

## **City Council Communication 8-21-19**

My name is Art Lewellan. I have been an advocate for light rail, streetcar and better buses for Portland and our nation since 1992. I had an epiphany that year in which cars and trucks were impossibly overwhelming not just city streets and freeways, but the entire planet with air and water pollution, with insensibly unjust costs, and wars for oil. Mass transit then and still today seems the only solution. I question the intelligence or integrity of anyone who believes self-driving car nonsense is even possible, never mind inevitable.

Between 1995-98, transit advocates like me argued before City Council that the North/South MAX proposal then should go back to the drawing board. Voters wisely rejected it and Tri-Met's Yellow, Green and Orange Lines were acceptable replacements with less impact, less cost and have served more transit riders.

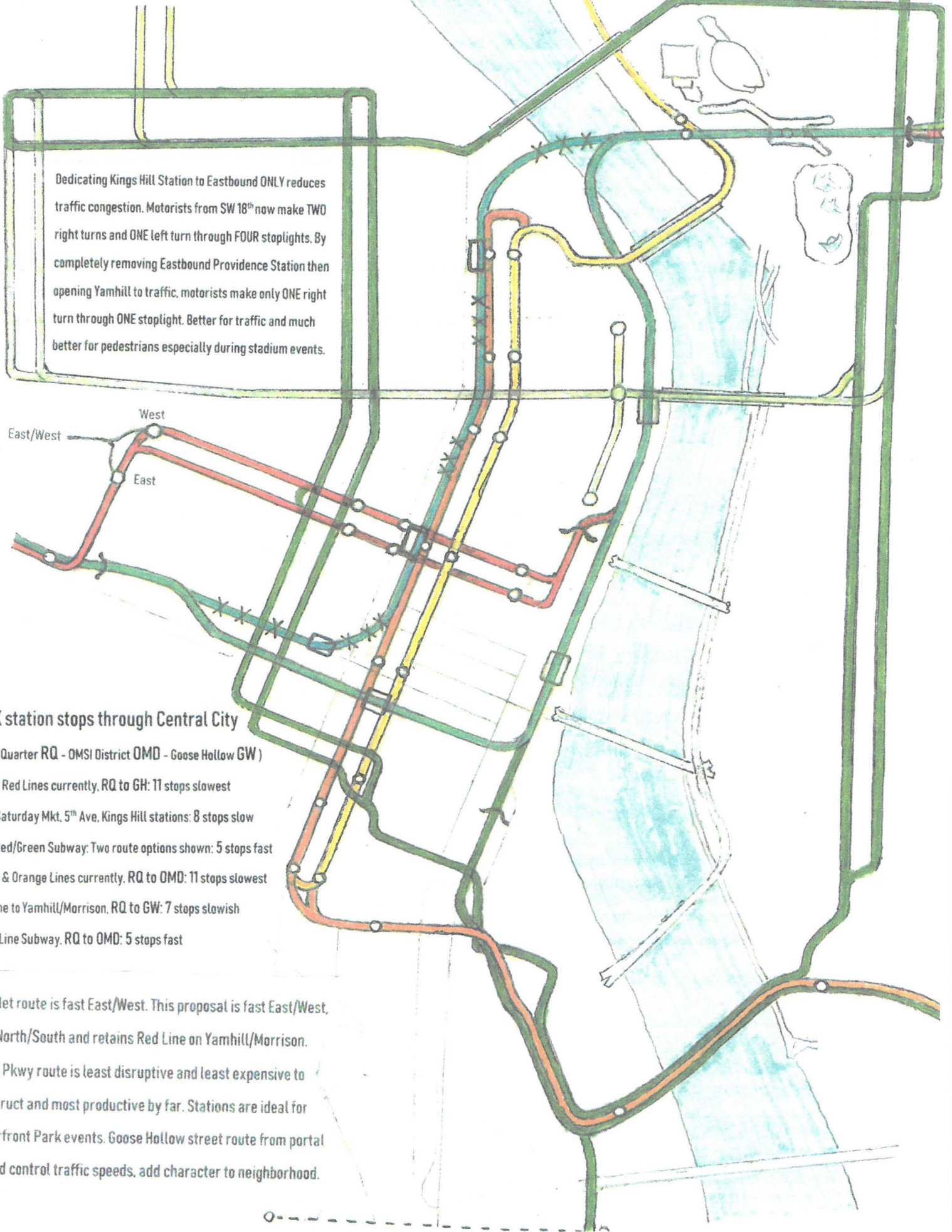
Today's SW Corridor MAX proposal on Barbur Blvd, just like the North/South MAX, should be rejected and go back to the drawing board. The alternate MAX route to Tigard and Tualatin is an extension of the Red Line from Beaverton via the WES corridor. The undeniably ideal alternative for Barbur Blvd is Bus Rapid Transit, especially on fast routes like Barbur where old style buses are suitable.

I believe City Council and Metro do not want the public to know about these alternatives. They don't want to inform the public about dreadful impacts, about the taking of properties, about the clearcutting of Barbur treescape, about how widening Barbur Blvd makes crossing more hazardous for pedestrians and for motorists. They will say, "Oh, that's just his opinion, blah blah."

