

MEETING:	Portland Working Group
DATE:	Wednesday, June 9, 2010 4 - 6 p.m.
LOCATION:	Jantzen Beach SuperCenter Community Room 1405 Jantzen Beach Center • Portland The Community Room is located inside the mall across from the carousel, next to the Radio Shack store.

TIME	TOPIC	PRESENTER
4:00 – 4:10	Welcome	Chris Novotny, CRC
4:10 – 4:15	June 14 Open House & Public Comment Session	Chris Novotny, CRC
4:15 – 5:30	Hayden Island Interchange Design Updates & Discussion	Staff
5:30 – 5:35	Public Comments	
5:35 – 5:40	What's Next	Steve Witter
5:40	Upcoming Meetings, Close	Chris Novotny

MEETING **Portland Working Group (PWG)**
DATE: May 12, 4:00 – 6:00 pm
LOCATION: Jantzen Beach SuperCenter Community Room
 1405 Jantzen Beach Center

PORTLAND WORKING GROUP MEMBERS:

Richard Carhart	HiNooN
Tom Dana	Hayden Mobile Home Community
Pam Ferguson	Hayden Island Livability Project
Brad Howton	Columbia Crossings
Peg Johnson	Member at Large
Deborah Robertson	Bridgeton Neighborhood
Leslie Sawyer	Member at Large
Walter Valenta	Waterside Condo
Victor Viets	Hayden Bay Condominiums

STAFF MEMBERS:

Greg Baldwin	ZGF
Ann Becklund	TriMet
Jillian Detweiler	TriMet
Coral Egnew	CRC
John Gilliam	City of Portland
Andrew Johnson	ODOT
Nolan Lienhart	ZGF
Chris Novotny	CRC
Steve Witter	CRC
Bob Wood	ZGF

Note: Meeting materials and handouts referred to in this summary can be accessed online at:
<http://www.columbiarivercrossing.org/ProjectPartners/PWGMeetingMaterials.aspx>

Welcome, Introductions and meeting / packet overview– Chris Novotny, Community Relations

Reviewed meeting agenda and information packet for tonight’s meeting. Packet contains copies of:

- May 12, 2010 meeting agenda
- Hayden Island Interchange options

Two PWG members have shifted affiliations. Tom Dana is now representing the Hayden Island Mobile Home Community and Pam Ferguson is with the Hayden Island Livability Project.

Project Update – Steve Witter, Transit Manager

The Columbia River Crossing project continues to move forward towards Final Environmental Impact Statement (FEIS). On a parallel track is a series of work studies, with Integrated Project Staff (IPS). The IPS is looking at the interchange on Hayden Island. Andy Cutugno has been an advocate to look at the interchange, heading up a group some of which are PWG members. This group meets twice a week, looking at revisions on the interchange and developing evaluation criteria. There is a matrix of the options, which the group will be evaluating. The goal is to bring a narrowed group of options to the Project Sponsors Council (PSC) at the Friday, June 11th, PSC workshop. The project will be holding a public hearing on the island June 14th, after the June 11th PSC meeting. By the June 25th PSC meeting, the interchange decision should be complete. PWG members did a great job bringing out their neighbors for the last open house. Steve would like to have PWG host/sponsor the June 14th public hearing.

The FEIS is moving forward. The FEIS should be published in late summer/early fall. The IAMP hearing has been postponed. The IAMP will be brought back to the Oregon Transportation Board no earlier than August 2010.

Hayden Island Interchange Design Updates – John Gillam, City of Portland

John presented an overview of the interchange design updates and passed out two memos and the various interchange options. The motivation from the city was due to the large footprint to see if other options are available. What does this mean for the land use and land use availability? In the LPA, access to and from the north lands on Jantzen Drive. The access from the south lands on Hayden Island Drive. This movement created large intersections and a large footprint.

