

SHADOWS LOOM — Dick Ivey, CH-2M/Hill and coordinator of 1-505 study,

stands in front of office dominated by freeway off-ramps.

# Evaluation under way in study of NW Portland 1-505 impact

By PAUL PINTARICH of The Oregonian staff

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

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 most studied area—the controversial Northwest neighborhood that may or may not be bisected by a major

not be disected 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 Assertices sociates, working on community, social, housing and urban design impacts, and Alan M. Voorhees & Asso-ciates, traffic and transpor-

Economic impacts, including employment, land values and taxation, are the respon-sibility of Economic Research Associates, Los Ange-

Working on I-505 has be-come nearly a full-time oc-cupation for both official and non official Portlanders for the past two years. Impetus came from the Northwest District and Willamette Heights Neighborhood asso-ciations which fought Oregon Highway Division predeter-minations into federal court.

initions 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.



CITIZENS TOO - Mary Pederson, executive director of the Northwest Association, District 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 tempopleted.

rary until studies are com-

Neighborhood concern moved the City Council to request that the Highway Divi-The ramps, grounded at sion carry out the study that

## Motorcycling risks exceed those of car

By JUDD SMITH

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 motor-

cyclists 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 sec-ondary 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 heav-

The state highway division doesn't have the answers.

"The growth in motorcycle popularity is a fairly new experience and the death and accident patterns are themselves new. We have only tentative explanations for the patterns which are emerging," a motor vehicle

department spokesman said. The tentative explanation is that motorcycle riders are aware of their vulnerability on city streets and in heavy traffic. "A motorcycle rider in traffic practically grows eyes in the back of his head.

He becomes the epitome of defensive driver," 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 mo-torcycle 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 541 occupants died. For the same period, motorcy-cles were involved in 1,350 reported accidents and 40

cyclists died.
In Portland this year, 65 persons have died in traffic accidents. Thirty-four died in vehicular accidents, 22 were pedestrians, six were bicycle riders and three were motorcycle riders.

"It's safer to ride a motorcycle than to walk or ride a bicycle," a Portland police motorcycle rider said.

"But I don't know," he added. "If they didn't give me specialist's pay to ride bikes, I'd be in a car."

## Busing chief named

MILWAUKIE - New transportation chief for north Clackamas school district will be Alfred Klemm, 37, of Seattle, board chairman Marvin F. Law an-

involves the entire neighbor-

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 possi-ble environmental concern."

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

—Dealing with transporta-tion 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 pre-sent," 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 ap-propriate."

Burke is proud of his firm's containment of I-90 building eastbound out of Seattle. Burke designing result-ed 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 know Northwest Portland. "I've been keeping tabs on the area during the past two years and find there are really several Northwest disricts providing a variety of new and old industrial and living styles," he said. Dan Riley, traffic planner for Alan M. Voorhees & As-societies is busy orthoring

sociates, 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 records. Treefile natterns are people. Traffic patterns are the catalyst for any com-munity'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 creating it." 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 po-litical involvement, planners rate her highly as a skilled professional.

She emphasized her concern for people and said,
"I'm detailed by the NWDA
as a kind of 'watcher.' I
want to keep the information
flowing both ways. The concept of citizen participation
is different here.

is different here.
"Before," she said, "planners would present plans and ask for opinions. Here, we're building in citizen participa-tion. It's a kind of experi-

### **CLASSIFIED INDEX**

Meeting Hotices

DORIC LODGE NO 132 AF&AM in special program at M&ES Home In Forest Grove, Sunday, 1 pm, presented by Doric Lodge and all temple bodies.

pie bodies. EDGAR Cayce inquiry Study groups meeting. Oct 24 & 31. 8 PM at 12320 SW 1, Beaverton, Ore. Info 235-0201

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MYS AND GIRLS AID SOCIETY, MAY Fine. 2301 NW Glisan, Portland, phone 272-9651.

WAVERLY CHILDREN'S HOME, 2303 SE Woodward, Portland, ehone 234-752 or 234-301.

SERVICE, 1130 SW Morrison, 226-274-2752 or 234-301.

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REWARD, large black cat, yellow eyes, bushy fail, collar, name Boo, lost Oct. 16, 3308 E. Burnside, 235-0477

0477

30 REWARD, White German Shepherd, Lost in the area of Terwillinger near Burlingame. Days 224-9686, Eves 244-7688

FOUND Coal black kitten, looks Siamese, approximate approximate old vic ceverage mith. Elementary School. SW S2nd 244-9944

AFGHAN, cream color male. Lost NE area. REWARD. 284-7814. 284-

6153
LOST Have you lost your pet? Check OREGON HUMANE SOCIETY, 285-064, 1057 NE Columbia Blvd.
LOST-Orange neutered male cat, long-haired white chest, vic. 39th & Bryce. Reward. 281-7488
LOST 6 mo. German Shepherd, male, vic. of 202 & Div. Gresham, call 666-8441 or 665-3292, rew.

LOST: 1 year ago, male black lab "Prince," sadly missed but not for-gotten, 287-8250.

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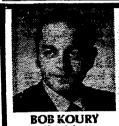
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