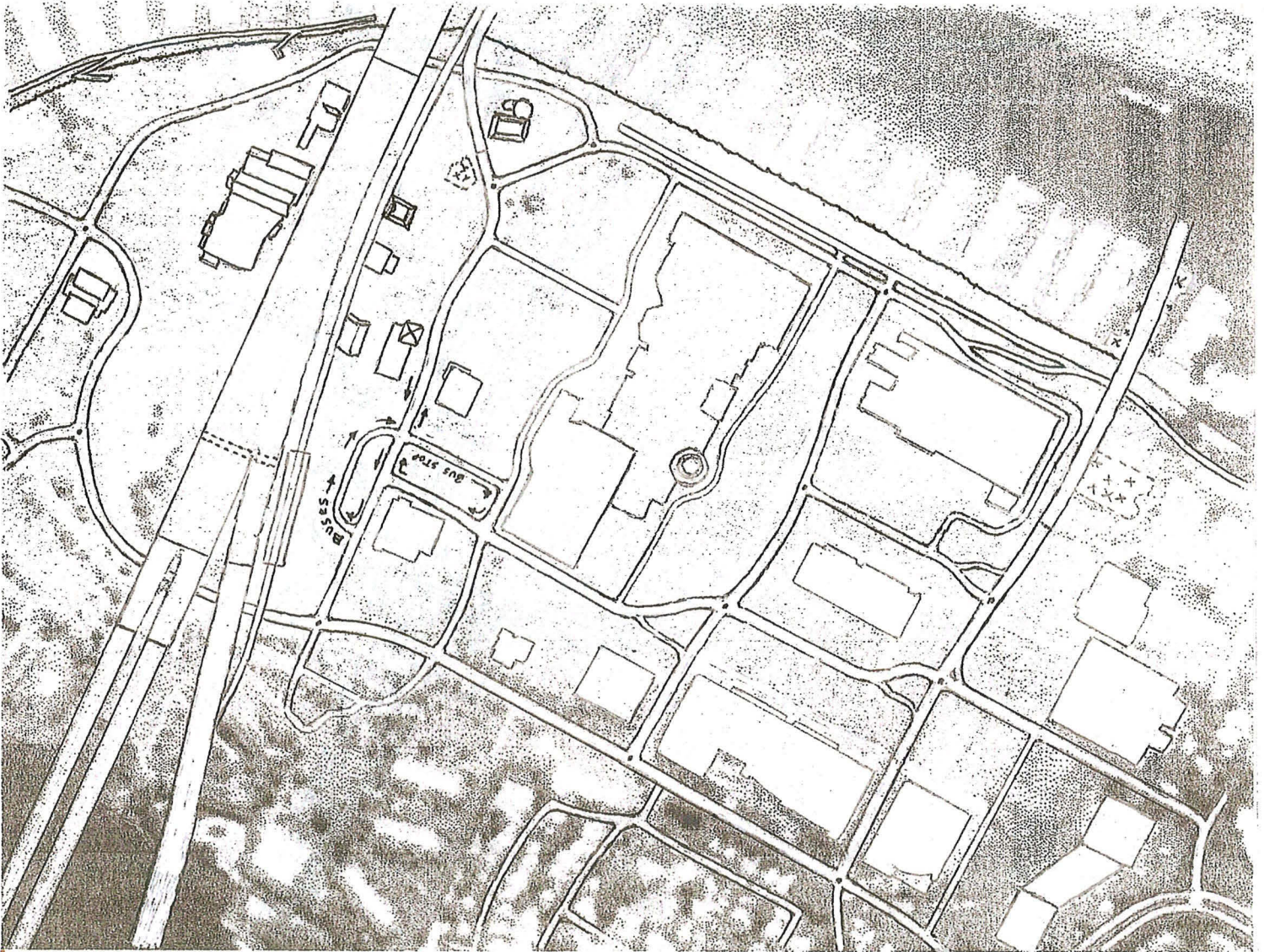
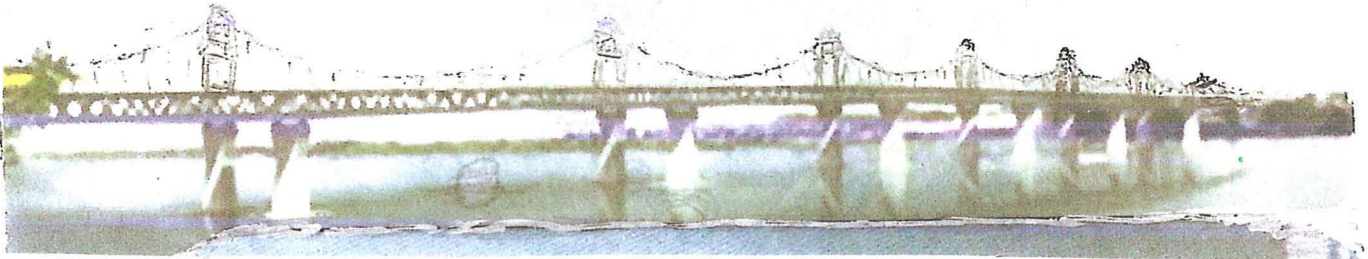
4 - MAX - CARS
Ped - Bike

