

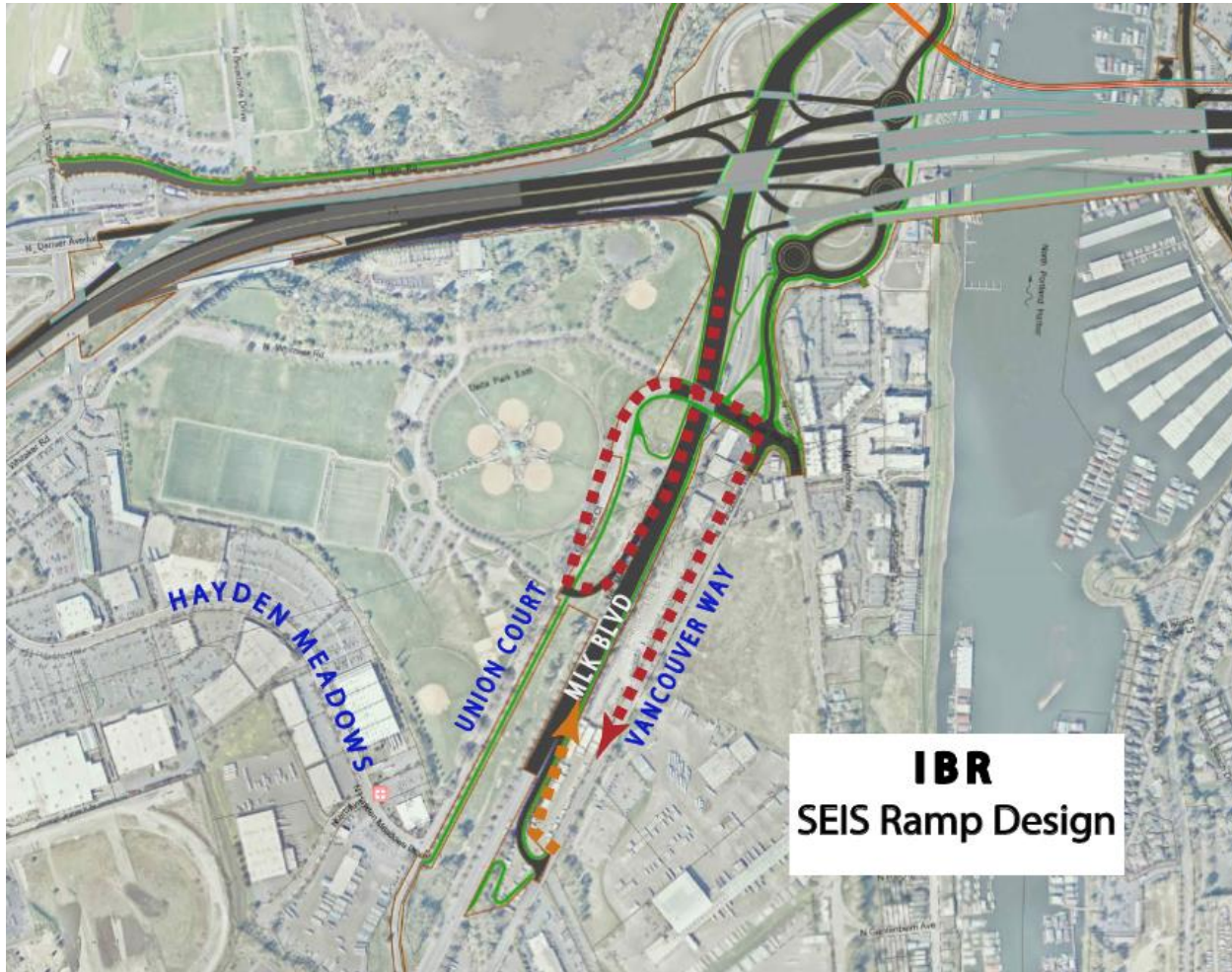
**Leigh Anne and Phil Francis**  
**Build a MLK Undercrossing to Better Meet the Purpose and Need**

**Initial Proposed Design for MLK Access Ramps.**

The Interstate Bridge Replacement (IBR) proposes a Martin Luther King (MLK) on-ramp and off-ramp design that meets very minimal requirements:

- 1) These ramps replace the existing ramp connections.
- 2) These ramps merge vehicles onto MLK further away from the Marine Drive single point intersection improving the merge/weave problems with the current intersection.