Option 2

Option 2 shows the ramps on Tomahawk Island Drive. Under the ramps Jantzen Drive becomes more of a community street and the east/west connection. By pulling the ramps back to Tomahawk Island Drive it narrows the footprint. This alternative presents an opportunity for Jantzen harbor to become more of a focus. As part of the Hayden Island Plan the mall area may become more mixed use. Option 2 couplet changes the freeway access from the south. You can get onto Marine Drive from Hayden Island or I-5. With Option 2, the island couplet changes the freeway access. This option becomes a classic diamond interchange. The north and south ramps land on Tomahawk Island Drive. This option changes for the role of Tomahawk Island Drive from the Hayden Island Plan. Option 2 presents a much narrower footprint. Under this concept the transit station is moved further south. With the couplet option the main street is more of a challenge. Similar to the LPA, this option provides a local bridge for light rail. This option also provides local access to Marine Drive. The freeway activity is centralized and lends the edge of the island for future residential/mixed use opportunities. You create a larger area for immediate transit developments.

CRC comment: These are conceptual drawings. The project is in the process of evaluating all the various options. The capacity and operations of all the options are still being looked at before the project makes any commitments.

PWG comment: Even with this option the Safeway is still lost.

John Gillam's response: This option may have some room to keep the Safeway.

PWG comment: Does this option reduce the footprint on the island?

John Gillam's response: It would be a larger footprint due to additional accessibility with the separate freeway access and local access to Marine Drive.

PWG comment: Have any cost estimates been done for any of the proposed options? Members do not want to pick an option that is too expensive.

John Gillam's response: That is correct. There have been broad estimates for the proposed options.

CRC response: The project is proceeding by evaluating the proposed options with criteria. Do the proposed options fit to highway standards and operational characteristics? Operational cost would also be a decision factor.

John Gillam's response: The cost are also related to Right of Way.

Marine Drive Freight Bypass – Hayden Island Access Concept

The city is looking into all concepts that appear to be workable. This option provides no freeway interchange on Hayden Island. The city is not promoting this option, but wants to investigate it. This option will help space the series of closely-spaced interchanges. The freeway ramps need to be spaced longer distances. By not having the interchange you could have a different design opportunity. North and south freeway traffic will access Hayden Island using the Marine Drive interchange. This option moves the off ramp to Marine Drive with a ramp leading to the local bridge onto Hayden Island. This option provides separate access for freight and auto traffic onto the island. The Marine Drive interchange will need to be a stacked interchange to provide access for freight movements. This option ties into MLK which is a significant arterial and Hayden Island becomes the end of MLK. The city recognizes the need of the neighborhood to provide a neighborhood connection with a local bridge for local traffic.

PWG comment: How do you get to northbound traffic to a signal point intersection?

John Gillam's response: Variations of the access points are still being worked on.

PWG comment: Where does the local bridge land?

John Gillam's response: The local bridge would land just to the east of Home Depot. The city has developed refinements of these options. The various iterations have the same basic concept, separating the various functions.

PWG comment: The Bridgeton neighborhood would need to go back to MLK to access the freeway. This makes the local connection a true local connector. There is no reason for freeway traffic to access the local connector unless accessing Hayden Island.

Additional PWG comment: Does stacking the Marine Drive interchange affect the flight path?

John Gillam's response: Stacking does not affect the flight path. Overall height of the Marine Drive intersection is similar to the LPA.

PWG comment: Can the Safeway be saved with this option?

John Gillam's response: This option creates the narrowest footprint and Safeway could be saved.

Moving Forward – Greg Baldwin, ZGF

ZGF was asked to put the visions aside while the options interchange options were being explored. ZGF has a concept of Hayden Island and each option will have something unique to offer. Options 1 & 2 create more options for the island. Options 3 & 4 create a local connection and options for Bridgeton and Kenton. Greg encouraged the members to build the roots and establish the continuity of the island before the project opens. ZGF staff begins presentation.

Discussion

PWG comment: We need to get back into thinking about a neighborhood commercial center on the eastside of the freeway.

Greg's response: It is important—all alternatives respond to your goals.

PWG comment: Do all the options include an elevated station area? Have you looked at an at-grade station?

