

June 29, 2010

To The Project Sponsors Council co-chairs:

ENVIRONMENTAL JUSTICE

Hayden Island Manufactured Home Community is a Environmental Justice Community(EJC). The following is from the EPA website about EJC:

"Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work."

I would request that the CRC comply with all aspects of the Environmental Justice guidelines. More development on Hayden Island will certainly bring up more Environmental Justice points to address in the future and having a good foundation to work from will be beneficial to all residents.

With our community of seniors, persons with limited mobility, children and others living and visiting here, Livability on Hayden Island during and after construction of the CRC Project is of utmost concern to us. Air pollutants, water line damage, access on and off the island, electric power disruption, gas line breakage, emergency services, demolition, the list of concerns can be very long.

CROSSING THE ISLAND

The Hayden Island Livability Project began with the "Safe Our Safeway" campaign at the end of 2009 and continued with the "No 22 Lanes Across Hayden Island" earlier this year. The only interchange that would preserve the Safeway and reduce the footprint on the island is the off island plan that the City of Portland came up with, in the spirit of bringing Hayden Island into the city. This would move the traffic load off the island and reduce the impact on the Island. With the local access bridges as part

of this plan we would be able to get on and off the Island without having to use I-5.

The Local Preferred Alternative(LPA) is just too much for our Island to handle. It seems like a step back in time to the '60's and '70's when there was never enough concrete to go around! I have not talked to many locals or non-locals that prefer the LPA, makes me wonder how it got it's name?

Thank You,
Herman and Carroll Kachold
1501 N. Hayden Island Drive, 42B
Portland, OR 97217
Members of HILP, Hayden Island Livability Project

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

Subject: Testimony to the CRC Sponsors Council June 29, 2010

Of the proposed Hayden Island interchanges currently on the table, concept B appears to have the best potential. However, since where the interchange ramps enter and exit I-5 is intertwined with the necessary number and length of auxiliary motor vehicle lanes and likely to change the project price tag; and where as the Independent Review Panel Report is not due until July 30th; any vote to make changes to the LPA needs to be put off until after that date and after the public has multiple opportunities to comment on all of the full details.

Secondly, there continues to be a false sense of transparency from the Sponsors Council as it relates to gathering public opinion, and as it applies to equity for advisory representation from all transport modes. There are CRC working groups for Hayden Islanders, transit advocates, bicyclists and freight; but missing from the CRC process is a motorist working group for the people who regularly drive across the river for whatever reason – be it a small business person or service representative that has customers on both sides of the river, or an every day commuter or even an off-peak driver. The number of highway lanes continues to be challenged, but without the people who regularly use them. Motorist tolls continue to be debated, but without the people who will be asked to pay them. A big glitch in the CRC process is the lack of a working group that is for the direct input from everyday motorists.

Instead, the social engineering mindset of the Portland-Metro delegation on the Sponsors Council aims to hammer the missing motorist representation with high tolls and add artificial congestion with the constraint of a narrower bridge while at the same time promoting frills and excess over basic functionality for other transport modes. They want to have dictatorial power over the process and obsessively control how people cross the Columbia. One such example is the bribe of super-sizing the bicycle infrastructure along with unnecessary and costly turnouts on the bridge so bicyclists can stop and view Mt. Hood. It should be the paying customers of the CRC that receive any priority treatment, not the freeloading ones! Where and when will the public be surveyed on tolling bicyclists and adding surcharges to transit fares so tolling equity can be openly and objectively addressed?

Third, with a projected CRC completion date of 2018-19, planning only for 12 years ahead to 2030 is extremely short-sighted. Studying the concept of constructing an eight lane bridge that will be over capacity and obsolete within a year of opening is a total waste of taxpayer dollars. Building a ten lane bridge too small which does not incorporate the flexibility that allows for future generations to make the decision about increasing motor vehicle capacity by adding to the number of lanes would also be a costly mistake. Additional motor vehicle capacity beyond 2030 will likely be needed to keep up with population growth. To be cost effective, the bridge needs to be proficient for 100 years.

In closing, the CRC is all about equity. If tolling exists, the users of all modes MUST help pay for their proportional share of the crossing. If there are working groups for one mode of transport; there needs to be specific working groups for all modes of transport. Transparency necessitates that no changes are made to the LPA until the Independent Review Panel Report can be reviewed and commented on by the public.

