

June 21, 2010

TO: Project Sponsors Council and Integrated Project Sponsors Council Staff
FROM: Columbia River Crossing Communications and Outreach Team
SUBJECT: **SUMMARY OF COMMENTS FROM JUNE 14 PUBLIC MEETING ON HAYDEN ISLAND INTERCHANGE CONCEPTS**

Background

The Integrated Project Sponsors Council Staff (IPS) was charged with developing two concepts for a re-designed interchange on Hayden Island, including both a refined on-island interchange, as well as a design that would remove the interchange and provide alternative off-island access. These concepts were presented at a Project Sponsors Council (PSC) workshop on June 11 and were the subject of a June 14, 2010 public comment session on Hayden Island. The event was attended by 146 members of the public and 30 people provided verbal testimonies. Thirty two written comments were also submitted.

This memorandum provides a summary of verbal and written feedback provided to the PSC Co-Chairs on June 14, 2010, regarding these interchange concepts from Hayden Island residents and businesses, residents of nearby neighborhoods, and businesses on Marine Drive west of I-5. Additional comments pertaining to other aspects of the project were also provided at the public meeting; these comments are not included in this summary but will be made available to PSC members for review at their future meetings.

Comments specific to Hayden Island interchange concepts

Refined Locally Preferred Alternative (Phase 1 LPA)

On-island development

- SuperCenter redevelopment plans are premised on Hayden Island Plan, its relationship to the Columbia River Crossing, and the type of access the LPA provides- adequate access that is convenient, safe, easily understood, and connected to local movements. Efficiency of access required to redevelop the SuperCenter is a primary consideration. Recently advanced alternatives do not respond to this need for access.
- The Refined LPA appears to be a lot of infrastructure for an already developed island. The island is not creating the traffic and only has so much room to expand.

Residential/community impacts

- LPA has been a product of Jantzen Beach moorage participation in the planning process. Delay and potential redesign creates uncertainty for homeowners and affects property values/ability to sell.
- LPA footprint is too large and needs to be reconsidered.

General support

- Want to see the project move forward.
- LPA provides simplest access from Vancouver.

IPS Concept #1- Off Island Access

On-island development

- Isolates the island and reduces economic viability for all on-island businesses.

Marine Drive land uses west of I-5

- Impacts Metro's Expo Center including increased land taking; a new building taking; significant reduction in revenue producing event parking/exterior exhibit space capacity; compression of event ingress/egress, freight mobility and local traffic circulation interests; and negative impacts to the Expo Center's long-term site improvement interests.
- Expo Center impacts would affect event producers by displacing parking that is already beyond capacity for events. Events draw many people from out of town and support the local economy.
- Diversified Marine, Inc. would be displaced and blocked by a west arterial bridge. This business generates \$10 million annually and employs 50; has a unique site without relocation options that provide calm, deep water, and upland access; and contributed to Marine Drive Stakeholders group and was not invited to participate in Portland Working Group or Hayden Island design group.
- Ross Island Sand & Gravel is uniquely situated next to I-5 and receives shipments via barge. Alternative locations for these operations are non-existent in the region. Off-island option and other hybrid options may displace or restrict access to their plant. Ross Island Sand and Gravel generates \$7.8 million in annual revenue and employs 25.

Residential/community impacts

- Jantzen Beach Moorage residents said that a west arterial bridge will displace more homes, divide floating home community into three, lower property values, impact livability, and increase traffic in their vicinity.
- An additional low bridge will impact navigation in North Portland Harbor. Resident has a sailboat with a large mast that would not be able to pass without a lift span.

General support

- Off-island access promotes Hayden Island neighborhood connectivity, reduces interchange footprint, and provides local access to services on and off the island.

Concept #2- On-island Access

Marine Drive land uses west of I-5

- On-island option may displace a potential Diversified Marine replacement area and their office building.

Residential/community impacts

- Tomahawk Island Drive should not go to 6-8 lanes.

General support

- Support this interchange design; keep it as simple as possible.
- Concept appears to be the best of the options; direct access but smaller footprint and impact.

Other comments related to Hayden Island interchange design

Alternative interchange concepts

- Create arterial connection to Hayden Island on the east side of I-5.
- Combine light rail bridge and arterial access to Hayden Island; provide two-lane arterial access on both sides of I-5 as well as on/off ramps on Hayden Island in lieu of ramps to/from Marine Drive.
- A modified off-island access option could avoid the problem of displacing Diversified Marine if Marine Drive access were located further to the south.
- Any hybrid design with a western bridge less than 70 feet will displace Diversified Marine operations.
- General support for hybrid design that combines elements of the best designs.

Neighborhood impacts

Floating home moorage

- Project should reference a “relocation pricing model” study when assessing impacts and compensation to floating homes.
- Any arterial access bridge should be on the east side of I-5 and impact boat garages, not homes.

Connectivity

- General support for north-south connectivity between Hayden Island and Bridgeton, East Columbia, and Kenton neighborhoods.
- Services are shared between island and nearby residents, including Safeway, Lowes, Hayden Meadows Veterinary Services, Home Depot, US Bank, Target, and North Portland Library.
- Important to have a separate Marine Drive arterial; makes Marine Drive a much more residential road. Arterial crossing would enhance quality of life for more than 200 condominium residents in the area and improve connections to hotel and recreational businesses.

Relocation/construction impacts

- Be attentive to the issues this project creates:
 - During initial stages: Property takings, relocations of residents and businesses, and maintenance and security of vacant properties.
 - During construction: access to, from, and around the island; noise; air quality; public transportation.
 - After construction: conversion of excess property to public use or private redevelopment, transitional issues.

On-island services and development

- Interchange option should retain or replace grocery/pharmacy amenities. Many citizens cannot drive off the island.
- Hayden Island residents access services off of the island; nearby neighborhoods access many stores and services on the island.
- Interchange option should be attractive and incorporated to SuperCenter. The population of Hayden Island is too small to support the local services needed (and depends on regional connectivity).

Freight mobility

- Access for truck traffic needs to be addressed.



