



Memorandum

August 4, 2010

TO: Project Sponsors Council
FROM: Hayden Island Design Group
SUBJECT: Hayden Island Design Group Recommendation

Recommendation:

- **Option D is recommended to be pursued as a replacement for the current LPA** because it provides the basis for a broad community consensus, including:
 - the neighborhoods on the Island and around Bridgeton,
 - the business and commercial interests on the Island and along North Portland Harbor, and
 - the heavy freight users of the Marine Drive interchange.
- Further consideration of Options A, B, C should be deferred.
- However, there is further **due diligence** required to address outstanding design, environmental, cost and NEPA/permitting issues; some of these need to be addressed in the very near term while others will be addressed as the overall project is developed through final design.
- To address these issues, the Hayden Island Design Group proposes to stay engaged and seeks the continuation of the **collaborative design environment** accomplished over the past several months.

Option D Benefits:

- Improves freight mobility by separating local traffic between the Mainland and Hayden Island from the Marine Dr. interchange and provides an alternate local bridge for this traffic connecting Hayden Island to the Bridgeton/Expo street network where truck movements are minimal.
- Provides direct freeway access from I-5 to Hayden Island.
- Provides alternate local bridge access on/off island with local street connections to Kenton and thru Bridgeton area to Martin Luther King Blvd.
- Creates an effective connection from Bridgeton to Hayden Island services.
- Local bridge provides alternate routing for emergency vehicles to the island.
- Improves safety by eliminating the weaving from the ramps between I-5 and Hayden Island Drive to the Marine Drive ramps to/from the north.
- Helps separate local traffic from regional/interstate traffic.
- Supports short-term and long-term redevelopment proposals of the SuperCenter; sets the stage for a grid network of local streets.
- Facilitates LRT station area development opportunities consistent with the 2040 Growth Concept and Hayden Island Plan.
- Provides a decrease in total structure width (across Tomahawk Island Drive), potentially increased light penetration, and raises depth of Tomahawk Island Drive vs. Refined LPA.

- Allows for the phasing of the Marine Drive NB Flyover and SB Braided Ramp.
- Compatible with Hayden Island Plan and Marine Drive Stakeholder recommendations.

Option D Design Issues:

Overall

- Further develop design character of LRT/local street bridge (ZGF, PBAC and PWG work)
- Further define bike lane/trail/sidewalk system throughout; ensure pedestrian, scooter, wheelchair access; define connections to regional bike route, sidewalk and trail system
- Option D has more piers in the water than the LPA and more work should be done to evaluate Harbor bridge design options to reduce piers in the water.
- Option D may cost more than the LPA and more work should be done to refine designs to reduce cost.
- Review and refine specific lane configurations throughout – mainline, ramps, local streets
- Determine if LRT to Hayden Island and local bridge can be an early phase to be used for construction mitigation (CRC project design)

Hayden Island

- Consider moving Jantzen Drive slightly north to maximize future waterfront opportunities on the island's south shore
- Investigate changes to lower height of Marine Drive NB on-ramp
- Finalize access issues for street network surrounding Hayden Island Interchange, including access to Jantzen Beach Moorage and Columbia Crossings; revise Interchange Area Management Plan (IAMP) accordingly.
- Reflect the narrower loop road on Hayden Island per LPA Refinement (coordinate with IAMP process. Check in with PBAC and PWG).
- Further develop the character of Tomahawk Island Drive under I-5 (PWG).
- Define orientation of streets/sidewalks toward the waterfront on Hayden Island north and south shore.
- Further develop LRT station area, including LRT and street profile and alignment across Hayden Island (elevated vs. at-grade) and surrounding public spaces and private development concept (PWG).