Respectfully submitted,
Terry Parker



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

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

June 29, 2010

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 Sponsors Council Members:

As you know, this office represents Ross Island Sand & Gravel ("RIS&G") with respect to the Columbia River Crossing. This letter is a follow-up to the letter our office submitted on June 14, 2010 and is offered in response to the ongoing efforts by the Hayden Island Interchange Design Group to redesign the Interstate 5 Hayden Island interchange.

As an initial matter, RIS&G supports the Hayden Island Interchange Design Group's recent decision to abandon the off-island interchange options that include a bridge (the "west bridge") connecting the Marine Drive interchange and Hayden Island to the west of RIS&G's Vanport Plant. RIS&G supports the Design Group's decision because the "west bridge" options would likely displace RIS&G's Vanport Plant.

However, with respect to the new alternatives being considered by the Project Sponsors Council, RIS&G remains concerned that the options could either displace or limit access to the Vanport Plant. Moreover, RIS&G's ability to comment is limited because the designs remain conceptual. Indeed, until RIS&G receives assurances that the proposed alternatives will not limit access to the Vanport Plant, RIS&G is not in a position to support any of the proposed alternatives.



Project Sponsors Council
June 29, 2010
Page 2

RIS&G urges the Project Sponsors Council to carefully consider the impacts to valuable marine-industrial operations like RIS&G's Vanport Plant before choosing an alternative.

Very truly yours,

Sarah Stauffer Curtiss

SSC:dew

cc: Mr. Charles Steinwandel
Mr. Rick Grolbert

Hines, Maurice

From: Francis, Carley
Sent: Tuesday, June 29, 2010 10:51 AM
To: Columbia River Crossing
Cc: Valenta, Walter; 'Matt Whitney'
Subject: RE: BNA ltr to CRC

Hi Matt,

I am copying this letter to our feedback box with this note to make sure it is associated with Hayden Island design conversations which will be summarized and provided in full to the Project Sponsors Council.

Visuals will be a little different this evening, however, you can see the gist of both Concept A and Concept B in this [link](#) to meeting materials from the Project Sponsors Council meeting last Friday. Concept A and B are new; at the Friday meeting, the PSC indicated that they felt Concept 1 and 2, shared for comment at the June 14 meeting, should not move forward. The public meeting tonight will include for comment the new concepts (A and B) and the LPA design.

Thank you,

Carley

From: Matt Whitney [mailto:mattwhitney@comcast.net]
Sent: Tuesday, June 29, 2010 10:35 AM
To: Francis, Carley
Cc: Valenta, Walter
Subject: BNA ltr to CRC

Carley: Unfortunately I will not be able to attend tonight's CRC meeting. Please have this letter entered into the meeting's public comment record. Thanks.
Matt Whitney

June 29, 2010

Portland Working Group
Columbia River Crossing Project

Subject: I-5 Interchange Options for Hayden Island
At the June 14, 2010 CRC Hayden Island Public Meeting the Bridgeton Neighborhood Association and other North Portland neighborhoods as well as numerous residents strongly supported an I-5/ Hayden Island interchange design that included a separate arterial connection for local traffic. The Bridgeton Neighborhood Association continues to strongly support an interchange option that includes a local arterial connection. That option would minimize the many negative impacts a large I-5 intersection would have on the residents of the adjacent North Portland neighborhoods. 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

Faint, illegible text, possibly a header or address block.

Faint, illegible text, possibly a paragraph of a letter.

Faint, illegible text, possibly a paragraph of a letter.

Faint, illegible text, possibly a paragraph of a letter.

Faint, illegible text, possibly a paragraph of a letter.

Faint, illegible text, possibly a paragraph of a letter.

Faint, illegible text, possibly a paragraph of a letter.

Hines, Maurice

From: Amanda York [singingjazpdx@gmail.com]
Sent: Monday, June 28, 2010 8:17 PM
To: Columbia River Crossing
Subject: Local arterial connection for new Columbia River Crossing

As a resident of Bridgeton, I would really love to see a local route between our neighborhood and Hayden Island. It's the closest shopping area, but navigating the current traffic on the I5 NB can be a nightmare. I'd love to be able to either walk or ride my bike over - a difficult route to negotiate as it stands now.

