

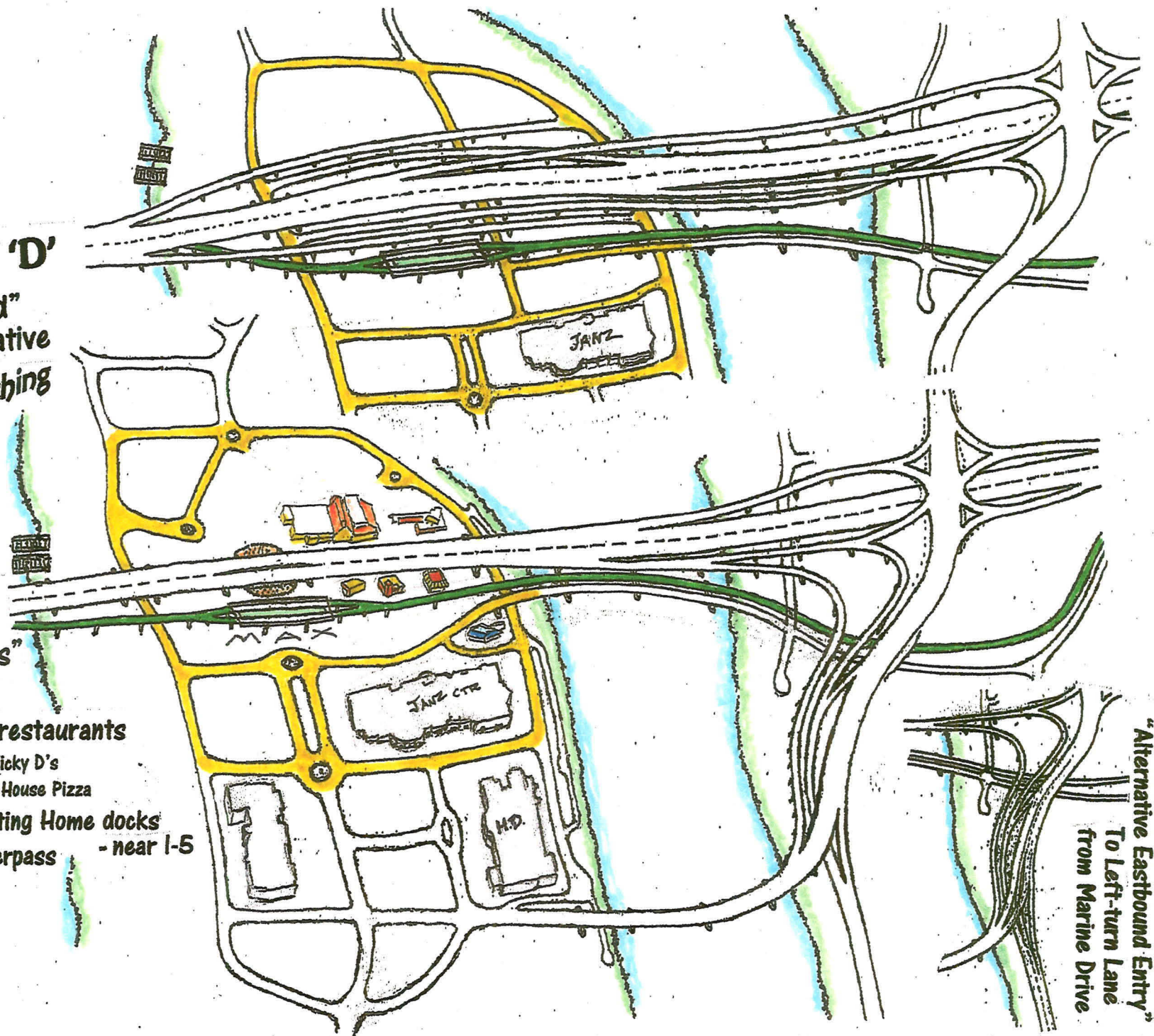
**CONCEPT 'D'**  
"Preferred"  
Alternative  
Bulldozes everything

**CONCEPT #1**  
"Off-island Access"

**Saves Safeway & restaurants**

Waddle'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

## Art Lewellan public testimony to Portland City Council, July 13<sup>th</sup> 2011

I was concerned the title I'd given my Citizen Communication might be seen as "hodge-podge." It was an attempt to express my personal philosophy of finding a balance. Balance is also central to my transportation design and planning philosophy; balance between all modes of travel and a balanced mix of land-use & development.

