
PUBLIC COMMENTS FOR IBR COMMUNITY ADVISORY GROUP

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I studied the CRC (a way better acronym than IBRP – pronounced “I burp” - from 2008-2013 and strongly believe designs then were wisely rejected. It still seems single-deck bridge design (rather than double-deck) is the ONLY sensible option. I favor the current prestressed concrete spans with twin piers. Its simplicity is elegant. In 2013, the Coast Guard minimum river clearance standard was (and still is) 125'. Double-deck designs then reached only 116' river clearance. This single-deck bridge river clearance is likely near 135'.

I favor 5-lanes northbound (for heavier afternoon traffic) and because exits to SR14 and downtown Vancouver are close together. I favor 4-lanes southbound plus 2-lanes for the transit corridor. Locating the ped/bikeway on the east side adds 1-lane, thus 6-lanes in each direction, a possible simplification of the construction process. Whether the support piers will be 2 piers or 3 piers or 4 piers should be studied.

I won't go into Washington State interchanges except to say the focus should be access to SR14 and downtown Vancouver. Put aside the 3 interchanges further north. The Marine Drive interchange seemed to me suitable since 2010. Back then I supported Concept #1 (off island access) from Marine Drive on the west side of I-5. The current access to Hayden Island is also from Marine Drive but on the east side of I-5. I'm certain the public needs to see more realistic renderings of this new off-island access proposal.

I most vehemently oppose the Rose Quarter I-5 “widening” project because its design severely worsens existing traffic hazards. The southbound exit should remain where it is today leading “uphill” to Broadway. Relocating the southbound exit south of Weidler at Wheeler Way is an inexcusably horrific traffic hazard whether you bean counters care to admit it or not. Do relocate the southbound on-ramp from Wheeler Way to Weidler where the ramp is “downhill” (which gets motorists up to speed more readily), with better visibility, and more distance to merge left to access I-5 while traffic on I-5 must merge right to access I-84. Widening I-5 through the Rose Quarter will increase average speed thus making this cross-merge more hazardous. Relocating the on-ramp to Weidler also makes room for a more ideal ped/bikeway over I-5 from Clackamas Street. I understand truckers from Interstate Ave access the southbound on-ramp from Ramsay Way, but I believe their access to I-5 south can occur from Weidler.

One last thing: I have an idea to consider. I live in the Pearl District and am disgusted with the hazardous traffic speeds on the Lovejoy corridor. It seems motorists see a green light ahead and all too frequently speed up to beat the light or otherwise exceed the speed limit. What I'd like to do is experiment with the signals at 9th Ave, 11th Ave and 13th Ave by designating them as Flashing Red (temporarily) to see if traffic volume as well as

speed can be manageable. This Flashing Red signal would also occur at the very dangerous 3-way intersection where the Broadway and Lovejoy ramps meet. And a 4-way Flashing Red at the first stoplight on the east side of Broadway Bridge where it may accommodate trucks that are redirected from Ramsay Way to the Weidler southbound on-ramp.

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PS: Thank God voters wisely rejected the SW Corridor MAX extension to Tigard and Tualatin. It met NONE of the 6 basic metrics that determine support or opposition, starting with Public Safety, Public Health, Urban & Environmental Impact, then transit patronage and development potential (both exaggerated) and lastly various costs – planning, construction, operation, finance. Portland dodged a bullet with that utterly destructive proposal, yet it is still in the works at City Hall, Metro and Tri-Met. I'm recommending improved curbside bus stops, crosswalks and relocating the FX2 fleet of 60' articulated buses from Division to Barbur where they would operate more ideally with more capacity and faster trip times.