Here are drawings of these plans. Viewers with DVR who can record this hearing, make a copy, push pause and take photos to study and learn what City Council and Metro do not want you to know. They have refused requests for a formal review of my 14-page pamphlet and related documents regarding these concerns.

Therefore, I am forced to pursue legal means to bring the Barbur Blvd MAX project to a halt. If a class action lawsuit is necessary, so be it. I am however offering a face-saving means to call this terrible mistake a learning experience. If City Council will formally authorize independent studies of Bus Rapid Transit for Barbur and a MAX route via the WES corridor, their obligation to dutifully serve the public would be filled and a lawsuit hopefully avoided. Either way, I am calling for the immediate resignation of Tri-Met director Doug Kelsey.

# PLAND CITY CENTER



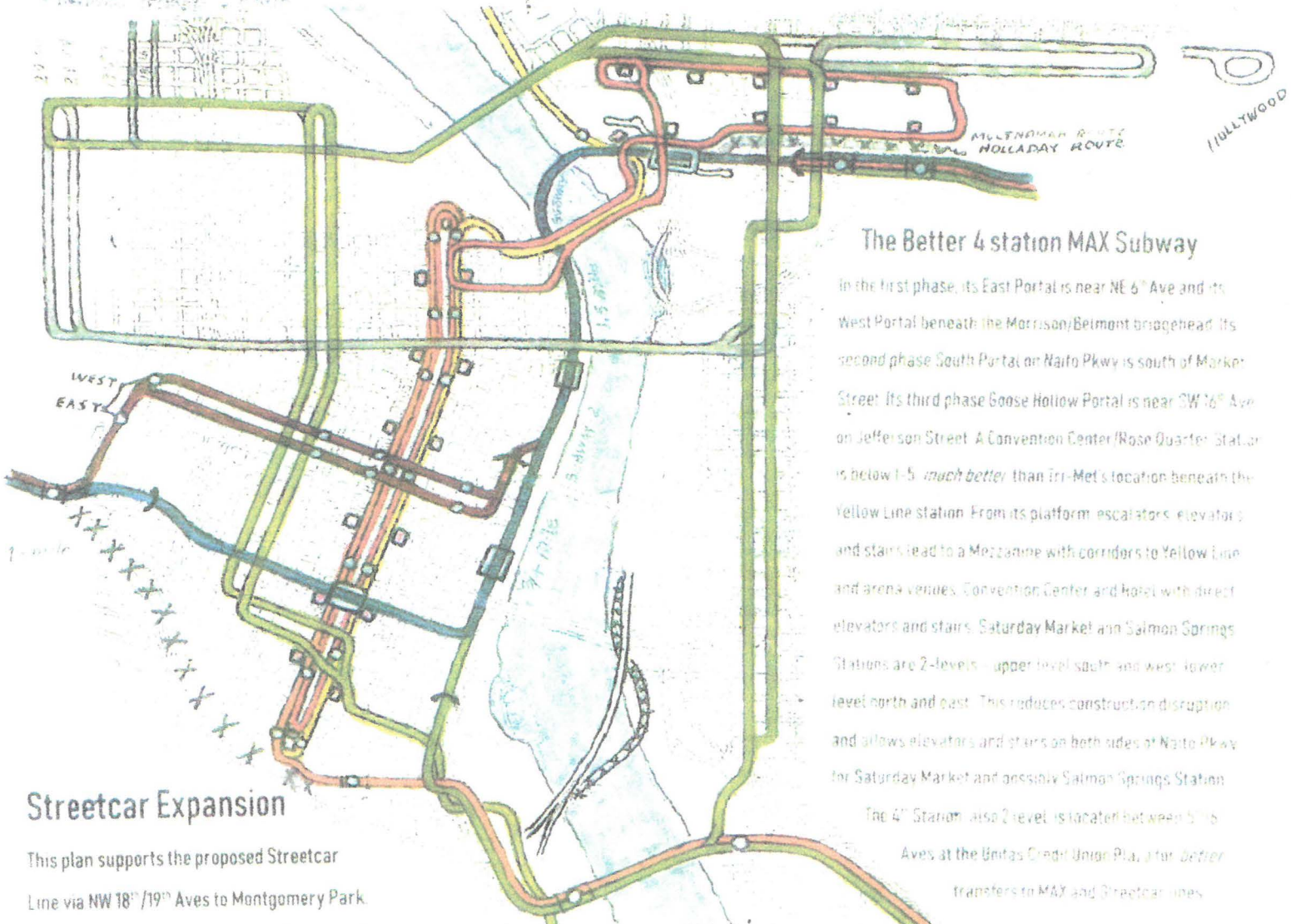
Dedicating Kings Hill Station to Eastbound ONLY reduces traffic congestion. Motorists from SW 18<sup>th</sup> now make TWO right turns and ONE left turn through FOUR stoplights. By completely removing Eastbound Providence Station then opening Yamhill to traffic, motorists make only ONE right turn through ONE stoplight. Better for traffic and much better for pedestrians especially during stadium events.