Thanks for your consideration,
Amanda York Correale

Hines, Maurice

From: djsobgyn@aol.com
Sent: Tuesday, June 29, 2010 10:04 AM
To: Columbia River Crossing
Subject: Connection to Hayden Island

Hi,

I am a resident of the Bridgeton neighborhood. I will not be able to attend the meeting this evening. However, I would like to add my support for an arterial connection from our area to Hayden Island in the CRC Project. Many of us need ready access to the island for access to our boats and other business concerns. Thanks for listening.

David Sargent

Hines, Maurice

From: Wilson [speeder@pacifier.com]
Sent: Tuesday, June 29, 2010 7:11 PM
To: Columbia River Crossing

We'd like to voice our concern that there won't be a local arterial connection from the Bridgeton, Kenton and East Columbia neighborhoods to Hayden Island/Jantzen Beach. This is quite important to we who live in these neighborhoods. It's been a painful experience to try to buy a couple of steaks and ears of corn spontaneously at the JB Safeway store because of the "circle of death" as it now exists, much less if we'll have to enter the new bridge and try to manage all the traffic.

Thanks for allowing the feedback.

Bruce and Donna Wilson

Hines, Maurice

From: Chuck Wilson [chucker6@gmail.com]
Sent: Tuesday, June 29, 2010 5:19 PM
To: Columbia River Crossing
Subject: bridgeton

I live at 414 N Bridgeton Rd and want to communicate my strongly held view that a LOCAL ARTERIAL CONNECTION to Hayden Island must be included in the final CRC Plan.

Thanks!

Chuck Wilson
503.283.1611

Hines, Maurice

From: Donna Murphy [pennyputupon@yahoo.com]
Sent: Wednesday, June 30, 2010 4:51 PM
To: Columbia River Crossing
Subject: copy of comments from June 29, 2010

Donna Murphy, 1501 N. Hayden Island Dr., Portland, OR 97217:

As a member of HILP and the environmental justice community, the Hayden Island Manufactured Home Community, I support the Off-Island Interchange Design Plan. This plan is a very viable solution to lessen the footprint of the highway system across our community, spread the traffic volume out, improve the street systems, and provide for the desired impact the Hayden Island Plan called for in 2008. This OFF-ISLAND INTERCHANGE plan with a western arterial regional bridge (as well as local bridge east of I-5) is exactly what Hayden Island needs.

When the plan was presented at the June 14 Open House, it was shot down by many residents of the Jantzen Beach Moorage, Diversified Marine's legal counsel, Ross Island Sand and Gravel, and the Jantzen Beach Super Center. HILP was concerned only about the misplaced floating homes in Jantzen Beach Moorage, but we have been assured by a prominent developer that there is room for realignment and betterment of this community, not to mention that homeowners will be compensated from CRC. We do not worry about the businesses affected. They will be compensated as well for relocation.

What do we like about this OFF-ISLAND INTERCHANGE - inclusion within the City Of Portland with the extension of MLK Blvd on to the island, alternative access on and off the island without dealing with freeway on-ramps and off-ramps, quick access from the Manufactured Home Community, more pedestrian friendly streets (without 22 lanes of cement to maneuver),

Even the experts hired by the CRC project, the URS, are in favor of the OFF-ISLAND INTERCHANGE and here I will quote the exact words of the URS Summary of Findings from June 25, 2010. "The relocation of the Hayden Island interchange would

assist the operational performance of the I-5 main span bridge regardless of the number of lanes of the main span. Relocating the Hayden Island Interchange function to the Marine Drive interchange would increase interchange spacing to 1 mile between Marine Drive and SR-14, which is the FHWA's recommended minimum urban interchange spacing.

We think it only fair that more time be given to iron out and polish the details of the City's idea. The CRC has had 5 years to come up with their plan. Yet, in just a few short months, the City planners came up with other choices that will much better serve the people of Hayden Island as well as address the future needs of the I-5 corridor.

Why let that positive work go to waste, either by choosing to stay with the "tunnel vision" of the CRC's monster, or by choosing the smaller plan B that the other Island "representatives" promote? Plan B will protect a handful of folks at JBMI instead of providing a more balanced flow for a greater number of people. Thank you for your time and for listening to our concerns.

Hayden Island Livability Project (HILP) supports the OFF-ISLAND INTERCHANGE for Hayden Island.

Hines, Maurice

From: John Nicol [jnicolpdx@yahoo.com]
Sent: Wednesday, June 30, 2010 12:24 PM
To: Columbia River Crossing
Subject: Hayden Island

I strongly support a separate and local connection for Hayden Island to North Portland, not only to ease local traffic during rush hour, but to give the islanders an escape route if there is a need to evacuate the island. Local commerce and neighborliness will benefit as well.

