



SHADOWS LOOM — Dick Ivey, CH-2M/Hill and coordinator of I-505 study, stands in front of office dominated by freeway off-ramps.

Evaluation under way in study of NW Portland I-505 impact

By PAUL PINTARICH of The Oregonian staff

The off-ramps of Interstate 405 block the late fall sun light above the I-505 Environmental Impact Study office at 1919 NW Thurman St.



involve the entire neighborhood. Project Director Dick Ivey, CH2M Hill, said, "The reason we're spending so much is because we want to design each alternative in sufficient detail to address every possible environmental concern."

Translated, this means worrying about everyone living in the Northwest Portland area or working in or owning businesses there. There are three phases:

—Dealing with transportation needs as well as social, physical and economic characteristics. —Finding ways to meet transportation demands and determining which alternatives require further study.

—Presenting alternatives and final environmental impact to the City Council and Highway Commission for additional public hearings and a subsequent decision.

"We've got about 19 theoretical possibilities at present," said Ivey, "including a 'no build' concept. These will be narrowed to six or seven soon and eventually down to three or four."

"We've nearly completed the data-gathering stage," he added, "and are entering the evaluation period."

Alternatives studied Edward Burke of the Burke Associates, a veteran of freeway battles throughout the country, said, "We're not making a recommendation, only providing the most feasible alternatives. It will be up to the political decision makers to judge what's appropriate."

Burke is proud of his firm's containment of I-90 building eastbound out of Seattle. Burke designing resulted in reducing lanes, tunneling through rather than cutting into a mountain and returning valuable park land and a school to that city.

But Burke also knows Northwest Portland. "I've been keeping tabs on the area during the past two years and find there are really several Northwest districts providing a variety of new and old industrial and living styles," he said.

Dan Riley, traffic planner for Alan M. Voorhees & Associates, is busy gathering data and expressed his concern for people. "That's what makes this kind of study exciting," he said, "the fact that you plan for people. Traffic patterns are the catalyst for any community's future."

Riley feels the people in Northwest Portland have become sophisticated through their long involvement, and he is impressed. "We seek input from the people and we're getting it right from the start."

Regular meetings This has involved citizens in regular meetings with planners and the community has access through its own office at 817 NW 23rd Ave.

Surveying the residents is Mary Pederson, executive director of the Northwest District Association, who has also been hired part-time by the Burke Associates. In her small office, she contacts residents, mails newsletters and will soon begin a door-to-door campaign to solicit participation. With a PHD in political science, teaching experience at Reed College and her current political involvement, planners rate her highly as a skilled professional.

CITIZENS TOO — Mary Pederson, executive director of the Northwest District Association, works with planners in coordinating citizen reaction that is recognized as integral to the I-505 Environmental Impact Study.

NW 21st Avenue and opened for one-way traffic this week, are to remain temporary until studies are completed.

Neighborhood concern moved the City Council to request that the Highway Division carry out the study that

The looming structure of cement and steel provides a backdrop to a team of planners who during the next five months will complete an examination of Portland's controversial Northwest neighborhood that may or may not be bisected by a major traffic arterial.

Involved, and spending nearly \$500,000 on the study, to be completed in February, are CH2M Hill, prime consultants, and two Seattle-based firms: The Burke Associates, working on community, social, housing and urban design impacts, and Alan M. Voorhees & Associates, traffic and transportation.

Economic impacts, including employment, land values and taxation, are the responsibility of Economic Research Associates, Los Angeles.

Working on I-505 has become nearly a full-time occupation for both official and non official Portlanders for the past two years. Impetus came from the Northwest District and Willamette Heights Neighborhood associations which fought Oregon Highway Division pre-determination into federal court.

Earlier this year a federal judge ruled that westbound off-ramps from I-405 (Stadium Freeway) linking the Fremont Bridge—the ones looming above the study office—do not set a freeway route (proposed I-505) along a corridor between NW Thurman and Vaughn streets.

The ramps, grounded at

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Motorcycling risks exceed those of car

By JUDD SMITH of The Oregonian staff

The chances of an Oregon motorcyclist getting killed are about one third greater than those for the passenger or driver of a car.

However, a recent study by the Oregon Motor Vehicle Division shows that the motorcycle death rate has not kept pace with the doubling since 1968 of the number of motorcycle registrations.

The division attributes the relatively low death rate to the requirement that motorcyclists wear crash helmets.

The statistics also show that a relatively low percentage of motorcycle deaths occur in cities or on high-speed freeways.

Last year, three motorcyclists died in Portland and six died in all other Oregon cities. Nine died on freeways and state primary and secondary highways.

Backroads dangerous
The greatest loss of life, 22 deaths, occurred on county and local roads.

The pattern of motorcycle deaths is the reverse of the pattern set by passenger vehicle deaths, which tend to occur where traffic is heavier.

He becomes the epitome of the defensive driver," a Portland police motorcycle rider explained.

"Add to that a motorcycle rider who has gone down a couple of times, and you have a very wary beast," the policeman added.

But when that same defensive driving motorcycle rider gets out on a twisty road, his caution fails him.

Turns big problem
Failure to make turns is a common cause of violent motorcycle accidents.

The motorcycle offers little protection in an accident and when the cyclist actually collides with something, his chances of dying are four times greater than if he were a passenger or driver of a car in a similar accident.

Last year, cars were involved in 71,955 accidents and