**Written Comments Received,
Hayden Island Public Meeting
June 14, 2010**



900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

June 14, 2010

SARAH STAUFFER CURTISS
Direct (503) 294-9829
sscurtiss@stoel.com

BY HAND DELIVERY

Project Sponsors Council
Columbia River Crossing Project
700 Washington Street, Suite 300
Vancouver, WA 97660

Re: Hayden Island Interchange Alternatives

Dear Project Sponsor Council Members:

This office represents Ross Island Sand & Gravel ("RIS&G") with respect to the Columbia River Crossing's proposal to modernize and reconfigure the Interstate 5 Marine Drive interchange. This letter is submitted in response to the Hayden Island interchange design alternatives proposed by the Hayden Island Interchange Design Group and being considered by the Project Sponsors Council.

Although RIS&G's ability to comment on the alternatives is limited because the CRC has yet to finalize the designs and conduct detailed traffic analysis, RIS&G is deeply concerned that the off-island and hybrid alternatives will either displace or restrict access to RIS&G's Vanport plant located on Marine Drive. The possibility of displacement is particularly troubling given that RIS&G participated in a year-long process through the Marine Drive Stakeholders Group to evaluate various Marine Drive interchange configurations.

Constructed in the 1950s, RIS&G's Vanport plant produces roughly 77,000 cubic yards of concrete and 37,000 tons of loose aggregate per year, generates approximately \$7.8 Million in annual revenue, and supports 25 full-time employees. The Vanport plant is uniquely situated along the Portland Harbor and adjacent to Interstate 5, allowing RIS&G to receive its shipments of loose aggregate via barge and serve construction sites throughout the Portland-Vancouver metropolitan area. Other locations suitable for such operations are rare and currently nonexistent in the region.


Although RIS&G understands that the proposed alternatives are still being developed, RIS&G objects to any alternative that would either displace or limit access to the Vanport plant. Accordingly, RIS&G urges the Project Sponsors Council to carefully consider the impacts to



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RIS&G's Vanport plant and other river-dependent industrial operations before selecting an alternative.

Very truly yours,



Sarah Stauffer Curtiss

cc: Charles A. Steinwandel, RIS&G
Richard Grolbert, RIS&G



arts. sports. conventions. shows.

METROPOLITAN EXPOSITION-RECREATION COMMISSION

June 14, 2010

Project Sponsors Council
Columbia River Crossing Project
700 Washington Street, Suite 300
Vancouver, WA 98660

Re: Hayden Island access options

Dear Co-Chairs Hewitt and Horenstein:

I am Cheryl Twete, Interim General Manager of the Metropolitan Exposition Recreation Commission (MERC), which, in addition to other public venues, oversees the Portland Expo Center; I appreciate the opportunity to comment upon the Hayden Island off-island access option.

Just as a brief background, the Expo Center, located immediately southwest of the Marine Drive / I-5 interchange, is owned by Metro and provides event space and services for approximately 100 events per year. These events draw 450-500,000 attendees annually and accommodate approximately 12,000 exhibiting companies that sell or display goods and services.

In Fiscal Year 2009, the Expo Center produced an economic impact of greater than \$35 million, 400 full-time equivalent jobs and generated \$1.3 million in tax revenue. Additionally, the Expo Center is fully self-supporting, receives no subsidy and pays an annual debt service in excess of \$1 million.

In 2008, and following the release of the Draft Environmental Impact Statement (DEIS), the CRC created a decision making process that included the formation of a Technical Study Group and Stakeholder Group to evaluate Marine Drive alignment options for reconstruction of the Marine Drive Interchange. These combined groups included the CRC, local partners, nearby property owners, neighborhood representatives, government representatives and advocates for environmental issues and urban design. Following a series of meetings, multiple design options and completing its deliberations in September 2009, the Stakeholder Group concluded in recommending *Option 12 Modified*, essentially a refined Standard alignment contained in the DEIS.



METRO

Creating Livable Communities

In addition to addressing key findings in the transportation, land use and environmental analysis, *Option 12 Modified* is:

- Located north of the Expo light rail station;
- Provides for open space for potential future water related and recreational activities in the vicinity of the interchange;
- Provides similar freight and traffic capacity as Options 12 and 14; and
- Provides opportunity for local street connectivity.

Regarding key issues, *Option 12 Modified* has the following attributes:

- Provides good operational characteristics for freight mobility;
- Separates new overhead ramps from the LRT platform;
- Separates new highway infrastructure from Vanport wetlands;
- Provides good open space relationships to the Portland Harbor;
- Provides separation of new highway infrastructure from Delta Park;
- Provides a new local circulation network in the vicinity of the interchange;
- Allows for access to waterfront industrial businesses;
- Minimizes impacts to the Expo property in terms of land taking and access.

Although *Option 12 Modified* does indeed include a taking of Metro property and presents an impact to the Expo Center and its operations, both parties concurred with the Stakeholder Group that *Option 12 Modified* provided the best interchange recommendation for all of the group members involved.

Similar to the yearlong review that took place with the Stakeholders Group, we now understand that the Project Sponsors Council requested that stakeholders, local agencies and CRC staff evaluate a number of additional concepts particular to Hayden Island. These conceptual concepts include an off-island access, which presents significant impacts to the Expo Center.

The Hayden Island off-island access concept collectively includes:

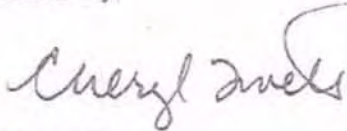
- Increased land taking from the Expo Center campus;
- A new building taking from the Expo Center;
- A significant reduction in revenue producing event parking/exterior exhibit space capacity;
- A compression of event ingress/egress, freight mobility and local traffic circulation interests;
- Adversely impacting local businesses;
- Negative impacts to the Expo Center's long-term site improvement interests.

Project Sponsors Council
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The complexity of the Columbia River Crossing project, interests of multiple agencies, business and local residents cannot be understated. However, we also believe that the negative impact to the Portland Expo Center in accommodating a Hayden Island off-island option also cannot be understated.

We respectfully request that the Project Sponsors Council seriously consider the needs and impacts to the Portland Expo Center, its operations and long-term economic vitality in addressing the Hayden Island off-island option. We look forward to continue to participate in future CRC discussions of the Marine Drive Interchange.

Sincerely,

A handwritten signature in cursive script that reads "Cheryl Twete".