John Gillam's response: Options 1 & 2 may be at grade. As the options move south, it becomes more difficult due to the harbor crossing.

Greg's response: With the LPA there was a gradual grade of the plaza towards the elevated station area.

CRC response: All the options have moving parts

PWG comment: In both Option 1 & 2 the control points is where the ramp crosses and closes. Option 2 has a major barrier to get north or south. What happens if you move the transit line to the outside of the transit area?

Greg Baldwin's response: Access to light rail is the one major shift in the model you have today. The impact will be profound and the location of the station makes the connection to create the place and center.

PWG comment: The heart of the Westside is the transit station. If we move it out of the center, it shifts the energy. If we could move it over Tomahawk Island Drive it can be an oasis for people to cross the street.

Greg Baldwin's response: How will the transit station location fit with the different alternatives?

Jillian Detweiler's comment: Retailers haven't had the opportunity to walk through all the proposed options. When Jillian met with Sam Judd, he said that if there is no interchange on the island, it would be a disaster for retail. No matter how logical the alternative is, he can not explain it to a retailer who is not local. When Jillian

met with Bill Jackson, he could not believe people are really talking about not having an interchange. Having no interchange will have a huge effect on the retailers.

PWG comment: Do you have any other big picture things for the PWG to keep in mind?

Greg Baldwin's response:

1. Magnify the contribution having a light rail station on the island gives you.
2. Look at the circumstance for developers to consider locating on the island.
3. Look at making the streets function the way you want. How they connect and behave.
4. Understand a direct local connection changes the attitude of the island.

PWG comment: Seeing the MLK connection as an opportunity to develop the Oregon side of the slough. The city has a significant opportunity to develop the vacant space. A dramatic idea is the fly-over option.

CRC response: This is an initiative that originated with the City and Metro. The PSC needs to support the efforts of the City and Metro. If there is a better option the project will consider it. Each option has merits; the project does not know how this will come out. We are looking for your guidance how things move forward. This is a new page in the Hayden Island interchange story—the ending may be different or it may remain the same.

PWG comment: How much time before a decision is made?

CRC response: The project is planning for a single recommendation at the June 25th PSC meeting. It is important the community be involved. The City of Portland will be at HiNooN tomorrow night to review options with the association. We would like this group to sponsor a public hearing regarding the Hayden Island interchange. This interchange has the biggest impact on the island and you and your neighbors can provide input. Henry Hewitt and Steve Horenstein from PSC will receive the public testimony. A subgroup has been meeting twice a week to discuss the Hayden Island Interchange Design Updates; PWG members on the subgroup are Victor, Tom, Peg, Brad, Walter and Erick.

PWG comment: Speak up now, we don't have much time. This is the time to get your comments on as soon as possible. A lot of work is being done in a short amount of time. The design team from the island provides feedback tomorrow about the options. From Bridgeton it is important to have a direct connection. What the island struggles with is the cut through traffic. If we open up the cross road, we need some way to put a gate up on the Expo connection.

CRC response: All this work is being done as part of the IPS. You have representatives from City of Portland, Metro, both ports, both cities

PWG comment: All the design work may result in nothing.

CRC response: This group is comparing everything to the LPA with refinements, looking at the standards, operational function and cost.

PWG comment: We will know the outcome June 25th from the PSC meeting

CRC response: On June 11th two options will be presented with the current LPA, including the refinements

PWG comment: We want the island to look more unified as the end result. It will muck it up if in the end we look like a divided island. Also keeping the retail is essential.

CRC response: The PWG is comfortable with sponsoring the public hearing.

Announcement | Andy Johnson, ODOT

Andy has moved into a new position as a major projects manager for ODOT.

Next Meeting

Wednesday, May 12, 2010 | 4:00 – 6:00 p.m.

