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Heather Wills
Columbia River Crossing
700 Washington Street, Suite 300
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re: FEIS Comments

Greetings,

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To begin I want to express my support for LPA Option A. A new bridge is necessary to alleviate the traffic congestion of the current I-5 bridge.

Currently life on the Island is very relaxing and easy going with a small town feel to it. Except for the traffic rush during the November/December shopping season the Island is easy to get around. But this will change starting with the construction of the new bridge.

The loss of Safeway, our full service grocery store on the Island is not being fully replaced by the new Target store which will only have partial fresh meats, fruits, and vegetables. And at present it doesn't look like the mall will lease to another full service grocery store. We are losing our only gas station. We are losing our car wash. We are losing one of our two banks. We are losing most of our low cost restaurants. The central part of the Island will change from easy driving with few traffic lights to stop and go driving with traffic lights and restricted turn lanes. The Island will be split in two by a massive interchange of on-ramps and off-ramps for both the Island and the Marine Drive interchange. The Hayden Island Plan's area for local commercial is being covered by storm water runoff ponds. The Manufactured Home Community is an Environmental Justice Community and this is not recognized in the FEIS. The Island will endure 5 to 10 years of construction and disruption to our community and the ensuing noise, difficulty getting around, dust pollution, air pollution, and loss of businesses will take its toll on our community.

With varying degrees of satisfaction most of these losses are touched upon in the FEIS, but what is not dealt with at all is the gestalt of the whole devastating package put together. And there is no mitigation specified for this whole package.

To this end a community enhancement fund would be a first step towards mitigating the whole package. One possibility is to have a community center for the Island which during construction would provide information about road closers and provide assistance to the elderly and mobility challenged. One suggestion from the transit consultant Greg Baldwin was to have some of the community enhancements completed at the start of construction so that we could feel something of the project completion ahead of time. A possibility for this would be a pocket park with a construction viewing area so we could watch the construction in progress. Also some of the retail around the transit station could be arranged at the start of construction. A possibility here would

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In the last three years the CRC project team, the Project Sponsors Council, and CRC advisory groups have focused on incorporating a wide range of community enhancements into the project. The project has looked for ways to leverage the highway and transit investments into additional improvements for project neighbors and local communities. These improvements are beyond the benefits identified as the project's purpose and need. These tangible improvements include new local roads and improved local flow and connections for Hayden Island residents; better bike and pedestrian access to the improved facilities; new bike and pedestrian trails; and a separate bridge for local auto access from North Portland to Hayden Island. We know there is more to be done. The CRC remains committed to aggressively maximizing and leveraging resources to bring additional benefits and improvements to our community.

Two options have been identified for further exploration; both include a financial set-aside of a specific amount dedicated to a specific purpose. One approach is a project-specific community enhancement fund. There is some history with such an approach - the Delta Park 1-5 widening project (2006) and Metro's solid waste program (1991) are two examples. The other approach is a different concept, a regional fund established by the state to benefit the neighborhoods and communities in close proximity to 1-5 and the CRC project. Both approaches have been successfully implemented in the Portland region and will help inform this effort. We need to be clear about both of these approaches - neither will be easy. Both approaches have limitations and legal restrictions associated with anticipated funding sources. Both will require legislative support. Both will likely need enabling legislation and both will require funding.

P-050-001 | be food carts which would serve both the construction personnel as well as the local residents and Island visitors.

A community enhancement fund which does as much as is possible at the start of construction will go a long way towards easing the 5 to 10 year negative impact of the project.

Thank you

Tom Dana