Cheryl Twete
Interim General Manager
Metropolitan Exposition and Recreation Commission
Member – Marine Drive Stakeholders Group

cc: Michael Jordan
Andy Cotugno
Chris Bailey
Matthew Rotchford



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fax 503.220.2480
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June 14, 2010

STEVEN W. ABEL
Direct (503) 294-9599
swabel@stoel.com

Project Sponsors Council
c/o Columbia River Crossing
700 Washington Street
Suite 300
Vancouver, WA 98660

Re: CRC Hayden Island Interchange Alternatives

Ladies and Gentlemen:

This office represents the owner of the Janzen Beach SuperCenter. This letter is submitted to respond to current alternative proposals related to the Columbia River Crossing project.

Commenting upon the proposed alternatives is difficult because the alternatives are not analyzed for traffic capacity, geometry, safety, cost, and other factors highly relevant to the success of the alternatives. Nonetheless, the SuperCenter can make come "global" comments.

The SuperCenter participated with the City of Portland and Hayden Island residents to create the Hayden Island Plan. The Hayden Island Plan is responsive to the values of the Island and seek to preserve a vital economic component to serve the Island residents and residents commuting between Vancouver and Portland. The Plan reflects the Island residents' desire to create connectivity between Island residents and the SuperCenter and create a viable SuperCenter responding to the needs of the local Island residents as well as the regional shopping public. The Hayden Island Plan is the guiding land use document, adopted unanimously by the City Council of the City of Portland, guiding development on the Island.

Over the past several years, the owner of the SuperCenter not only participated in the adoption of the Hayden Island Plan, but additionally, in reliance upon the Plan has begun redevelopment plans for the SuperCenter. While I cannot describe the redevelopment plans in detail at this time, I can tell you that the redevelopment plans would begin the opening process of developing a rational grid of streets on the west side of the Island based upon which redevelopment can occur creating a vibrant mixed-use environment. Those redevelopment plans have been premised upon the Hayden Island Plan and its relationship to the Columbia River Crossing.

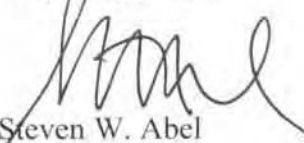


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To create a vital center many attributes are necessary. Primary among those attributes is adequate access to and from the SuperCenter site. That access needs to be convenient, safe, easily understood, and connected to a orderly transition of streets from the access to the most local vehicular and pedestrian movements. The SuperCenter redevelopment proposal based upon the existing LPA responds to these access needs. Recently advanced alternatives do not respond to these needs and likely or eliminate redevelopment opportunities.

The SuperCenter recognizes that the alternatives are a work-in-process and that certain hybrids may emerge. The SuperCenter will continue to work with Hayden Island residents, the City of Portland, members of the CRC and the Project Sponsors Committee in analyzing those alternatives. However, the underlying efficiency of access required to redevelop the SuperCenter will always be a primary consideration.

