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From: Ronald Swaren <rswaren2002@yahoo.com>

To: OR Letters <letters@oregonian.com>

Sent: Monday, February 11, 2019, 7:32:12 AM PST

Subject: Letter for O Live: Western Arterial Highway

> Western Arterial Highway: The Right Plan for Interstate Traffic
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> In
> 2011 METRO Councilor Robert Liberty held a CRC Alternatives
> Forum. Out of 15 ideas presented the METRO representative of
> the expert panel liked the following idea the best. It is
> also well received by the public.
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> Utilize
> existing roads to build an interstate route from US 26 to
> the Hwy 500/I-5 junction in Washington. The Oregon
> portion---Cornelius Pass Rd, Hwy 30, Columbia Bv. and N.
> Marine Dr.--is presently under consideration as a
> "North Connector" in the Washington Co.
> Transportation Futures Study. The Washington portion can
> consist of Fruit Valley Rd---with several existing links to
> I-5. A main one--potentially underground-- would be at NE
> 39th and Hwy. 500.
> This
> could be a US highway---not an I-205 clone---consistent with
> FHWA collector highway standards. In fact, these existing
> routes may constitute a local contribution for matching
> federal funds. The bridges can be of the proven Network Tied
> Arch design--example, Alsea Bay bridge--which is highly
> efficient and resilient plus standardized arch components
> and prefabricated sections. This design is very popular
> worldwide and is designated for an I-74 improvement in Iowa.
> Tunneling under Skyline ridge can use the efficient New
> Austrian Tunneling method, and would probably be less than
> 3/4 mile.
> This
> ultimately saves on US 26 and I-5 improvements, inevitable
> with the increasing commute and freight between the two
> states. It also establishes a far shorter route, making
> public and alternative transport more feasible.
> Ron
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> OR 97202The Western Arterial: Makes
> Sense!
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> The
> Western Arterial: Makes Sense!by Ron Swaren Gridlock on the Interstate 5 (and
> I-205) highway through Portland continues at epidemic
> levels. I ...