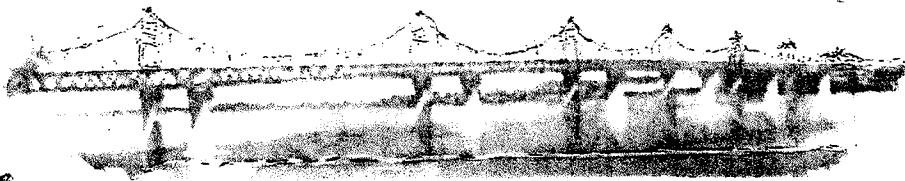


LOOKING NORTH

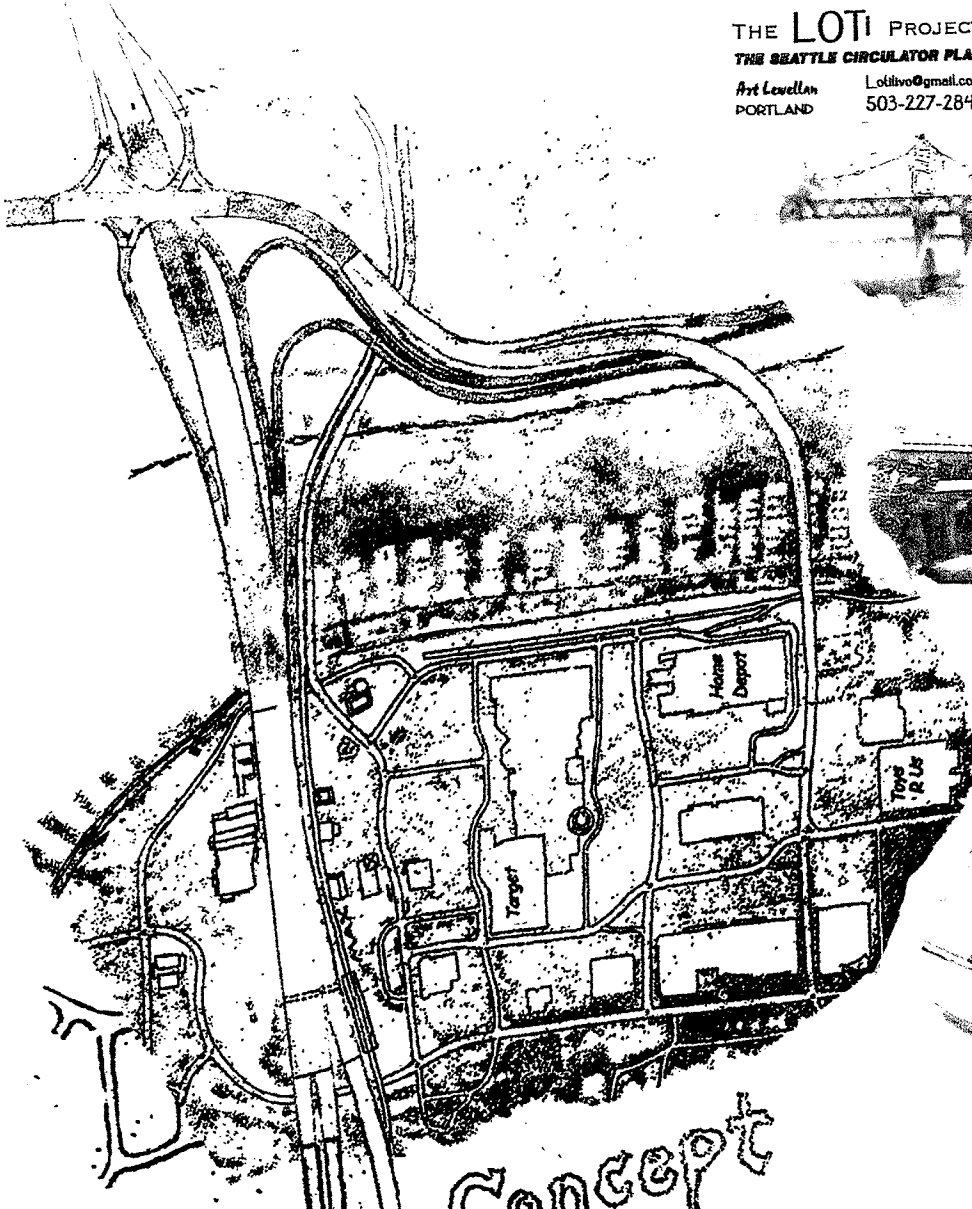
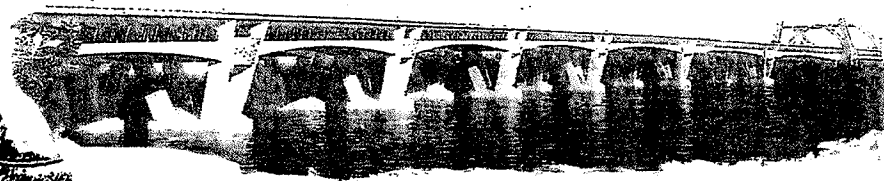