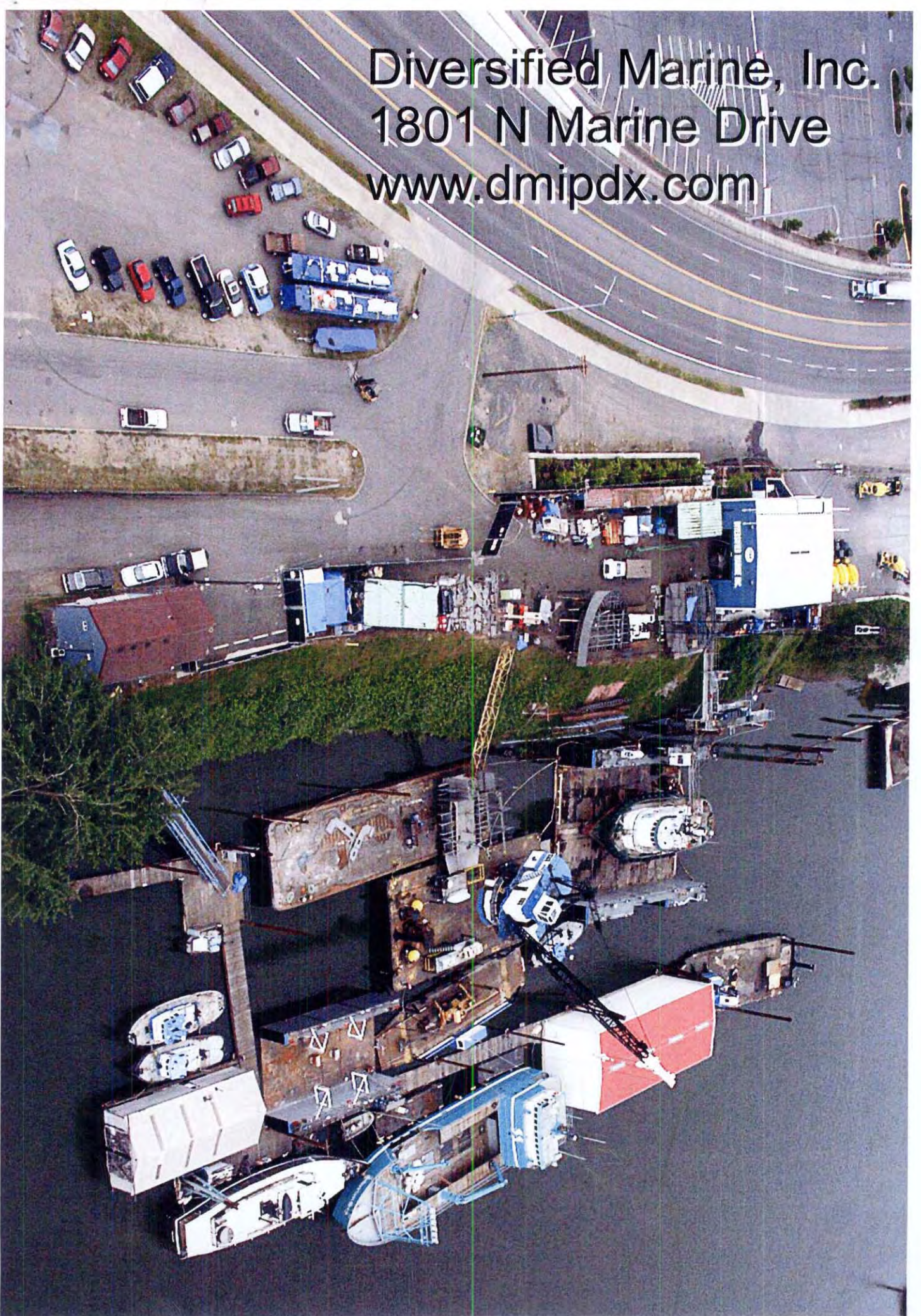
Very truly yours,

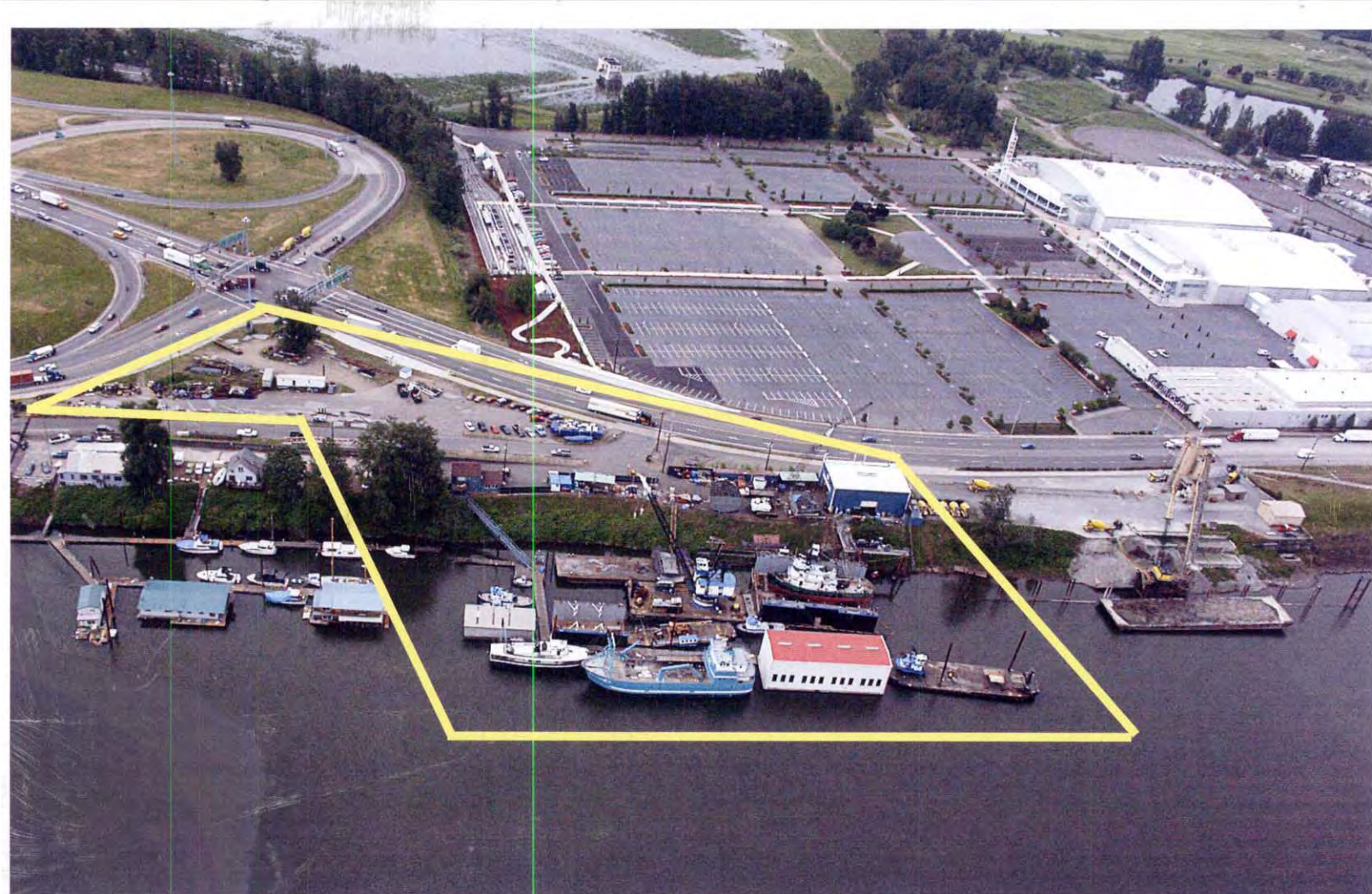


Steven W. Abel

SWA:sdb

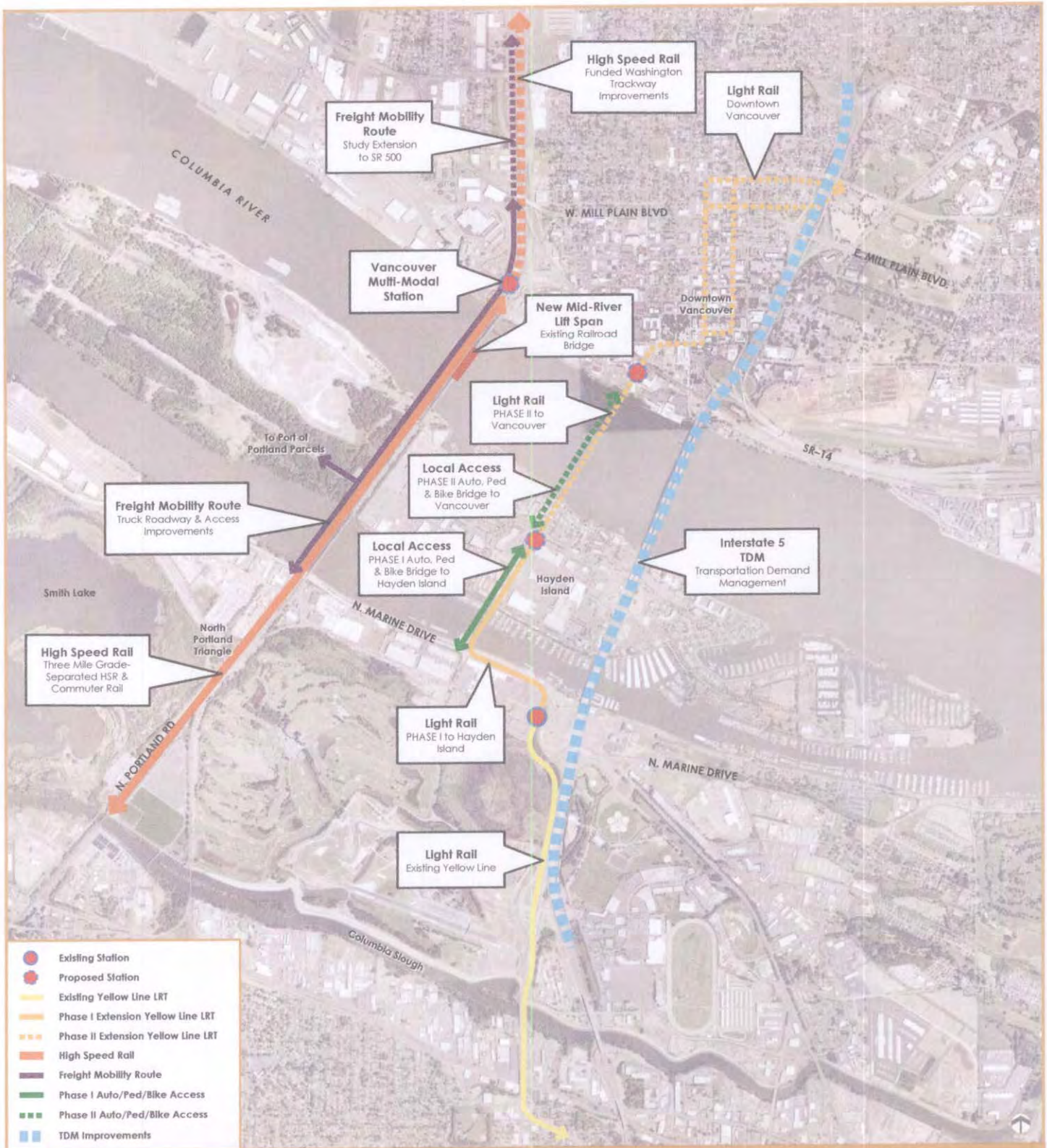
Diversified Marine, Inc.
1801 N Marine Drive
www.dmipdx.com