I've been an advocate for streetcars since 1995 and for light rail since 1992 after reading Al Gore's "Earth in the Balance." However, I believe Portland's defining character is its gracious parks and pedestrian amenities which MAX & streetcars lines compliment admirably. Transit users are first of all walkers.

My Park Proposal is for the South Waterfront 'double-block' between I-5 and the Central Park, a dismal gravel lot that degrades the value of the district. As a gesture to the Lair Hill neighborhood, I propose the central portion of this double-block be dedicated to park space to create a grand view and the north & south ends developed to compliment the new park.

The main reason for my testimony today is to criticize the Columbia River Crossing project. Who's to blame for this mess? In my opinion, Washdot is most to blame because the CRC exhibits a pattern that is repeated in similarly controversial Washington State freeway projects.

I am particularly concerned about Seattle's proposed Deep Bore Tunnel, a project of "catastrophic" risk. Wsdot casually dismisses nightmarish fears about the construction and presence of a giant 60' diameter bore tunnel through unstable watery fill soils directly beneath hundreds of downtown Seattle buildings. The Deep Bore Tunnel project MUST be stopped.

## Advantages of Concept #1

- \* Creates the SAFEST entrance to and exit from Hayden Island.
- \* Justifies reducing number of Main Span Bridge lanes  
(From 6 lanes to 5 lanes, saving \$100's of millions.)
- \* Justifies building the Southbound Bridge ONLY.  
(Northbound traffic would use both old bridges. Build both MAX and wide walkway on lower level of Southbound bridge. In 10-20 years, the matching northbound bridge need only build the roadway level.)
- \* Makes 4<sup>th</sup> lane on Hayden Island more readily possible.
- \* Allows I-5 to remain at current level across Hayden Island.
- \* Eliminates need for central street under I-5.
- \* Preserves the most buildings adjacent to I-5.  
(Safeway - Waddles - Micky D's - Denny's - Newport Bay - Engine House Pizza. Paul's Smoke Shop, Lotto Row & BJ's Restaurant probably can't be saved).
- \* Creates ideal development potential.
- \* Allows MAX station at surface rather than elevated.
- \* Leads to restoration of riverbank habitat in North Portland.

## "Evidence Suggests CRC Concept #1 Rigged for Rejection"

Statements from CRC Communications and Public Outreach which are questionable:

"Concept 1 also was NOT a low-cost solution. It was MORE expensive than the 'on-island' interchange options for a variety of reasons:

- Increased new piers in North Portland Harbor (10 more than LPA option).
- Increased structures over North Portland Harbor (1 more than LPA option).
- Longer construction period, primarily because of additional in-water work."
- Increased property impacts to the floating home community and business interests along the south side of the harbor."

Contrary to these statements, Concept #1 was NOT "equitably tailored" to reduce cost and impacts as was the LPA option and Concept D. Concept #1 is potentially LESS expensive and have LESS impact.

The impact of Concept #1 on the North Portland Harbor can be further reduced by building the off-island ramp through the Expo Center parking lot rather than directly on the water's edge where it displaces businesses.

The impact of Concept #1 'off-island' interchange is infinitely less alongside I-5 where ZERO ramps are built. Concept D spaghetti ramps will be ruinous to Hayden Island community and commercial redevelopment potential.

It appears that CRC stakeholders and public agencies have rigged their studies to favor trucking and commercial interests at the expense of Hayden Island livability, sensitive environments, and public safety on the highways.

*Innovations in Rail & Land-use planning*

**The LOTi Project**

**THE SEATTLE CIRCULATOR PLAN**

**Art Lewellan**

**503-227-2845**

**PORTLAND**

**Lotilivo@peoplepc.com**

Dear Mr. Lewellan:

Thank you for contacting the Columbia River Crossing project with your comments and questions regarding design of the Hayden Island interchange.