## MAX station stops through Central City

- ( Rose Quarter RQ - OMSI District OMD - Goose Hollow GW )
- Blue & Red Lines currently, RQ to GH: 11 stops slowest
- Sans Saturday Mkt, 5<sup>th</sup> Ave, Kings Hill stations: 8 stops slow
- Blue/Red/Green Subway: Two route options shown: 5 stops fast
- Yellow & Orange Lines currently, RQ to OMD: 11 stops slowest
- Red Line to Yamhill/Morrison, RQ to GW: 7 stops slowish
- Green Line Subway, RQ to OMD: 5 stops fast

Tri-Met route is fast East/West. This proposal is fast East/West, fast North/South and retains Red Line on Yamhill/Morrison. Naito Pkwy route is least disruptive and least expensive to construct and most productive by far. Stations are ideal for Waterfront Park events. Goose Hollow street route from portal should control traffic speeds, add character to neighborhood.





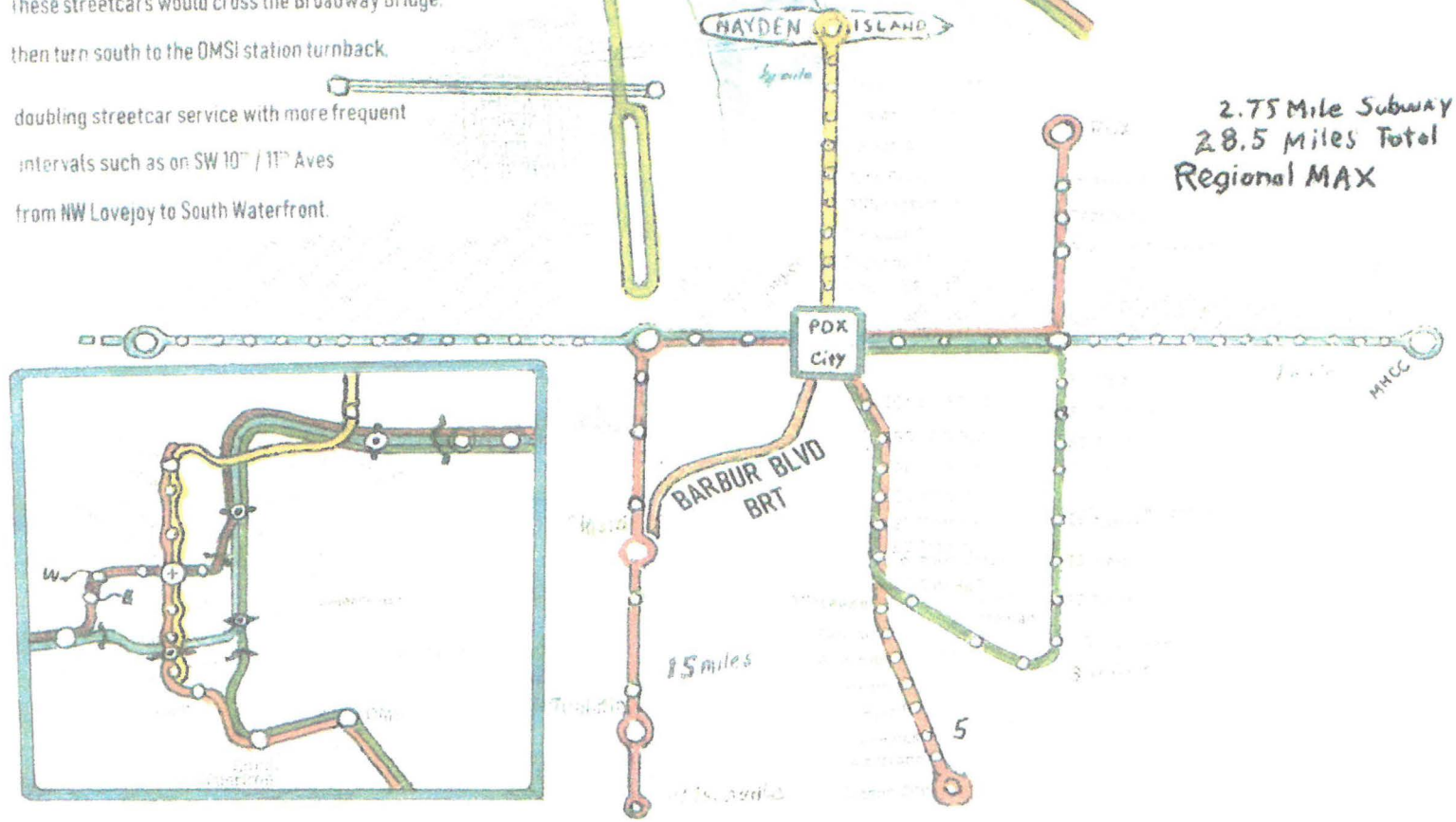
### The Better 4 station MAX Subway

In the first phase, its East Portal is near NE 6<sup>th</sup> Ave and its West Portal beneath the Morrison/Belmont bridgehead. Its second phase South Portal on Naito Pkwy is south of Market Street. Its third phase Goose Hollow Portal is near SW 16<sup>th</sup> Ave on Jefferson Street. A Convention Center/Rose Quarter Station is below I-5, much better than Tri-Met's location beneath the Yellow Line station. From its platform, escalators, elevators and stairs lead to a Mezzanine with corridors to Yellow Line and arena venues, Convention Center and hotel with direct elevators and stairs. Saturday Market and Salmon Springs Stations are 2-levels - upper level south and west, lower level north and east. This reduces construction disruption and allows elevators and stairs on both sides of Naito Pkwy for Saturday Market and possibly Salmon Springs Station. The 4<sup>th</sup> Station, also 2 level, is located between 5<sup>th</sup> & 6<sup>th</sup> Aves at the United Credit Union Plaza, a far better transfers to MAX and Streetcar lines.