**Testimony by DIVERSIFIED MARINE, INC. (DMI)
Before the Project Sponsors Council --- 6/14/2010**

1. DMI is an important economic engine.	\$10 million business 50 employees & hiring Family-wage jobs
2. DMI's site is unique; it cannot relocate.	Calm deep-water harbor Upland access to crane
3. DMI has been a good CRC player.	Five years participation Stakeholders Group On-going refinement
4. Hayden Island inter-change process & analysis are flawed.	Goal post changes Limited participation Negligible contact Assumptions ≠ factual
5. DMI's perspective on the alternatives.	Let's Go! Go! Go!
a. Locally Preferred Alternative	DMI loses direct access, storage and staging, but we survive (we think)
b. On-island (sort of) alternative	DMI loses potential replacement area and, maybe, our office (?)
c. Off-Island alternative	We're gone; displaced & blocked by west bridge
d. Hybrids	Anything with western bridge <70' & we're gone



Smart Alternative to the LPA Columbia River Crossing

May 21, 2010

Plan "B" A new look at the Columbia River Crossing

It is time to stop this million-dollar a-month madness. The time has come to recognize that the I-5 freeway over the Columbia River will never carry another 50,000 vehicles a day and still manage to meet greenhouse gas reduction goals set by the city, state and nation. The myth of 15-hours-a-day of traffic congestion perpetrated by the Washington and Oregon Highway Departments is a disingenuous scare tactic to promote this ill-conceived project. It is based on the ridiculous assumption that nothing can be done to stem the tide of runaway commuter traffic and the only solution is to accommodate it with more freeway lanes. **Non-freeway** solutions were never seriously considered.

I-5 is a six-lane freeway. The existing structurally sound bridges can accommodate all six lanes if it were not for the morning and evening surge of commuters who are left with no alternatives other than their private automobiles to get to and from work. Without this surge the number of rear-end collisions, the major incidents on the bridges, would be greatly reduced. Trucks would have plenty of room if commuter traffic were reduced; a 10% reduction in auto traffic would double the road capacity for trucks. Bridge failure in the event of an earthquake is another scare tactic. There is no evidence that these bridges are more likely to fail in an earthquake than any of the other 16 major bridges in the Portland metro area.

The problem is simply congestion on the freeway and this problem can be solved with **non-freeway** alternatives. The following **non-freeway** alternatives were never considered or were summarily rejected without sufficient analysis.

1. Local Hayden Island Access

A bridge on the scale of the new Sauvie Island Bridge could connect Hayden Island to Marine Drive. This would reduce traffic congestion at the Marine Drive – I-5 Interchange and provide Hayden island residents with alternative access. The Sauvie Island Bridge was built two years ago for about \$45 million; roughly half the amount already spent studying the CRC.

2. Light Rail to Hayden Island

The MAX Yellow Line can be extended to Hayden Island, a Portland Neighborhood, independent of the freeway and the wishes of Clark County voters who may opt for BRT.

3. Fix the Railroad Bridge

Replacing the old swing-span on the freight railroad bridge with a new lift-span, aligned on the river with the "hump" of the I-5 Bridges, would eliminate most freeway bridge openings.

4. Commuter rail between downtown Vancouver and Union Station

Fast, frequent direct passenger rail service between transit hubs in Vancouver and Portland would greatly reduce congestion on I-5. Currently this is not feasible because of heavy freight traffic on the existing railroad bridge and at the North Portland and Vancouver Junctions. The Obama administration has proposed that frequent, fast passenger rail service be established in the "*Northwest Cascades Corridor*" between Vancouver BC and Eugene. **A new high-level passenger rail bridge** over the Columbia River in the vicinity of the existing Freight Rail Bridge will be required. A passenger rail bridge is far more likely to be designated a "**Project of National Significance**" and receive federal funding than a freeway expansion project which would further our addiction to oil. This is especially true given the disaster in the Gulf of Mexico.

If the bridge is constructed to accommodate local traffic on a second deck, it could allow trucks going to and from the Rivergate Area to bypass the congested northbound on-ramp to I-5 from Marine Drive.

5. New bridge between Hayden Island and Vancouver

Local traffic, transit, bicycles and pedestrians would no longer be forced onto or next to the freeway in order to cross the Columbia River. Construction costs and traffic disruption could be kept to a minimum because the freeway would not be affected and no bridges would be demolished. It could also serve the "Boise Cascade" development site.

6. Operational changes to freeway

HOV lanes, ramp closings, and tolling during peak hours could also be effective tools to reduce congestion because alternatives to driving would be available.