John Nicol
2339 North Terry Street
Portland 97217-6451
503-236-5997

Hines, Maurice

From: Herman Kachold [hkachold@msn.com]
Sent: Saturday, July 10, 2010 1:50 PM
To: Columbia River Crossing; letters@news.oregonian.com; letters@columbian.com; HansenF@tri-met.org; Matthew.L.Garrett@state.or.us; mzusman@wweek.com; Adams, Sam; Bragdon, David; Pamela Ferguson; Mike Francis; rlsx@aol.com; Jennifer Vachon; Marilyn Weber; info@portlandsentinel.com; Tom Dana; Erick R. Reddekopp; Ed Garren
Subject: CRC I5 Bridge Project
Categories: Orange Category

A letter of concern,

My name is Herman Kachold and with my wife Carroll live in the Hayden Island Manufactured Home Community in Portland. We are very concerned that the CRC/I5 Bridge Project will have adverse impact on our Community and our personal livability.

We feel that the CRC have not looked at all the options for crossing the Columbia River. Their 10 lane bridge Refined Local Approved Alternative is simply to much for Hayden Island to handle. The interchanges are to closely spaced together, from Delta Park to Vancouver. A third bridge or some other alternative needs to be looked at.

The loss of our only full service grocery and pharmacy along with five or more years for construction will be harmful for our older residents, residents with limited mobility, children and their families.

Thank you for your time and attention to this matter and please keep us informed about your decision on this project.

Sincerely,

Herman and Carroll Kachold
1501 N. Hayden Island Drive, 42B
Portland, Oregon 97217
503-286-1150

members of the Hayden Island Home Owners Association and the Hayden Island Livability Project



East Columbia
NEIGHBORHOOD ASSOCIATION

July 14, 2010

Portland Project Sponsors Council
Portland Working Group
Columbia River Crossing Project

Subject: I-5 Interchange options for Hayden Island

The East Columbia Neighborhood Association supports an I-5/Hayden Island interchange option that will minimize negative impacts to the Hayden Island neighborhood as well as to the adjacent neighborhoods of Kenton, Bridgeton and East Columbia which access services on Hayden Island.

We support an option that provides a local arterial connection. We believe, as does the Bridgeton neighborhood, that the local arterial connection would be the best choice to create neighborhood connectivity, strengthen community ties, and serve to provide sensible and thoughtful neighborhood development for North Portland.

This project will have an impact well into the future and as the neighborhoods surrounding the I-5 change and evolve it is our responsibility to plan for strong neighborhood infrastructure and not create devise environments.

Sincerely,

East Columbia Neighborhood Board

Sarah Whitefield
Will Stevens
Karen Myers
Ron Myers
Emma Pletz
Carolyn May
Sandra Hawley
Dick Towle
Gyrid Hyde-Towle

Hines, Maurice

From: Scott Huff [shuff16@comcast.net]
Sent: Saturday, June 26, 2010 4:26 PM
To: Columbia River Crossing
Subject: Support for LPA as presented June 14th

Categories: Orange Category

CRC Staff,

While things have likely changed since the public information session held on June 14th, I want to share my support of the LPA as presented that evening.

The off-island access (IPS #1) would likely limit interest in commercial development on the island, jeopardizing redevelopment of Jantzen Beach Center. It would require more structures over North Portland Harbor, likely costing more and creating greater environmental impact. Plus, putting all on-off traffic through one intersection increases the odds of traffic snarls should something happen at the signalized intersection south of the island.

The on-island access (IPS #2), would put most on-off traffic from I-5 to the island through one intersection, with traffic snarl issues should something happen at the signalized intersection on the island. I see that as a problem, especially as truck traffic increases if west Hayden Island is developed by the Port. And, as with IPS #1, there are more structures over North Portland Harbor.

Thus, to me, the LPA is best because:

- it will have fewer structures over North Portland Harbor
- two "interchanges" - one to the north and one to the south - should mitigate problems with traffic accidents compared with the other alternatives
- two "interchanges" will allow heavy truck traffic associated with development of west Hayden Island split between the north and south "interchanges"
- on and off ramps will be longer and less steep

Thank you for considering these comments.

Scott Huff