

**N-008-001**

A park and ride lot on Hayden Island is not anticipated to be provided by the CRC project. It is expected that the majority of light rail transit users boarding at the Hayden Island station will access the station by bus or on foot. CRC staff will work with the Portland Working Group on design and amenities provided at the Hayden Island Station.

From: [Steve Welch](#)
To: [Columbia River Crossing](#)
CC:
Subject: CRC & Hayden Island
Date: Monday, June 16, 2008 9:20:59 AM
Attachments:

Greetings;

N-008-001 Two key issues that need to be addressed and included in the proposed CRC plan are as follows:

1/ A Park & Ride lot is mandatory on Hayden Island to facilitate utilization of the light rail (MAX). Parking will be a major issue with the reconfiguration of the island. Street parking will be inadequate and the Jantzen Beach Super Center lot parking will not be an option.

It would be unrealistic to believe that all island residents are going to walk to the MAX station. In climate weather is always a factor to be considered in Oregon plus the majority of island residents live over ½ miles from the commuter line. Add to this that many riders may be seniors and also there are handicapped residents who need to be served. Many island residents are incapable of getting to the Max station except by car making a Park & Ride with sufficient handicap permit parking spaces a priority.

Whether riders are coming from the western boundary of the manufactured home community or the farthest eastern point of the island, all riders will be better served by a safe,

N-008-001 well lighted Park & Ride lot with a large enough capacity of parking spaces to encourage ridership and allow for future growth.

It is reasonable to anticipate that a number of Washington based drivers will also utilize the Hayden Island Park & Ride station. Obviously this will further the need for a large, sufficient capacity Park & Ride.

N-008-002 2/ Being as Hayden Island is land locked with limited access via one way on and one way off the island, it is imperative that Hayden Island residents be granted toll free access in both directions to Vancouver and Portland.

Island residents have the option to shop in Vancouver. Currently Vancouver residents shop in Oregon to flee their own state sales tax. In kind, Oregonians are encouraged to shop in Vancouver by being exempt from Washington sales tax by simply showing proof of residency. Being required to pay a toll to cross north into southwest Washington, will greatly dissuade Hayden Island shoppers from heading north.

Kudos to your team for an exceptionally well planned project.

Thank you for your consideration,

Steve Welch
HINooN Director

N-008-002

The details of the tolling system are yet to be determined. 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 must be made by both the Washington and Oregon Transportation Commissions.

Regarding toll impacts on shopping patterns, this issue was addressed as part of the Economics analysis and is described in detail in the Economics Technical Report. This report, and Chapter 3 (Section 3.4) of the DEIS, note that the increased costs incurred by the tolls would generally be offset by the improved travel options and travel times. Under existing and No Build conditions, congestion delays and high crash rates have significant costs for local businesses and travelers; and improving these conditions is one of the purposes of the project.

Tolls could discourage home-based shopping trips from Clark County to points in northern Oregon, such as Hayden Island. However, the variable-rate toll structure that was evaluated in the DEIS allows for different rates to be charged by time of day. Therefore, discretionary trips, such as those between Oregon and Washington for retail purposes could be taken in off-peak hours when toll rates are at their lowest, reducing the affect of the tolls on these types of trips. Also, CRC would provide improved transit connections between Clark County and Oregon, offering travelers alternatives to paying the tolls to reach destinations across the river.

Hayden Island Resident