

Bridgeton

NEIGHBORHOOD ASSOCIATION

October 24, 2011

Federal Highway Department

Federal Transit Agency

Dear Sirs,

N-001-001 | The Bridgeton Neighborhood continues to express support for building a new I-5 bridge as quickly as possible. However, we know that our quality of life will be impacted by the construction of the new I-5 bridge. We hope it will improve with the bridge completion. We are reminding you of promises made to the residents of North Portland.

Prior commitments that need to be upheld

The FEIS shows that the Arterial Bridge from Marine Drive to Hayden Island and the East Side Multi-use Path are now options. Our position is that these items promote the safety and well being of the people in the Bridgeton neighborhood as well as those on Hayden Island and East Columbia. Consider that Fire Station #17 is the first responder for emergencies on Hayden Island as well as East Columbia and Bridgeton neighborhoods. Providing a non-freeway access option provides security and safety to the area as well as promoting alternative modes of transportation since walking and biking are popular in North Portland.

N-001-002 | If the Arterial Bridge and East Side MOP are not built, access from Marine Drive will use the collector-distributor lanes mixing freeway bound traffic with local access traffic. We have been told that the Arterial Bridge is going to be used if the North Portland Harbor Bridges collapse during an earthquake. Are there any plans to retrofit the North Portland Harbor Bridges if the Arterial Bridge is eliminated?

N-001-003 | The CRC has attended many Bridgeton meetings and has always said they want to work with the public to support their needs. We see nothing in this plan that shows a sincere desire to support the need for a bike and pedestrian path along the top of the levee. We would like to see the project support the completion of bike and walk paths including those on the Bridgeton Trail to encourage people to use alternative methods of transportation.

N-001-004 | We also see broken promises to the Hayden Island community that affect residents in all of North Portland. We support the Hayden Island Plan which strives to make a viable connected community. Neighborhoods and retail have a symbiotic relationship and location is a key component. The FEIS report shows that most of the businesses in the core of the Island are being removed. Many will be replaced with several wetland marshes because of the CRC Storm Management Plan. Is it possible to move these ponds elsewhere and leave this prime retail property for business development?

Incorrect data used for impact statements and assumptions

N-001-005 | The FEIS states that there is a total population for Bridgeton of 39 people. The 2000 census showed a population of 573 and we have added many high density residences since then pushing our population to over 1200 many of whom are over 65. It is true that we have few people with disabilities because the lack of sidewalks

N-001-001

The benefits you have described for Option A are accurate. Option A was the preferred option in the FEIS and is part of the Selected Alternative in the ROD.

N-001-002

Option A is part of the Selected Alternative in the ROD.

There are currently no plans to provide a major seismic retrofit of the existing North Portland Harbor bridge.

N-001-003

The project will complete the pathway connecting the Bridgeton neighborhood to the Marine Drive Trail, west of the project. Please see Section 2.2.3 of the FEIS.

N-001-004

The stormwater facilities shown in the FEIS will continue to be refined as design work progresses. Under the terms of the biological opinion (BO), the CRC project must treat stormwater runoff using bioretention, bioslopes, infiltration ponds, porous pavement, constructed wetlands, and vegetated and soil amended swales designed for infiltration. Based on the information we have on file, stormwater runoff is currently not treated before being released to North Portland Harbor or the Columbia River.

The Hayden Island Redevelopment Plan states that runoff from local streets will be treated in roadside planters and that CRC stormwater will be managed in a "green, state-of-the-art manner." Although the Hayden Island Plan map did not show the constructed wetlands, these are a "green" concept for stormwater treatment, and have been shown in project designs as early as May 2009. The stormwater treatment

N-001-005 | and public transportation make it hard for anyone with a disability to live in our area.

N-001-006 | The FEIS lists many buses that serve the Bridgeton Neighborhood. Bridgeton is serviced by one bus which runs only during rush hours. We currently have to walk across a muddy path on private property on the levee or walk on the side of Marine Drive to access the buses and Max as listed in the FEIS. We feel that walking and biking on the side of Marine Drive is dangerous, because cars are frequently parked on the side of the road forcing people to walk on the very busy Marine Drive itself.

These inaccuracies tend to imply that there will be minimal impact to our population. Our population has grown using a very high density housing model. We need to protect our continued access to places of work and stores. Any loss of direct access between the neighborhoods is unacceptable.