LOOKING SOUTH





'Looking north' at REJECTED Wsdot bridge design



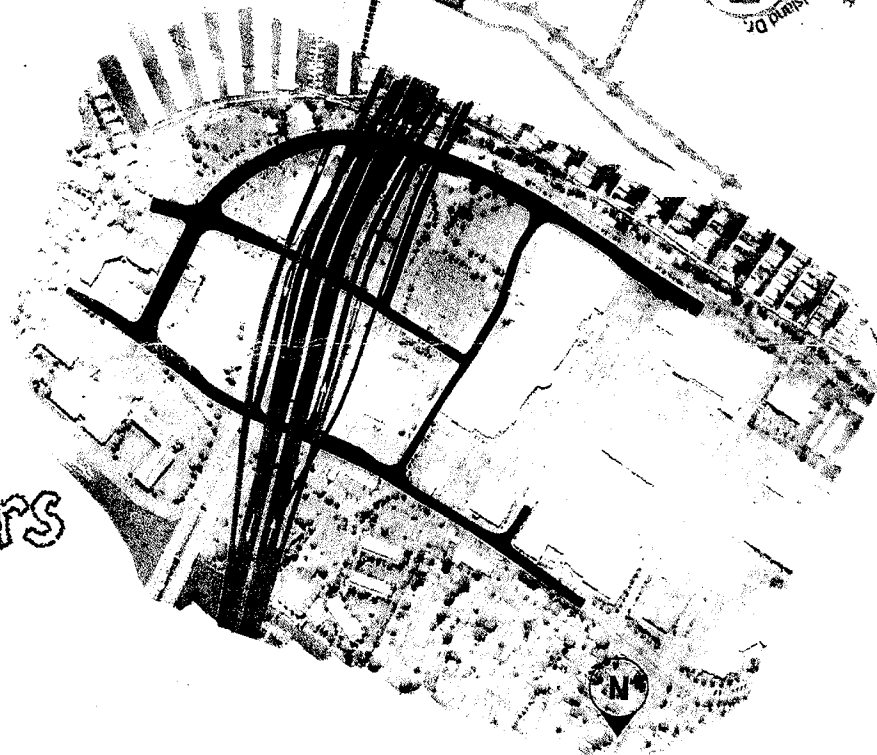
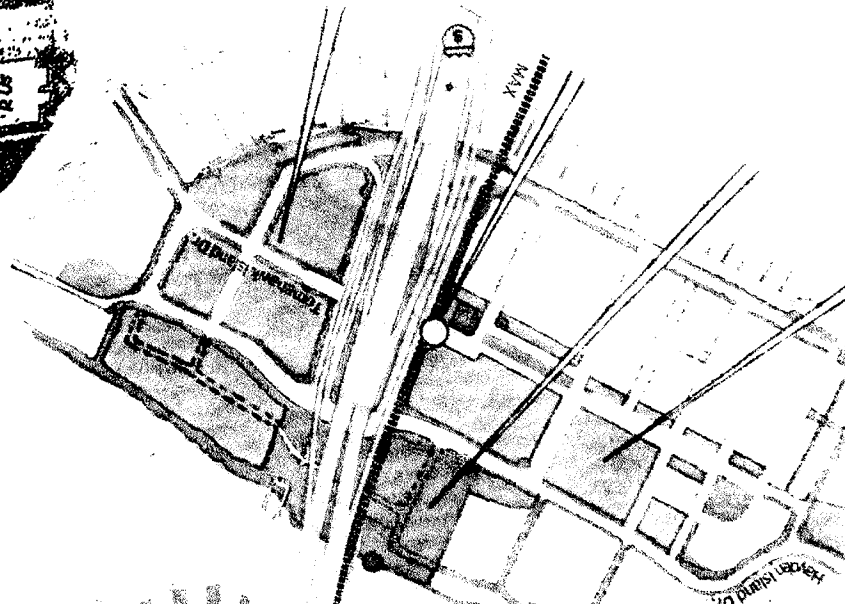
Concept

#1

"One Bridge"