### Streetcar Expansion

This plan supports the proposed Streetcar Line via NW 18<sup>th</sup> / 19<sup>th</sup> Aves to Montgomery Park. These streetcars would cross the Broadway Bridge, then turn south to the DMSI station turnback, doubling streetcar service with more frequent intervals such as on SW 10<sup>th</sup> / 11<sup>th</sup> Aves from NW Lovejoy to South Waterfront.

2.75 Mile Subway  
28.5 Miles Total  
Regional MAX



## Notes on Naito Pkwy MAX Subway Plan:

This subway route and tunnel type were chosen to reduce construction disruption and cost while producing more transit patronage. The Tri-Met plan for subway stations at Pioneer Courthouse Square and Greyhound Depot are 'extreme' construction disruptions. Tri-Met's temporary tracks on Holladay Street are replaced with simpler, less expensive temporary tracks. The Naito Pkwy route isolates unstable waterfront soils from downtown buildings that could be damaged in a major earthquake.

**Tunnel Length:** NE 6<sup>th</sup> Ave portal to Morrison bridgehead portal - 8000'. Naito Pkwy extension to Market St portal - 3000'. Columbia/Jefferson extension to Goose Hollow portal - 5000'.

**Subway station Location and Tunnel type:** **Rose Quarter/Conv Ctr Station** below I-5, mezzanine above central platform, elevators/stairs/escalator to mezzanine, corridors to RoseQuarter/Yellow Line/Convention Center & Hotel with elevators/stairs to surface. **Saturday Market Station**, 2-level 'stacked' Cut/Cover tunnel, elevator/stairs **both sides** of Naito Pkwy. **Salmon Springs Station:** 2-level 'stacked', elevator/stairs Waterfront Park side. **5<sup>th</sup>/6<sup>th</sup> Ave Station via Columbia St:** 2-level 'stacked', elevators/stairs to surface. All 'stacked' stations are upper-level westbound, lower level eastbound.

**Tunnel Type from Rose Quarter to Naito Pkwy:** Twin Tube under Willamette River. **Rose Quarter to NE 6<sup>th</sup> Ave portal:** Twin Tube to Cut/Cover at portal. **5<sup>th</sup>/6<sup>th</sup> Ave Station to Goose Hollow:** Twin Tube 'stacked' from station to 'side-by-side' Cut/Cover at Goose Hollow portal. The Columbia St route simplifies the 'spur turn' from Naito Pkwy.

In the first phase, **MAX Red/Blue/Green Lines** are routed via the Morrison Bridgehead portal. The **Yellow/Orange Lines** remain on the Steel Bridge. The Green Line reverses direction at 11<sup>th</sup> Ave turnaround. In the second phase, the Green Line is routed via the Market St portal to Milwaukie and eventually **Clackamas Towncenter** to create a **Green Line Loop**. In the third phase, the Blue line is routed via Columbia/Jefferson streets to the Goose Hollow portal to Hillsboro. The Red Line remains on Morrison/Yamhill surface street route to Beaverton, then along the WES corridor to Tigard, Tualatin, Wilsonville. WES is replaced with all day MAX Red Line service. Barbur Blvd is rebuilt for a BRT bus system instead of light rail.

### Additional notes on MAX Expansion with this subway plan:

**Closure of MAX stations downtown:** Kings Hill Station remains for 'eastbound' only. Providence Park station becomes 'westbound' only. Current Providence Park 'eastbound' station is completely removed for considerably improved traffic management. Holladay Park and NE 7<sup>th</sup> MAX Stations remain.

**MAX Yellow Line** is extended to a Hayden Island surface station "**Terminus**" and "**Junction**" with a **Ft Vancouver BRT** system on an **I-5 Bridge replacement** across the Columbia River. MAX extension to Ft Vancouver is not ruled out as eventually possible, but not necessarily desirable.

**MAX Orange Line** to Oregon City: McLoughlin Blvd is far more ideal than Barbur for light rail in a median. There's sufficient roadway width and unsightly parking lots to rebuild.