7. Operational changes to the transit systems

Both TriMet and C-Tran need to coordinate and aggressively upgrade their systems. Bus routes should feed rail service as well as each other in a single multi-destinational transit network that provides fast, frequent and reliable access to all parts of the metropolitan region.

These **non-freeway** alternatives would reduce traffic congestion, traffic incidents, construction problems, vehicle-miles-traveled and greenhouse gas emissions at a much lower cost than the replacement bridge and freeway expansion proposal.

It is time to go back to the drawing board.

Jim Howell
3325 NE 45th Avenue Portland, OR 97213

June 7, 2010
Jimhowell89@hotmail.com

Bridgeton

NEIGHBORHOOD ASSOCIATION

June 14, 2010

Portland Working Group

Columbia River Crossing Project

Subject: I-5 Interchange Options for Hayden Island

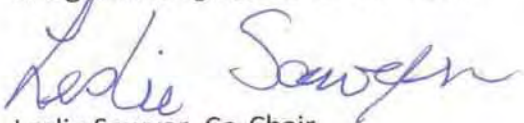
The Bridgeton Neighborhood Association supports an I-5/Hayden Island interchange option that minimizes negative impacts to the Hayden Island neighborhood as well as to the adjacent Bridgeton neighborhood.

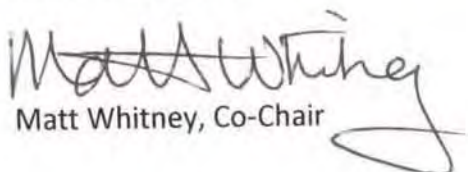
We strongly support an option that provides a local arterial connection. We believe that the local arterial connection would be the most neighborhood friendly plan and would foster strong community ties and long term intelligent neighborhood development in North Portland.

The CRC Project will have a major impact on the Kenton, Bridgeton, East Columbia and Hayden Island neighborhoods for the next 100 years. We must see to it that this project helps to build strong Portland neighborhoods, not destroy them.

Sincerely,

Bridgeton Neighborhood Association


Leslie Sawyer, Co-Chair


Matt Whitney, Co-Chair

Weber Enterprises, Inc.
Weber Coastal Bells, L.P.
A Franchisee of Taco Bell Corp.
P.O. Box 23408
Eugene, Oregon 97402
Telephone: 541 687 8445
Fax: 541 344 3742



June 16, 2010

Project Sponsors Council

e-mailed: Andy.Cotugno@oregonmetro.gov

RE: I-5 Interchange Concepts for Hayden Island

To Whom It May Concern:

My name is Michelle Weber and my family owns the property and operates the Taco Bell restaurant located at 12237 N. Jantzen Road in Portland, Oregon. My family has attended meetings and tried to stay up to date on the project.

We have reviewed the three I-5 Interchange draft concepts dated June 9, 2010 and have the following comments:

1. IPS Concept #1 providing Off-Island Access would have the effect of isolating the island and reducing the economic viability of all businesses on the island. Ease of access is important for any business to succeed. For a quick service restaurant like ours, it is essential.
2. The Refined LPA depiction appears to be a lot of infrastructure for an already developed island. The island is not creating the traffic on I-5 and only has so much room to expand.
3. The IPS Concept #2 appears to be the best solution from the limited draft concept provided. It allows access directly to the island but with a smaller footprint and impact.

We know that the many agencies and individuals working on this project have looked at many concepts and alternatives and appreciate the ability to share our opinion.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle R. Weber".

Michelle R. Weber
General Counsel

Cc: Chris Novotny (novotnyc@columbiarivercrossing.com)

Columbia River
CROSSING
Comment Form

Thank you for taking time to give us your comments and help shape the future of this project.

Completed forms may be mailed to the address listed on the other side, or given to a staff member.
Comments may also be e-mailed to feedback@columbiarivercrossing.org.

MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- Bridge design and aesthetics
- Bicycle and pedestrian paths
- Interchange design
- Light rail
- Environmental issues

- Safety
- Process
- Tolling
- Other

Hayden Island Interchange

The Hayden Island Manufactured Home
Community HOA is the Hayden Island
Livability Project demands:

1. Preservation of grocery & pharmacy services on the island for those w/ mobility impairments.
2. Alternative Access to the island (besides the interstate) that preserves the TBMI community.
3. Smaller footprint ~~bridge~~ interchange & lower profile on Hayden Island.

The Hayden Island Livability Project endeavors to represent the environmental justice community on the island. Environmental justice means fair treatment & meaningful involvement in all decisions for all ^{adversely} affected low income communities & communities of color.

— over —

TELL US ABOUT YOURSELF

Home Zip Code 97217 Work Zip Code _____

Do you (check all that apply)

- Live in the project area
 Work in the project area
 Own a business in the project area
 Commute through the project area
 Other COMMUNITY ADVOCATE / ORGANIZER OPAL PDY

How do you regularly travel through the project area? (check all that apply)

- Car or Truck
 Bicycle
 Bus
 Walk
 Other mobility assist devices (scooters)

NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) _____

Phone / E-Mail _____

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event _____ Date _____

Contact person, Phone _____

Translation | Does your group need information in a language other than English?

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?
 NO

Name (First & Last Name, Organization) _____

Address (Street, City, State, Zip) _____

E-mail (enter address to receive monthly electronic updates) _____

Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL

Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

TITLE VI NOTICE TO PUBLIC It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. For language interpretation services, please contact the project office at (866) 396-2726. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Columbia River
 CROSSING
Comment Form

Thank you for taking time to give us your comments and help shape the future of this project.

Completed forms may be mailed to the address listed on the other side, or given to a staff member.
Comments may also be e-mailed to feedback@columbiarivercrossing.org.

MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- | | |
|--|---|
| <input type="checkbox"/> Bridge design and aesthetics | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Bicycle and pedestrian paths | <input checked="" type="checkbox"/> Process |
| <input checked="" type="checkbox"/> Interchange design | <input type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

There has been a lot of work done up until now to try and minimize the footprint of the bridge & especially the impact to residents on the island. The latest "new" ideas from the City of Portland are very disturbing and go against all that work.

#1 No extra bridge west of I-5!
(especially impacting more residents)

#2 If an arterial bridge was built to connect Bridgton - it should be east of I-5 - more boat garages not homes!

#3 Residents of Hayden Island do not feel "like we are an exit of the freeway" - we are a community. That City planner who keeps saying that doesn't know us.