4-

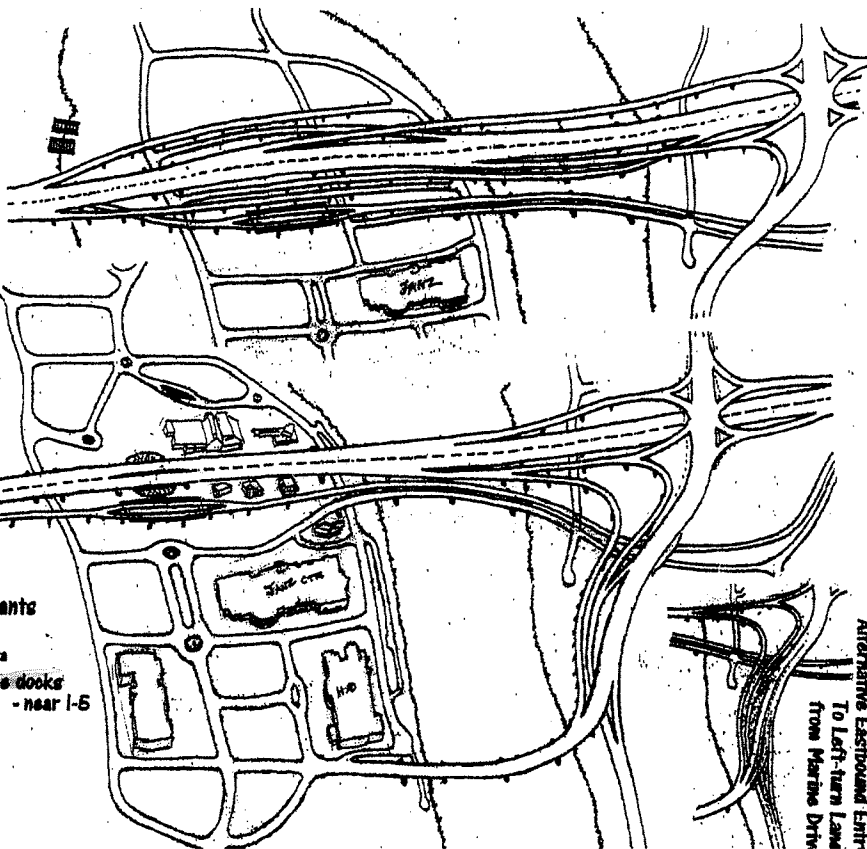
MAX - Cars
 Ped - Bike



CONCEPT 'D'
 "Preferred"
 Alternative
 Bulldozes everything

CONCEPT #1
 "Off-Island Access"

Saves Safeway & restaurants
 Weddie's -- Denny's -- Micky D's
 Newport Bay -- Engine House Pizza
 Removes "least" Floating Home docks
 Pedestrian-only underpass - near I-5



Alternative Eastbound Entry
 To Left-turn Lane
 from Marine Drive

PORTLAND CITY COUNCIL
COMMUNICATION REQUEST
Wednesday Council Meeting 9:30 AM

Council Meeting Date: 10-12-11 = 2:00 PM

Today's Date 10-6-11

AUDITOR 10/06/11 AM11:23

Name ART LEWELLAN

Address 1020 NW 9th #604

Telephone 503-227-2845 Email lotilivo@gmail.com

Reason for the request: General comment on CRC, FEIS,
MAX & etc.

Art Jewell
(signed)

- Give your request to the Council Clerk's office by Thursday at 5:00 pm to sign up for the following Wednesday Meeting. Holiday deadline schedule is Wednesday at 5:00 pm. (See contact information below.)
- You will be placed on the Wednesday Agenda as a "Communication." Communications are the first item on the Agenda and are taken promptly at 9:30 a.m. A total of five Communications may be scheduled. Individuals must schedule their own Communication.
- You will have 3 minutes to speak and may also submit written testimony before or at the meeting.

Thank you for being an active participant in your City government.

Contact Information:

Karla Moore-Love, City Council Clerk
1221 SW 4th Ave, Room 140
Portland, OR 97204-1900
(503) 823-4086 Fax (503) 823-4571
email: Karla.Moore-Love@portlandoregon.gov

Sue Parsons, Council Clerk Assistant
1221 SW 4th Ave., Room 140
Portland, OR 97204-1900
(503) 823-4085 Fax (503) 823-4571
email: Susan.Parsons@portlandoregon.gov

Request of Art Lewellan to address Council regarding Columbia River Crossing,
FEIS, Max and other things (Communication)

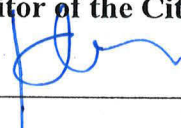
OCT 12 2011

PASSED TO SECOND READING

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Filed OCT 07 2011

LaVonne Griffin-Valade
Auditor of the City of Portland

By 

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Leonard		
Adams		