But this minimal ramp design does not excel with other important goals for Portland including efficient regional freight movement, recreational park safety and understandable way finding.



**Problems with the proposed MLK ramp design**

- 1) The proposed ramp design creates out of direction travel.
- 2) The proposed design is confusing to navigate. A traveler will take the off-ramp to leave the Marine Drive / MLK interchange, but not clearly see how to get back onto the Marine Drive / MLK interchange. There is the same way finding confusion in reverse
- 3) The proposed MLK off-ramp conflicts with Delta Park's primary recreational entrance. Since this a major Freight travel ramp, this ramp should not conflict with the major access to a major recreational area.
- 4) The proposed MLK ramp encourages Freight movement to use East Marine Drive for access when the Freight Master plan wants freight travel to use Columbia Blvd to MLK for Freight Access rather than East Marine Drive which is a local neighborhood roadway.

**Proposal - MLK Undercrossing and Complete Intersection**

There is a better design to meet all of IBR requirements while also meeting broader Portland Freight, Neighborhood and Parks planning goals.



This new ramp design proposes an undercrossing under MLK connecting Hayden Meadows Drive to Vancouver Way. This new MLK undercrossing combined with slightly relocated MLK on-ramps and off-ramps has the following advantages:

- 1) The Complete MLK Intersection minimizes out of direction travel.
- 2) The complete MLK intersection removes Freight users from the main Delta Park Entrance.
- 3) This design would be easier to navigate. It is more understandable for Freight and other users just how to get on and off MLK and the access the Marine Drive Interchange.
- 4) The new undercrossing meets the purpose and need of the IBR : (a) improve travel safety and traffic operations on the I-5 river crossing **and associated interchanges**; (c) **improve highway freight mobility** and address interstate travel and commerce needs in the Program. The MLK Undercrossing designs meets the purpose and needs better than the minimal IBR ramp design.
- 5) Lastly the MLK undercrossing provides a new way to access the Hayden Meadows Drive commercial shopping area. This new access could help off-set the removal of the direct access to Hayden Meadows that exist today from the current Marine Drive intersection to I-5 South to Interstate Ave off ramp. This existing off ramp connection from Marine Drive south bound on-ramp to Interstate Ave was removed to provide for the new Braided Ramp from Marine Drive to I-5. This Interstate Ave ramp connection from I-5 still exits if someone is on the main line of I-5. However Marine Drive travelers on the local Portland system wanting to access Interstate Ave in the IBR proposed design would have to travel through the three new Marine Drive traffic circles, then to Expo Road then connect to Interstate Ave. The MLK undercrossing design would create another more direct way to get to Hayden Meadows Drive and Interstate Ave.

**IBR's Response to building the MLK Undercrossing**

**Have Portland Fund This – Not the IBR**

*This undercrossing has been proposed to the IBR early in the design process. IBR has stated that a MLK undercrossing might be nice to have but that the undercrossing should be something that City of Portland funds later.*

*A complete MLK Undercrossing and ramp design is more appropriate to be included in the IBR funding package. This undercrossing improves Freight connections for this intersection described as Oregon's Most Important Freight Interchange. The MLK Undercrossing excels at meeting the IBR purpose and need (c) **improve highway freight mobility**.*

*Rather than the IBR build a minimally acceptable ramp design and suggest the local city come back later and rebuild the preferred connection is not good public policy. The cost of the undercrossing would be an exceptionally large funding request for Portland. The Undercrossing is more appropriate to be funded in the budget for a project that describes itself as building a bridge to meet the needs for the next 100 years.*

***Please study the MLK undercrossing and full interchange design.***

***Involve the Freight Community, the local residents, Portland Transportation and Portland Parks. Let's work together to refine a ramp and undercrossing design that excels at meeting section C of the purpose and need of the IBR to improve freight mobility.***

Respectfully,  
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