— over —

TELL US ABOUT YOURSELF

Home Zip Code 97217 Work Zip Code _____

Do you (check all that apply)

- Live in the project area Commute through the project area
 Work in the project area Other _____
 Own a business in the project area

How do you regularly travel through the project area? (check all that apply)

- Car or Truck Walk
 Bicycle Other _____
 Bus

NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) _____

Phone / E-Mail _____

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event _____ Date _____

Contact person, Phone _____

Translation | Does your group need information in a language other than English?

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project
 NO mailing list?

Name (First & Last Name, Organization) _____

Address (Street, City, State, Zip) _____

E-mail (enter address to receive monthly electronic updates) _____

Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL

Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

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TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Subject: CRC Testimony on the Hayden Island Interchange June 14, 2010

A new Columbia River Crossing for I-5 is absolutely needed for a variety of reasons; including the need to increase motor vehicle capacity, to eliminate or bypass the only draw span on I-5 between Canada and Mexico, and in general, to bring the highway segment over the Columbia River up to current federal highway safety standards.

I do however agree with the people of Hayden Island whereby the original design for the Hayden Island interchange has much too large of a footprint. Of the options now on the table, the simple slip ramps to Tomahawk Drive on the center of the island will reduce that footprint and be the least costly. On the flip side, using the Marine Drive interchange and then building a so-called local access West Bridge across the Portland Harbor to get onto Hayden Island would significantly increase the costs of the entire project while also having a large footprint of its own that negatively impacts the Expo Center complex, where there is already too little parking for large events.

Conversely, one interchange alternative concept is still missing from the table; the concept of using the existing Columbia River Bridges with seismic upgrades as North side interchange access for traffic coming on to Hayden Island from Vancouver and Southbound I-5, and for traffic going from the island to Vancouver and North to join I-5. Rather than having traffic either climb or descend steep entrance and exit ramps to and from a high level bridge, using the existing bridges in this manner would connect Hayden Island to the City of Vancouver and Clark County with more of a main street level approach. Slip ramps would still be needed for South side I-5 connections.

Additionally, instead of having light rail platforms high in the air well above street level that will undoubtedly create safety and security issues for Max passengers; Max along with bicyclists and pedestrians could also be routed across the street level existing bridges thereby saving taxpayers a bundle of money on the total project. Rather than paying the high price tag to have these historical bridges removed; not only would the concept of repurposing this asset reduce the overall footprint of the CRC project, but the greenest bridges are the ones already built.

Finally, all the current cost cutting cock-and-bull rhetoric coming from the control obsessed local policy makers on the Oregon side is for the most part a deceptive ploy to implement more expensive social engineering into a transportation project that ought to be designed to accommodate the mode choice of all users. The highway components of the bridge should not be under built. If Sam Adams and David Bragdon truly want to reduce the costs of the CRC, the concept of repurposing the existing bridges for local and interchange traffic, transit alternatives, bicycles and pedestrians must be seriously considered and studied.

Respectfully submitted,

Terry Parker

Columbia River
 CROSSING
Comment Form

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MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- | | |
|--|----------------------------------|
| <input type="checkbox"/> Bridge design and aesthetics | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Bicycle and pedestrian paths | <input type="checkbox"/> Process |
| <input checked="" type="checkbox"/> Interchange design | <input type="checkbox"/> Tolling |
| <input checked="" type="checkbox"/> Light rail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

- 1 From the comments I've heard tonight that 90% feel a separate bridge for island access to and from north Portland is favored and I agree
- 2 A bridge for freight movement would certainly take a lot of burden off the I5, I do agree that access for truck traffic needs to be addressed
- 3 light rail - I'm in favor. My suggestions are in order of importance
- 4 I would hope that the committee will do all that it can to Diversified Marine from moving.

— over —

TELL US ABOUT YOURSELF

Home Zip Code _____ Work Zip Code _____

Do you *(check all that apply)*

- Live in the project area
 Work in the project area
 Own a business in the project area
 Commute through the project area
 Other _____

How do you regularly travel through the project area? *(check all that apply)*

- Car or Truck
 Bicycle
 Bus
 Walk
 Other _____

NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name *(First & Last Name, Organization)* _____

Phone / E-Mail _____

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event _____ Date _____

Contact person, Phone _____

Translation | *Does your group need information in a language other than English?*

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?
 NO

Name *(First & Last Name, Organization)* _____

Address *(Street, City, State, Zip)* _____

E-mail *(enter address to receive monthly electronic updates)* _____

Thank you!

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
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MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- | | |
|--|---|
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| <input type="checkbox"/> Bicycle and pedestrian paths | <input type="checkbox"/> Process |
| <input checked="" type="checkbox"/> Interchange design | <input type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail | <input checked="" type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

Impact for Residents on Island

It is significant that the "Impact" issues have to come under "Other". There is not enough thought + care directed towards the impact.

The ^{referred} "HPA" is a terrible plan. Way to wide
No local access from N. Portland to the Island

IPS Concept # 1

Even worse - it intersects IBMI Moorage twice.

It would have serious impact on the value of the houses and livability for the residents.

IPS Concept # 2

See above comments

Better solution: 3rd Bridge - located by existing Railroad Bridge. Possible local access bridge from Marine Dr. (Bridgeton Area) to East-side of Island.

Please help us - don't destroy us.

— over —

TELL US ABOUT YOURSELF

Home Zip Code 97217 Work Zip Code 97217

Do you (check all that apply)

- Live in the project area
 Work in the project area
 Own a business in the project area
 Commute through the project area
 Other _____

How do you regularly travel through the project area? (check all that apply)

- Car or Truck
 Bicycle
 Bus
 Walk
 Other _____

NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

Name (First & Last Name, Organization) _____

Phone / E-Mail _____

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event _____ Date _____

Contact person, Phone _____

Translation | Does your group need information in a language other than English?

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?
 NO

Name (First & Last Name, Organization) _____

Address (Street, City, State, Zip) _____

E-mail (enter address to receive monthly electronic updates) _____

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MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- Bridge design and aesthetics
- Bicycle and pedestrian paths
- Interchange design
- Light rail
- Environmental issues

- Safety
- Process
- Tolling
- Other

I VERY MUCH LIKE KPS CONCEPT #1.
IT REDUCES LAKE IMPACT ON ISLAND
PROVIDES DIRECT LOCAL ACCESS TO ISLAND

— over —

TELL US ABOUT YOURSELF

Home Zip Code

97217

Work Zip Code

Do you (check all that apply)

Live in the project area

Work in the project area

Own a business in the project area

Commute through the project area

Other

How do you regularly travel through the project area? (check all that apply)

Car or Truck

Bicycle

Bus

Walk

Other

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Name of Event

Date

Contact person, Phone

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Yes What language?