**MAX Blue Line** is extended to Mt Hood Community College neighborhood.

## Barbur Blvd MAX light rail concerns

1. **Environmental Impact.** Per official artist depictions, Barbur will be clear cut and a monstrous concrete abutment wall, about 30' tall, constructed. Between Burlingame and Corbett/Lair Hill, Barbur is widened from 4-lanes to 8-lanes, (2-lanes for MAX, 2-lanes for buses, 2-lanes in each direction for traffic. This segment of forest canopy will be clear cut. The segment further north will also be clear cut of forest canopy.
2. **Impact on health.** Trees and foliage collect diesel particulates and other pollutants. The abutment wall will allow these pollutants to reform into clouds of pollution spread by wind and air flow of traffic.
3. **Development potential.** Barbur Blvd between Burlingame and Capitol Hwy at Taylors Ferry will likewise be widened, but traffic speeds will remain 35-45mph. Projected development will impose upon new residents this air pollution and noise right outside their windows. Walking to transit stops and to commercial enterprises alongside Barbur will not be a pleasant experience nor attract high quality development. Crossing Barbur will be as much or more hazardous than it is today. The new traffic entering/leaving Barbur to/from new development is an increase in accident potential.
4. **Rail + Bus duplicative service flaws.** For many transit trips, this choice of either bus or rail will encourage unsafe pedestrian crossings of Barbur and side streets to reach bus stop or rail station, whichever vehicle comes first. Only BRT can 'spur' off Barbur to other existing bus routes, in the process increasing the number of BRT routes. Transferring from MAX to bus lines is both time-consuming and creates hazardous crossings of Barbur. Because the plan includes bus lines, and because Barbur is already a relatively fast, scenic bus route, and because BRT will NOT require near as much widening of Barbur, BRT is seemingly more suitable than MAX. It seems Metro has not performed 'due diligence' in its considerations of BRT.
5. **LRT to Tigard/Tualatin via the WES corridor.** Oregon's premier rail advocacy AORTA (Associated Oregon Rail & Transit Advocates) does not support MAX on Barbur Blvd. Instead, they propose converting the WES corridor into an extension of the MAX Red Line from Beaverton to Wilsonville. The Portland & Western RR would continue to operate a single-track with a double-track MAX line alongside. This would cut cost by more than half and impacts are minimal. Portland-bound traffic would still be served, but so would cities in Washington County. Motorists who drive Hwy 217 would have a fine transit alternative, much like Hwy 84 Banfield Freeway motorists have an LRT alternative.
6. **Development potential on the WES corridor.** It may be possible to include a Washington Square station with a MAX 'flyover' to/from the WES corridor. There could be a Beaverton City Hall MAX station and stations 'flanking' this flyover along the WES corridor.
7. **Bridgeport Village Terminus.** This destination is possible on the MAX line, but not as a terminus. That is, from there it should extend to Tualatin 'proper' on the converted WES corridor. It may also extend to Wilsonville, especially desirable with a connection to an improved Amtrak Cascades line. A stipulation that these extensions are an eventual necessity should be a part of any legal public agreement.



## "The Walking Communities of 2040"

The original essay with this title was penned in 1997 to grace the back cover of a transit proposal submitted to Portland City Council where it received a formal review and was awarded merit. Twenty years later with significant progress achieved in light rail projects nationally, mass transit still fails to address ever growing traffic woes nor soothe environmental nightmares predicted with global warming. As today's divestment in fossil fuel movement builds momentum, I remain certain that mass transit must receive redirected investment dollars. I am just as certain that self-driving car technology is a fraudulent ruse meant to distract public attention from actual solutions that include truly modern mass transit as a fundamental travel mode with the most potential to direct development beyond car dependency and traffic havoc.

The transit proposal is based on a design concept dubbed LOTi (Loop Oriented Transit Intermodal). Sometimes I refer to it as sort of missing link. Its closest model is Denver's 16th Street Shuttle. The design application writ broadly is meant to reduce the cost and impact of light rail and transit centers; streamline both light rail and peripheral bus lines by avoiding circuitous routing; provide convenient transfers rail to bus and between bus lines with the least number of any suitable transit vehicle; and, to offer much more potential for transit-oriented infill mixed-use development.

The basic flaws of self-driving cars are simple enough: Their technological hurdles are plainly unsurmountable, they will never be completely safe. They won't decrease traffic congestion, fuel/energy consumption nor emissions sufficient to prevent worst harm from catastrophic climate change. They are most unlikely to reduce travel-related cost of living. They won't take full advantage of the benefits EVs offer, and the technology is supported for all the wrong reasons; to bust transit operator and teamster unions; to give freeway planners an excuse to predict worsening traffic can be managed with reckless tailgating; to maintain most profitable but least resilient regional utility grids despite decentralized EV+PV household backup power systems proven complementary.

The most telling aspect of self-driving car folly is eliminating ownership whereupon all cars are kept in central garage locations and dispatched on demand. Never mind that in a grid failure, every household with an EV in the garage gains a backup power supply. Never mind any emergency where a car is needed immediately, not one that may arrive too late. Self-driving car tech completely denies those safety features and pretends 'mass tailgating' won't produce horrific multi-car pileups. Self-driving tech in many ways puts safety dead last.

