

CONCEPT 'D'
10-12 lane I-5



"Amended"

CONCEPT #1
I-5 Southbound



The public is wholly disappointed with the design, cost and environmental impact of the CRC project. Consensus surrounding Concept 'D' should not represent DOT, port authority, trucking and business interests more than the Hayden Island community and the general public. Thus, a wider and independent review of low cost, low impact options such as Concept #1 and the Southbound I-5 ONLY proposals is necessary to address public concerns.

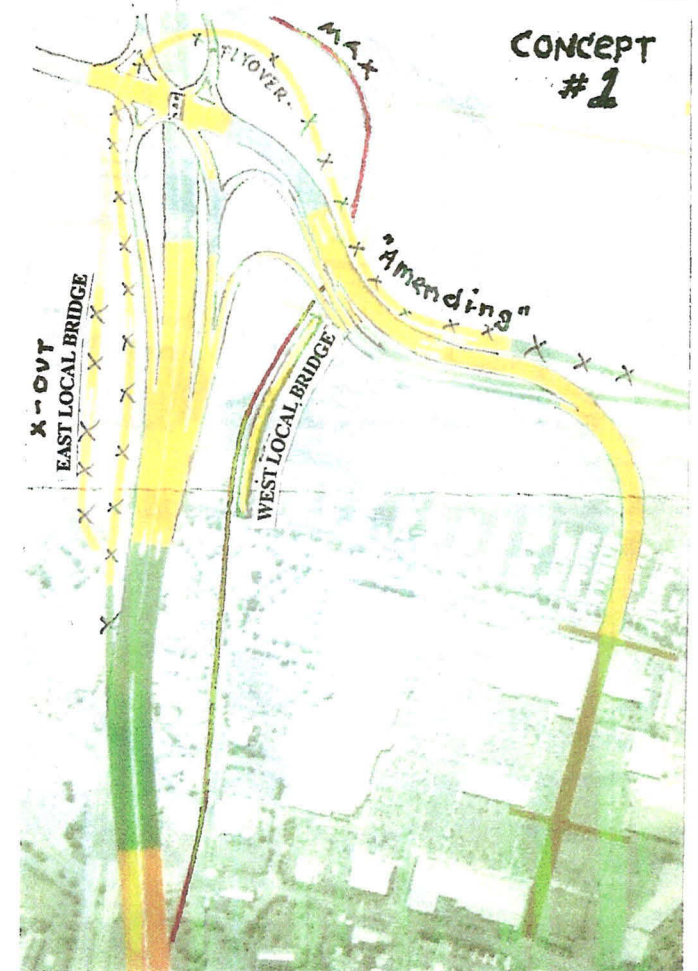
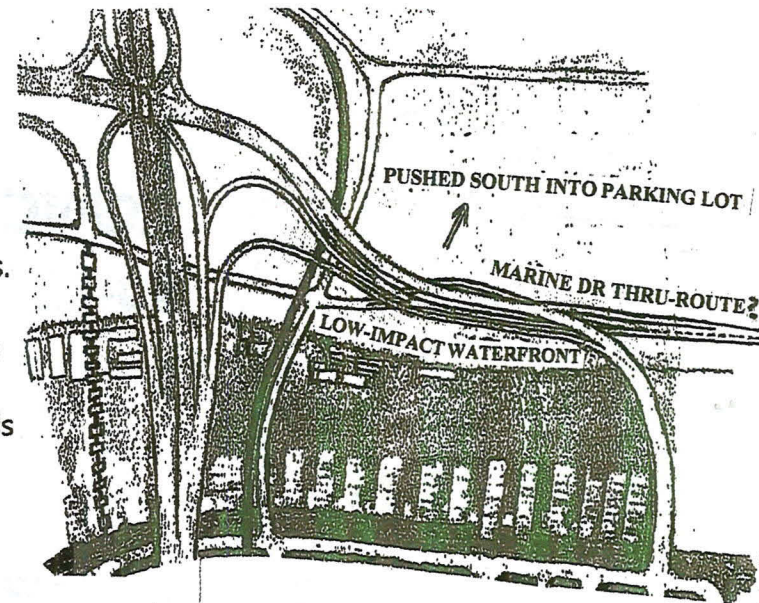
Concept#1 was evaluated using criteria of Mobility and Connectivity, Community and Design Benefits, Land use and Development, Schedule, Environmental Challenges, and Cost. According to a stakeholder group of business interests and planning bureaus, Concept#1 fails every test. Any reasonable person will find this nearly impossible to believe.

The following alterations to Concept#1 should improve its status as a viable option.

- Eliminate the "flyover" ramp from Portland harbor to I-5 northbound.
- Select the local access bridge option from North Portland adjacent to MAX bridge.
- Push Concept#1 main access ramp along Marine Drive south into Expo Center parking lot.
- Design main access bridge and landing onto Hayden Island with architectural amenities.

While the main access bridge of Concept#1 will impact Hayden Island floating home community, the impacts of Concept 'D' ramps alongside I-5 are undeniably much greater.

The I-5 Southbound ONLY proposal also deserves another look for its capacity to reduce cost. We should consider how in the near future a matching bridge can be constructed (in place of the old west span removed) while leaving the old east span in place to handle traffic.



"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."

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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@peopleps.com

gmail

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

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

Council Meeting Date: MAY 11th

Today's Date MAY 3rd 2011

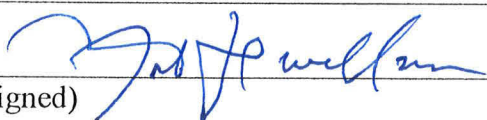
Name ART LEWELLAN

AUDITOR 05/03/11 AM 11:41

Address 1020 NW 9th #604

Telephone 503-227-2845 Email Lotilivo@peoplepc.com

Reason for the request: THE CRC IS NOT SHOVEL-READY.

(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

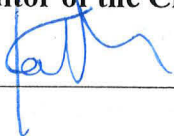
Sue Parsons, Council Clerk Assistant
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Portland, OR 97204-1900
(503) 823-4085 Fax (503) 823-4571
email: Susan.Parsons@portlandoregon.gov

Request of Art Lewellan to address Council regarding the ^{Columbia River Crossing} CRC is not shovel-ready
(Communication)

MAY 11 2011
PLACED ON FILE

Filed MAY 06 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		