Issues that impact Peninsula Drainage District 2

N-001-007 | Bridgeton and East Columbia are joined together forming Peninsula Drainage District 2. Bridgeton has already lost many trees to meet the "No trees on Levees" standards of the Army Corp of Engineers. We know firsthand how costly it can be to fight their standards. We have heard that the CRC plans include placing concrete bridge supports into the levee. Having years of experience on levee issues with the Army Corp of Engineers leaves us understanding that this will lead to a difficult, expensive, and time-delaying fight. Our fear is that this sort of issue will cause the construction of the Arterial Bridge to be eliminated or delayed.

N-001-008 | We need to save as many of the old growth trees in the area as possible. Removing old growth trees will add to the run off that has to be managed by the drainage districts in addition to adding an industrial blight appearance of the area. Removing trees harms the habitat for everyone.

We encourage you to use your resources

N-001-009 | Bridgeton residents are aware of access issues for our neighborhood and ask to be involved in design plans relating to this access to the freeway and to the island. We know that the CRC construction will increase the distance and drive time to the island from Marine Drive. We are currently limited to three streets that enter onto Marine Drive for travel into and out of Bridgeton. The intersections at Anchor Way and Gantenbein are frequently blocked by traffic waiting to circle over, then under and enter I-5 north bound. Encouraging walking and biking to the island is a worthy goal. We would be able to respond to issues that impact us if we were allowed to work within the process instead of being told what is best for us.

N-001-010 | Bridgeton residents are in favor of building a new bridge for I-5 to cross the Columbia. We would like to see an aesthetically pleasing structure which will be viewed as something to visit and admire. For the safety and welfare of all of North Portland, we need the direct access to and from Hayden Island by car, by bicycle and on foot.

Sincerely,

Leslie Sawyer,
Co-Chair Bridgeton Neighborhood Association

proposed in the FEIS does include the "green streets" approach proposed in the Hayden Island Redevelopment Plan to the extent feasible. This approach to stormwater treatment is not suitable for streets located under bridges (where it will be difficult to establish plants) or where streets are at or below the seasonal high groundwater table. In addition, care was taken to ensure that the facilities are located on land that is either currently owned by ODOT or would need to be acquired for CRC construction, independent of stormwater management. The current proposed water quality facilities meet these conditions.

While wetlands are typically permanent bodies of water, they are not stagnant. Water flows through them during frequent rainfall events, producing conditions that are not conducive to mosquito larval development. As stated above, a constructed wetland is one of the BMPs listed by NMFS in its BO as providing the level of treatment necessary to protect endangered species found in the Columbia River. As such, the discharges are considered by the agency to meet its stringent requirements.

We will continue to review the developing design to determine whether additional streets lend themselves to this method of runoff treatment. Regardless, the project still needs to manage runoff from almost 28 acres of impervious area consisting of I-5 pavement across Hayden island, associated ramps, the elevated transit guideway, and structures.

N-001-005

The project will be able to improve the conditions for residents in the Bridgeton Neighborhood. The Bridgeton trail will be connected, with accessible facilities, to the Marine Drive Trail and the river-crossing network.

N-001-006

The project will improve the sidewalks and roadways, such as Marine

Matt Whitney,
Co-Chair Bridgeton Neighborhood Association
(Out of town and not available to sign the report)

Supported by the following board members:

Pat Barch
Richard Brown
Scott Niessen
Anne Neuenschwander
Debbie Robertson
Elizabeth Sanders
Brian Stipak
Walter Valenta
Chuck Wilson

Way, that connect your neighborhood with the MAX station, bus stops, and the rest of the transportation network.

N-001-007

We have been coordinating with the U.S. Army Corps of Engineers and the Peninsula Drainage District on the impacts to the levee. We are expecting to receive a permit but do not yet know what conditions may be associated with it. The project's intent is to build the local multimodal bridge.

N-001-008

The project will attempt to avoid tree removal as much as possible. This is an appropriate issue for on-going coordination with the community.

N-001-009

The LPA has a fairly recently updated design for North Portland. The Marine Drive, Vancouver Way, Martin Luther King Jr Boulevard, and Union Court configuration provides improvements in safety, access, and intersection operations.

N-001-010

There are numerous opportunities to become or stay involved in the planning and design of the CRC project. Please contact the CRC office directly for more information.

Multiple methods have been used to engage the public so as to address the needs of a wide variety of people in the project decision-making process. Public feedback has helped guide the outreach effort. Examples include workshops with facilitated small-group discussions, open houses where participants can talk one-on-one with staff, public hearings, presentations and discussions at community and neighborhood-sponsored meetings (often at the group's request), and

advisory group meetings where CRC seeks recommendations from a citizen committee. These events and meetings have taken place at a variety of locations, days of the week, and times of the day to meet the needs of the entire community. For more information on the project's public outreach, please see Appendix B of the FEIS.

N-001-011

Thank you for your comments.