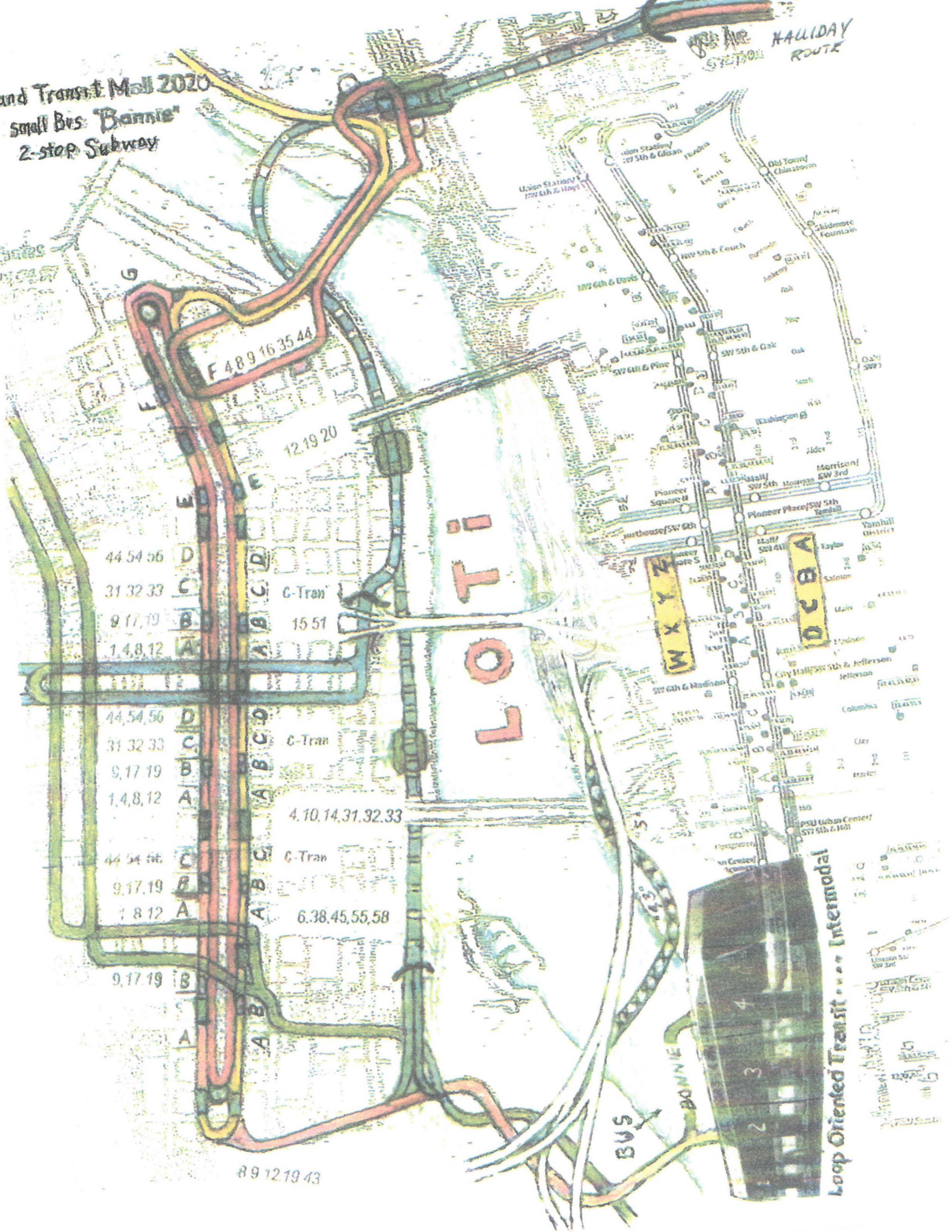
A household EV offers the means to more closely monitor and reduce energy consumption overall, both for driving and household use. Rooftop PV solar arrays are the perfect match to EV battery packs. Perhaps most important, a household EV is an incentive to drive less, whereby more trips become possible without having to drive, whereby local economies grow and alternate modes of travel - mass transit, walking and bicycling - all more energy efficient than EVs alone - may serve more travel needs in this vision of walking communities in 2040. It's last line, "Look, there's a gas station. You don't see too many them no more."

Art Lewellan. Shouldn't GM & Ford be dragged to court to manufacture a better paratransit van? Do seniors and disabled deserve low-emission, low-floor entrance ramps and more comfortably stable rides as do all transit patrons?



