Hines, Maurice

From: Art Lewellan [lotilivo@gmail.com]
Sent: Thursday, September 29, 2011 11:08 AM
To: Columbia River Crossing
Cc: Art Lewellan
Subject: The CRC Hayden Island interchange design is unsafe, bloody unsafe...

Categories: Orange Category

P-022-001

The CRC as proposed does not create SAFER access to Hayden Island. 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 exits.

The Hayden Island interchange design is NOT SAFE for motorists nor pedestrians as air, water, noise, land-use & redevelopment potential, and island traffic management overall are worse than existing ramps and alternative designs.

P-022-002

The public deserves a 'fair review' of the CRC Commission's own Off-island Access Alternative Concept #1 -plus- building ONLY the Southbound bridge and using both existing bridges for northbound lanes. (Using both exiting bridges for northbound traffic improves safety.) The eventually-built northbound bridge replacement 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.

P-022-003

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. I blame Wsdot more than ODOT for the recklessly inferior engineering. Wsdot's bored tunnel under downtown Seattle guarantees demolition of historic Pioneer Square and other downtown towers, but Wsdot only serves automobile-related business interests who profit from car-dependency. The tragedy of highway & traffic-related deaths is irrelevant to Wsdot directors and department heads.

Art Lewellan
1020 NW 9th #604
Portland 97209

P-022-001

The proposed grades and deceleration and acceleration lengths for the ramps to and from Hayden Island will meet ODOT and AASHTO standards. This will be an improvement compared to the existing interchange. The biggest improvement will be on the northbound entrance ramp where virtually no acceleration space is provided for the existing ramp. This is where the highest accident rate is recorded in the project area. The northbound and southbound exit ramps are similarly improved where the current deceleration is about 50% and 80% of standard, respectively, and the improvements will exceed the required standard. In all cases, the stopping sight distance provided will meet standard. Other improvements include the braiding of the ramps between Marine Drive and Hayden Island and the construction of the local bridge, both of which will serve to reduce the number of conflicts on the mainline and help improve the operations on the ramps.

P-022-002

The supplemental bridge alternatives evaluated in the EIS are very similar to the proposal you describe. Many different project components and alternatives were considered for the CRC project. Please see the summary of the alternatives evaluation process in Chapter 2 of the FEIS, which includes references to source documents on the alternatives screening process, and the reasons that the LPA is the selected alternative.

P-022-003

The traffic and highway engineers have designed the LPA to improve safety with full-build or with the phased option. Any future construction phasing will be analyzed to ensure safety in the roadway design.

Hines, Maurice

From: Lotilivo@gmail.com
Sent: Thursday, September 29, 2011 11:10 AM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: PSC Comment

From: Art Lewellan
E-Mail: Lotilivo@gmail.com
Comment or Question:

P-022-004

The CRC as proposed does not create SAFER access to Hayden Island. 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 exits.

The Hayden Island interchange design is NOT SAFE for motorists nor pedestrians as air, water, noise, land-use & redevelopment potential, and island traffic management overall are worse than existing ramps and alternative designs.

The public deserves a 'fair review' of the CRC Commission's own Off-island Access Alternative Concept #1 -plus- building ONLY the Southbound bridge and using both existing bridges for northbound lanes. (Using both exiting bridges for northbound traffic improves safety.)

The eventually-built northbound bridge replacement 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.

I blame Wsdot more than ODOT for this recklessly inferior engineering. Wsdot's bored tunnel under downtown Seattle guarantees demolition of historic Pioneer Square and other downtown towers, but Wsdot only serves automobile-related business interests who profit from car-dependency. The tragedy of highway & traffic-related deaths is irrelevant to Wsdot directors and department heads. Blood is on their hands.

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P-022-004

Please see the responses above.