



**N-007-001** My name is Pamela Ferguson and I live at 2270 North Broughton Drive on Hayden Island. I have been proudly watching the Task Force and Project Team for over three years and applaud your efforts. Even though Hayden Island did not have a neighborhood representative on this Task Force, we thank Walter Valenta for looking out for the interests of Hayden Island and its' residents.

I represent the residents of Hayden Island Manufactured Home Community, a community of 440 home owners and 150 RVers – many of our residents have lived on Hayden Island for 25 to 30 to even 35 years. We are a diverse and opinioned community of low income residents – senior citizens, single parent families, working singles, handicapped, and many veterans. We are diverse but have one thing in common – we love Hayden Island and do not want to live anywhere else.

**N-007-002** My neighbors are most concerned about reducing congestion on I-5 so that we can have easier access to our homes on our island. The standing joke among seniors in our community is that they hope when they have their heart attack it's NOT between the hours of 3pm and 7pm when the traffic is too heavy to get emergency vehicles to us!

**N-007-003** In addition to less traffic congestion, Hayden Island residents specifically want –

- Easy access on and off I-5
- Easy and direct access to Marine Drive (provided by the replacement bridge option only)

**N-007-004** Light rail transportation (it's sexier than Bus Rapid transit!)  
 ➤ East / west public transport on island  
 ➤ An exclusive light rail parking lot for local residents to park to use light rail on the island

**N-007-005** Tolling – we understand the necessity of it for everyone else – but hope that local residents will be cut a deal as we do as much (or more) shopping / recreating in Vancouver as we do in Portland. Our closest Fred Meyer is now in Vancouver not in Portland and we would hate to have to pay a toll to get to our closest Fred Meyer.

**N-007-006** Transit alignment – much discussion – we have decided upon alignment with the bridge structure to have the least impact visually on the island landscape.

**N-007-007** We also want a beautiful bridge, appealing to the eye and the soul, and something to be proud of perhaps with a bridge park under the bridge structure giving the history of the bridge crossing.

**N-007-008** The HIMHC would like to ask you to vote for Alternative 3 from the DEIS - Replacement Bridge with Light Rail - for the future of our island community. Let's go ahead and build this bridge!

Thank you for your attention and your service!

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Columbia River Crossing

### N-007-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

### N-007-002

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. In 2005, 135,000 vehicles crossed the Columbia River on the Interstate Bridge, which led to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 mph. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and seven interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will

be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

**N-007-003**

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Access to I-5 and Marine Drive will be improved with the redesigned interchanges. For more information on the interchange improvements, see Chapter 2 (Section 2.2) of the FEIS.

**N-007-004**

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

The CRC project improves east-west connections for vehicles, bicycles and pedestrians on the island. The LPA includes a light rail transit station on Hayden Island. It is the jurisdiction of TriMet to provide additional public transportation as necessary on Hayden Island and it is not within the scope of the CRC project. A park and ride lot on Hayden Island is not anticipated to be provided by the CRC project.

**N-007-005**

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

**N-007-006**

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. For more information on the selected LPA light rail alignment, please see Chapter 2 (Section 2.2) of the FEIS.

**N-007-007**

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

**N-007-008**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5

bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.