Land Transit Mall 2020  
 Small Bus "Bonnie"  
 2-stop Subway

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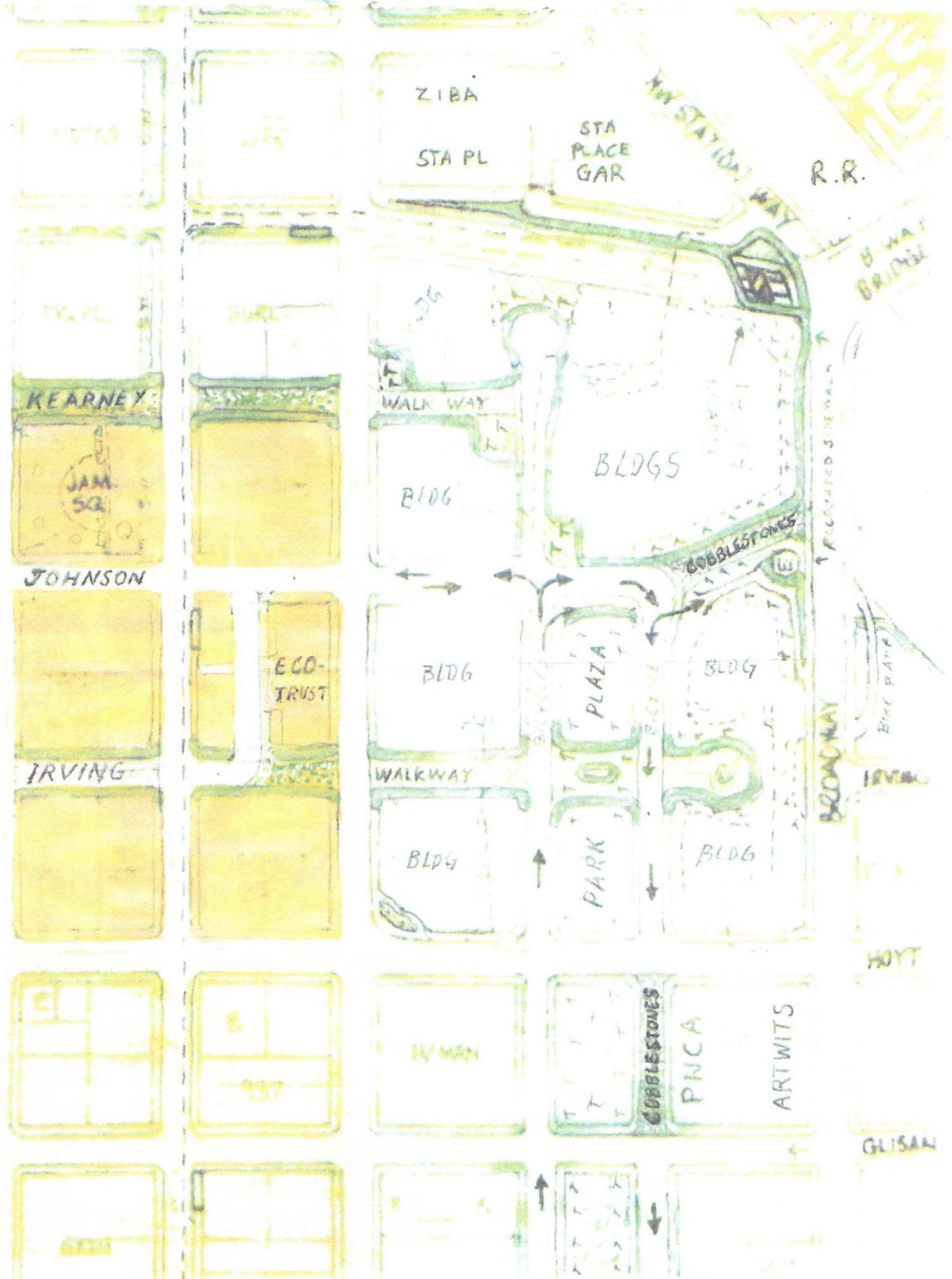
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Loop Oriented Transit... Intermodal