SIGN UP FOR PROJECT UPDATES | Optional

YES Would you like to be added to the project mailing list?

NO

Name (First & Last Name, Organization)

Address (Street, City, State, Zip)

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| <input type="checkbox"/> Interchange design | <input type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

Neither of the two (off-
Island or on-island)
plans would work —
We should have a
Hybrid plan that
combines the best
elements of the two

— over —

TELL US ABOUT YOURSELF

Home Zip Code _____

Work Zip Code _____

Do you *(check all that apply)*

Live in the project area

Commute through the project area

Work in the project area

Other _____

Own a business in the project area

How do you regularly travel through the project area? *(check all that apply)*

Car or Truck

Walk

Bicycle

Other _____

Bus

NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name *(First & Last Name, Organization)* _____

Phone / E-Mail _____

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event _____

Date _____

Contact person, Phone _____

Translation | *Does your group need information in a language other than English?*

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES** Would you like to be added to the project mailing list?
- NO** Would you like to be added to the project mailing list?

Name *(First & Last Name, Organization)* _____

Address *(Street, City, State, Zip)* _____

E-mail *(enter address to receive monthly electronic updates)* _____

Thank you!

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| <input checked="" type="checkbox"/> Interchange design | <input type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

I live in Vancouver and keep my boat on Hayden Island. I like the LPA best because it keeps the best access to the island. It seems the simplest to me. I also want light rail to come to Vancouver as soon as possible.

— over —

TELL US ABOUT YOURSELF

Home Zip Code 98661

Work Zip Code 97214

Do you (check all that apply)

- Live in the project area
 Work in the project area
 Own a business in the project area
 Commute through the project area
 Other own a boat in the project area

How do you regularly travel through the project area? (check all that apply)

- Car or Truck
 Bicycle
 Bus
 Walk
 Other _____

NEED MORE INFORMATION?

Speaker | Would you like a presentation to your community group? Who should we contact to schedule this?

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Phone / E-Mail _____

Upcoming community events | Please suggest events, festivals, etc. where we can tell others about this project:

Name of Event _____

Date _____

Contact person, Phone _____

Translation | Does your group need information in a language other than English?

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?
 NO

Name (First & Last Name, Organization)

already on list

Address (Street, City, State, Zip)

E-mail (enter address to receive monthly electronic updates)

Thank you!

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 CROSSING
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|--|---|
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| <input checked="" type="checkbox"/> Bicycle and pedestrian paths | <input checked="" type="checkbox"/> Process |
| <input checked="" type="checkbox"/> <u>Interchange design</u> | <input type="checkbox"/> Tolling |
| <input checked="" type="checkbox"/> Light rail | <input checked="" type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Environmental issues | |

This project, particularly the Hayden Island interchange will have a lasting, permanent impact on many aspects of life on Hayden Island - Please be especially attentive to the issues the project creates -

- During initial stages - property takings, ~~relocations~~ ^{relocation} of residents & businesses maintenance & security of adjacent properties

- During construction - access to, from and around the island, noise, air quality, public transportation

- after construction - conversion of excess property to public use or private redevelopment - Transitional issues -

Thank you

— over —

TELL US ABOUT YOURSELF

Home Zip Code 97217 Work Zip Code _____

Do you (check all that apply)

- Live in the project area
 Work in the project area
 Own a business in the project area
 Commute through the project area
 Other _____

How do you regularly travel through the project area? (check all that apply)

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Name of Event _____ Date _____

Contact person, Phone _____

Translation | Does your group need information in a language other than English?

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES Would you like to be added to the project mailing list?
 NO

Name (First & Last Name, Organization)

Already on update list
Address (Street, City, State, Zip)

E-mail (enter address to receive monthly electronic updates)

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
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| <input type="checkbox"/> Light rail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

I support an arterial bridge connecting Hayden Island and North Portland. It connects both neighborhoods and the resources in both neighborhoods which are heavily shared, such as Safeway, Lowes, Hayden Meadows Veterinary Services, Home Depot, US Bank, Target, North Portland Library, etc.

— over —

TELL US ABOUT YOURSELF

Home Zip Code

97211

Work Zip Code

97211

Do you (check all that apply)

- Live in the project area
 Work in the project area
 Own a business in the project area

- Commute through the project area
 Other _____

How do you regularly travel through the project area? (check all that apply)

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Date _____

Contact person, Phone _____

Translation | Does your group need information in a language other than English?

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

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 NO

Name (First & Last Name, Organization) _____

Address (Street, City, State, Zip) _____

E-mail (enter address to receive monthly electronic updates) _____

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
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| <input checked="" type="checkbox"/> Interchange design | <input type="checkbox"/> Tolling |
| <input type="checkbox"/> Light rail | <input type="checkbox"/> Other |
| <input type="checkbox"/> Environmental issues | |

It is very important to have the separate Marine Drive arterial. It makes Marine Drive @ much more residential road. We have recently added 200+ residential condominiums and the separate Marine Drive arterial makes this a much higher quality of life community.

It will also enhance the hotel + recreational industries in the area, adding to the quality of life in neighborhood.

— over —

TELL US ABOUT YOURSELF

Home Zip Code 97211

Work Zip Code 97211

Do you *(check all that apply)*

- Live in the project area
 Work in the project area
 Own a business in the project area

- Commute through the project area
 Other _____

How do you regularly travel through the project area? *(check all that apply)*

- Car or Truck
 Bicycle
 Bus

- Walk
 Other _____

NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name *(First & Last Name, Organization)* _____

Phone / E-Mail _____

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event _____

Date _____

Contact person, Phone _____

Translation | *Does your group need information in a language other than English?*

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

- YES** Would you like to be added to the project mailing list?
 NO

Name *(First & Last Name, Organization)* _____

Address *(Street, City, State, Zip)* _____

E-mail *(enter address to receive monthly electronic updates)*

BrianLutz@gmail.com

Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL

**Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660**

FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

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