Marine Drive/MLK Area

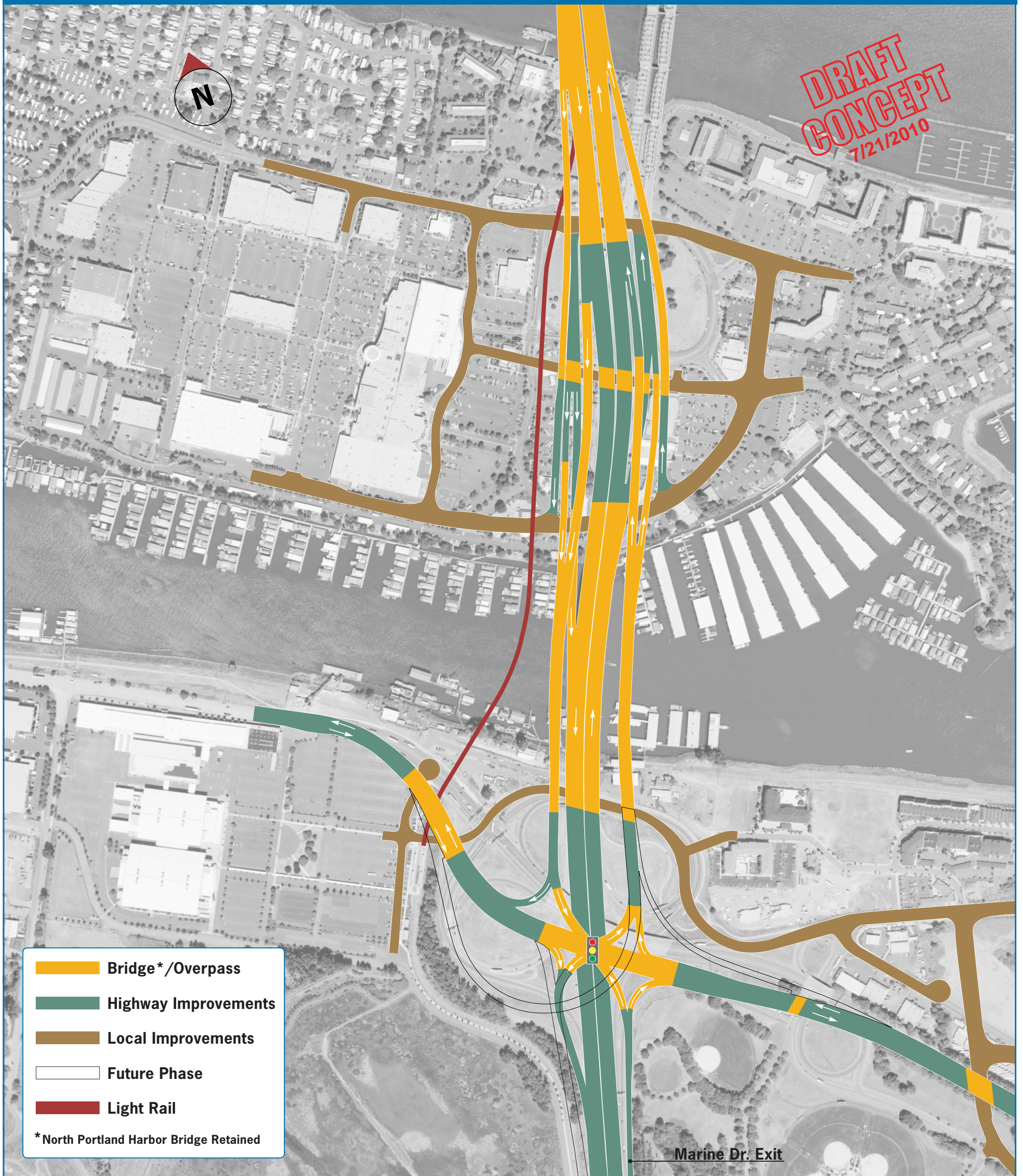
- Finalize local street configuration thru Bridgeton area, including disposition of “old Marine Drive” (review of configuration options with check in at Freight Working Group, PBAC and PWG)
- Finalize bike/trail routing (PBAC); consider trail connection from Bridgeton Trail to Hayden Island on east side of I-5

- Refine SB Hayden Island on-ramp to allow deferring SB Marine Dr. braid (CRC design work) done
- Finalize access issues for North Portland Harbor businesses – Expo, Ross Island Sand & Gravel and Diversified Marine (CRC, ODOT, City of Portland); revise IAMP accordingly
- Further develop Expo/LRT station/Expo Rd./Force Ave. interface (CRC, City of Portland, METRO/MERC, Audubon design work); Develop Force Avenue/Expo Rd. connections for local access to Marine Dr. interchange and to facilitate LRT/bus transfers.
- Consider pedestrian/park connection through Marine Drive interchange between Delta Park and the waterfront.