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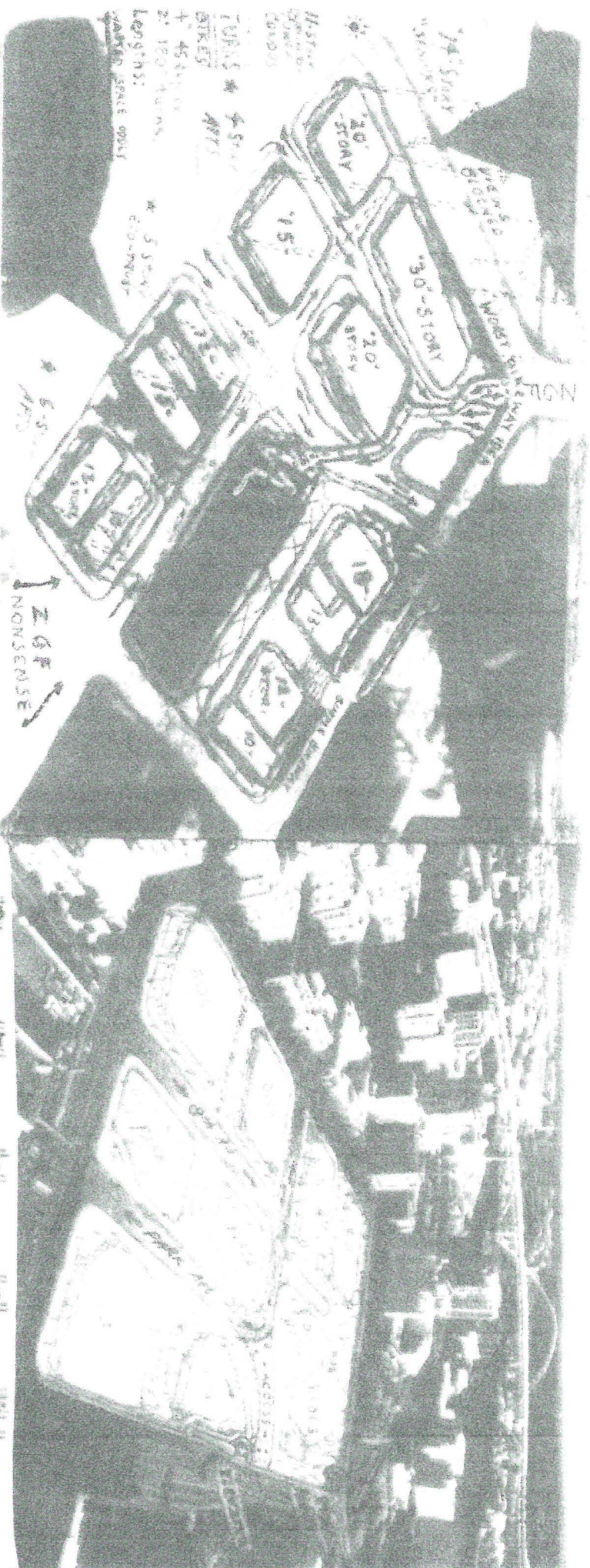
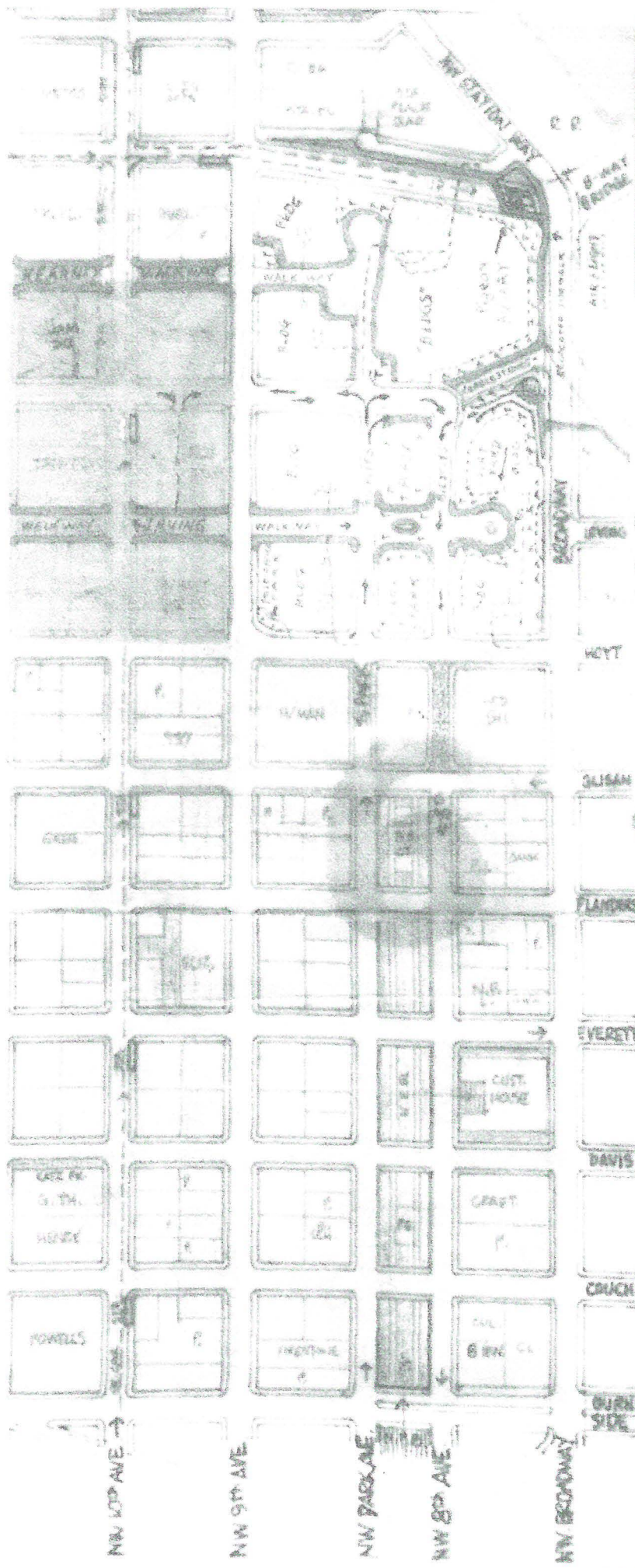
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**PORTLAND CITY COUNCIL  
COMMUNICATION REQUEST  
Wednesday Council Meeting 9:30 AM**

Council Meeting Date: AUGUST ~~14<sup>th</sup>~~ 21

Today's Date JUNE 3<sup>rd</sup>

Name ART LEWELLAN

Address 1020 NW 9<sup>th</sup> Ave

Telephone 971-978-8060 Email Lotilivo@GMAIL.COM

Reason for the request: 1-5 ~~project~~ <sup>Projects</sup> CRC to Marquam Bridges,

EASTBANK AND ROSE QUARTER. MAX VS BRT for BARBUR,

ELECTRIC BUSES, AND DUTIFULY ADDRESS PUBLIC CONCERNS

  
(signed)

- Give your request in writing to the Council Clerk's office to schedule a date for your Communication. Use this form or email the information to the Council Clerk at the email address below.
- You will be placed on the Wednesday official Council Agenda as a "Communication." Communications are the first item on the Agenda and are taken at 9:30 a.m. A total of five Communications may be scheduled. Requesters are limited to one scheduled communication per calendar month. Individuals must schedule their own Communication.
- You will have 3 minutes to speak and may also submit written testimony before or at the meeting. Communications allow the Council to hear issues that interest our citizens, but do not allow an opportunity for dialogue.

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

**Contact Information:**

Karla Moore-Love, Council Clerk  
1221 SW 4th Ave, Room 130  
Portland, OR 97204-1900  
(503) 823-4086  
email:

[Karla.Moore-Love@portlandoregon.gov](mailto:Karla.Moore-Love@portlandoregon.gov)

Keelan McClymont, Assistant Council Clerk  
1221 SW 4th Ave., Room 130  
Portland, OR 97204-1900  
(503) 823-4085  
email:

[Keelan.McClymont@portlandoregon.gov](mailto:Keelan.McClymont@portlandoregon.gov)