The Project Sponsors Council (PSC) charged the Integrated Project Sponsors Council Staff (IPS) with developing concepts for a re-designed interchange on Hayden Island, including both a refined on-island interchange, as well as a design that would remove the interchange and provide alternative off-island access. The IPS asked a group of island stakeholders, including representatives from HiNooN, the Hayden Island Livability Project, the Portland Working Group and island businesses, to partner with staff from the City of Portland, Metro and CRC to evaluate the interchange concepts for Hayden Island. The stakeholder group met twice a week for several months to study design options. The options were evaluated using a wide range of criteria including:

- Mobility and Connectivity - Community and Design Benefits
- Land Use and Development - Schedule - Environmental Challenges - Cost

There was extensive public involvement and review in the access evaluation process. In addition to bi-weekly meetings with the community, the design options were presented at three open houses. Island residents and business interests expressed significant concern with Concept 1. They strongly felt that removing the interchange from the island did not support the vision of the Hayden Island plan and would greatly hinder redevelopment of the SuperCenter site and other island businesses.

Concept 1 also was not a low-cost solution. It was more expensive than the on-island interchange options for a variety of reasons:

- Increased property impacts to the floating home community and business interests along the south side of the harbor
- Increased new piers in North Portland Harbor (10 more than the LPA option)
- Increased structures over North Portland Harbor (1 more than the LPA option)
- A longer construction period, primarily because of additional in-water work.

After months of design and public process, there was clear support for Option D from the IPS, project sponsors, and the Hayden Island and north Portland community. The Project Sponsors Council unanimously supported moving forward with this option at their August 9 meeting.

You also asked why the project is not considering building a supplemental bridge to carry south bound I-5 traffic and transit over the Columbia River. This alternative was studied in the Draft Environmental Impact Statement and was dropped from consideration for several reasons.

Though a supplemental bridge could be built tall enough to eliminate the need for a bridge lift, northbound traffic on the existing bridges would still be subject to lifts. Bridge lifts contribute to a high collision rate on I-5. Crashes occur three to four times more often during a bridge lift as I-5 traffic unexpectedly comes to a stop. This is one of the problems the CRC is working to address, so building a bridge that only eliminates lifts for one direction of traffic would not help address the project's purpose and need.

This area of the Columbia River is already difficult for barges to navigate especially during periods of high water flow. Another bridge similar to the existing bridges would add more piers in the water, which increases the navigation complexity. In addition, the existing bridges need to be upgraded to meet current seismic standards if they remain in use. The upgrades would require the piers to be reinforced with a concrete encasement. Pier encasements would increase the diameter of each pier by 10 to 40 feet, which would reduce the space between piers for marine traffic. When traveling downstream, barge captains attempt to avoid calling for a bridge lift by traveling under the high portion of the Interstate Bridge and then turning to the right to access the lift span on the railroad bridge. An additional bridge combined with the seismic upgrades on the existing bridges would make this maneuver more difficult and, as a result, would lead to more bridge lifts.

Thank you for your continuing interest in the Columbia River Crossing project.

Sincerely,

Maurice Hines

Columbia River Crossing

①

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

Council Meeting Date: July 13, 2011

Today's Date JUNE 22, 2011

AUDITOR 06/22/11 AM 10:37

Name ARTHUR LEWELLAN

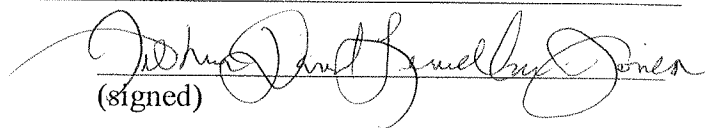
Address 1020 NW 9th #604 PEARL DISTRICT

Telephone 503-227-2845

Email lotilivo@gmail.com

Reason for the request:

The Streetcar City - The "UnshovelReadiness" of the CRC -  
ODOT vs Warshdot - "PARK PROPOSAL"

  
(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](mailto: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](mailto:Susan.Parsons@portlandoregon.gov)



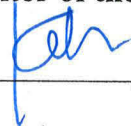
Request of Arthur Lewellan to address Council regarding transportation and park  
issues (Communication)

JUL 13 2011

PLACED ON FILE

Filed JUL 08 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		