Refinement Process Issues:

- Need to finalize report documenting recommendation including evaluation matrix and benefits/challenges memo.
- Finish full traffic evaluation throughout.
- Open a dialogue with ODOT about a workable Interchange Area Management Plan (IAMP).
- Contact businesses in impacted area (invite to public hearing and direct contact after 8/9 PSC meeting).
- Involve CRC committees – (Freight, EJAG, PBAC, PWG, UDAG, Marine Drive Stakeholder); Hayden Island Design Group members to assist.
- Consider a design charrette for local street/LRT bridge
- Continue the Hayden Island Design Group
- Maintain PSC oversight of Hayden Island/Marine Drive interchange design.

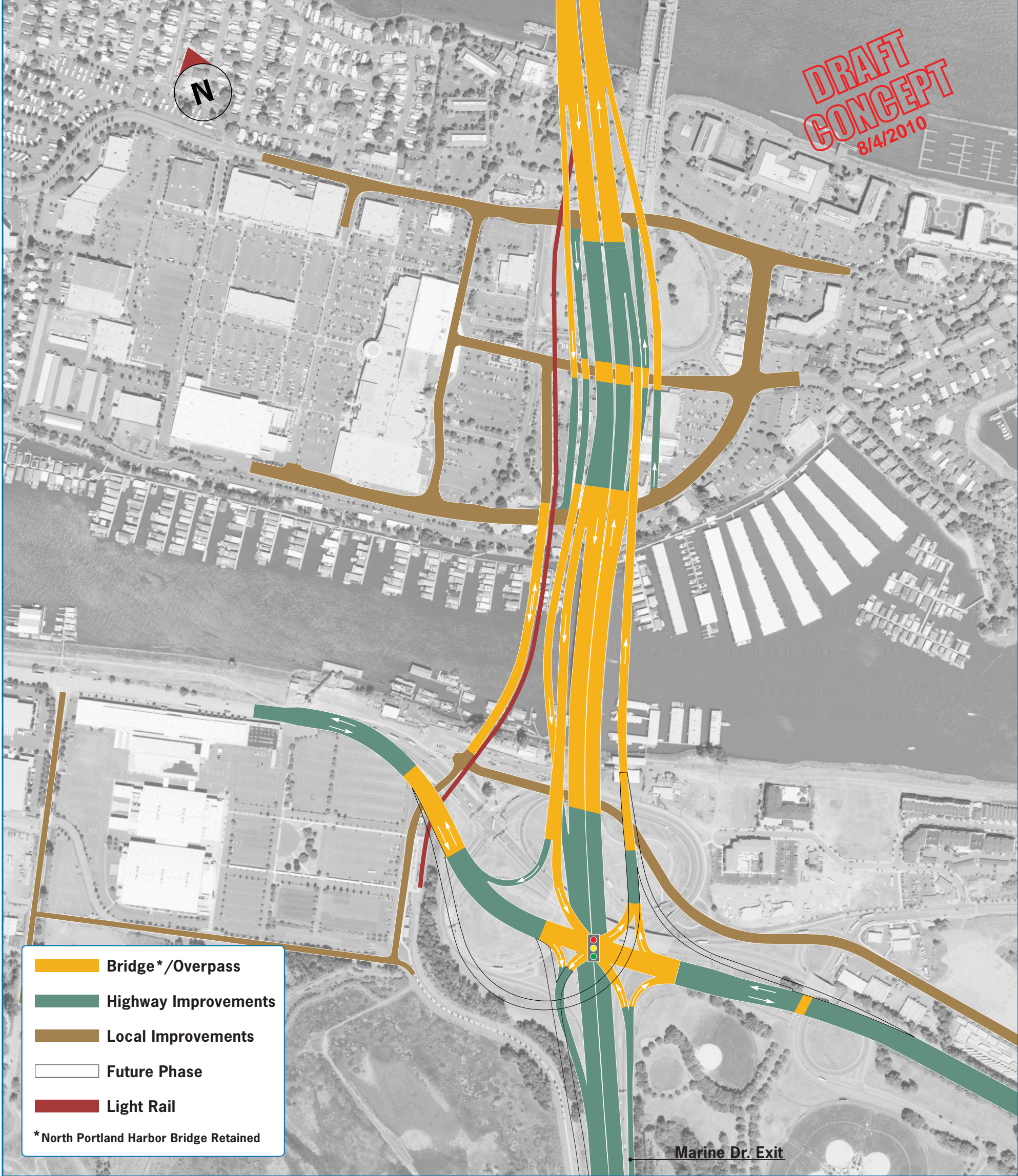
REFINED LPA



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