Jantzen Beach SuperCenter Community Room, 1540 Jantzen Beach Center, Portland, OR

**EVALUATION CRITERIA FOR I-5 INTERCHANGES AT MARINE DRIVE AND HAYDEN ISLAND
INPUT FROM PORT OF PORTLAND**

Criteria	Measurement	LPA Phase I	On-Island Option	Off-Island Option
Intersection Traffic Operations (1)	Level of service, average delay, v/c ratio			
	I-5/Marine Drive	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
	I-5/Tomahawk Island Drive Marine Drive/ Force Avenue	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team
	Accommodation of weekend peaks	Separation of weekend retail peak from special events at Expo Center and/or PIR	Separation of weekend retail peak from special events at Expo Center and/or PIR	Combined weekend peak traffic activity when special events occur
Ramp Design	Weaving distances compared to HDM	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
	Number of lanes needed to/from I-5 to the north	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
	Speed at curves	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
Ramp Operations	Level of service, average delay, v/c ratio			
	Marine Drive to I-5 NB Marine Drive to I-5 SB	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team
	Potential for spillback into arterial intersections	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
	Potential for spillback to I-5 mainline	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
Road Design	Number of curves and speeds on Marine Drive (Force to I-5)			
	Eastbound Westbound	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team
	Number of signalized intersections – T-6 to I-5			
	Eastbound Westbound	2 signals 2 signals	2 signals 2 signals	3 signals 2 signals
	Consistency with FHWA guidance for NHS facility	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team

Criteria	Measurement	LPA Phase I	On-Island Option	Off-Island Option
Separation of Primary Traffic Movements	By direction of traffic			
	EB Marine Drive to NB I-5	No separate ramp, mixes with other Marine Drive traffic	Flyover provided	Flyover provided
	SB I-5 to WB Marine Drive	Direct movement with separate ramp	Weaves with Hayden Island SB on-ramp	Joint ramp with Hayden Island traffic
	Hayden Island to NB I-5	Direct movement with separate ramp	Direct movement with separate ramp	Mixes with industrial traffic to SB I-5 and EB MLK
	Logical, clear and intuitive traffic movement through interchange area	Logical	Logical	MLK movement to Hayden Island requires vehicle to be on the left side to go right. Being in the right lane seems more natural.
Freeway Mainline	Number of lanes required for reasonably safe and effective traffic operations			
	North Portland Harbor	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
	On Hayden Island Columbia River Crossing	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team	Needs input from traffic team Needs input from traffic team
Safety	Number of sub-standard decision points entering/exiting I-5	Needs input from traffic team	Needs input from traffic team	Needs input from traffic team
	Difficulty in providing clear signage	Less complex	Less complex	More complex
	Ease of wayfinding to/from Rivergate, T-5 and T-6, potential for driver confusion	Less difficult, 2 decision points from SB I-5 to WB Marine Drive	Less difficult, 2 decision points from SB I-5 to WB Marine Drive	More difficult, 3 quick decision points from SB I-5 to WB Marine Drive (~ 1,200 feet)
Wetlands	Estimated acres that could be impacted	No impact	Potentially no impact	Greater potential for impact due to need to use Expo Road to get between Marine Drive to the west and Hayden Island
Feasibility of Future North Portland Harbor Bridge Crossings	Number of piers in water	Potentially more viable to permit	Potentially more viable to permit	Potentially less viable to permit

(1) Operations analysis must include full build-out of Rivergate and intensification of T-6 as per data previously provided to CRC staff.

You had asked for an initial response to the three alternatives on the table for the Hayden Island Interchange. The following constitutes a summary of the SuperCenter's initial reactions to the three alternatives. The alternatives under consideration are the locally preferred alternative ("LPA"), draft concept for the off-island access dated June 3, 2010 ("Off-Island Interchange"), and the draft concept on on-island access dated June 3, 2010 ("On-Island Interchange").

Please understand that these comments are rendered quickly and can only be considered as an initial reaction to plans presented for the first time less than 24 hours ago. Further, these comments must be considered in light of the fact that there is no established criteria for evaluation of the alternatives. Thus, no more than "shoot from the hip" response can be given. These responses focus upon the respective alternative's impacts upon the SuperCenter. Finally these comments must be considered in light of the purely conceptual graphics that exist. Details about transportation safety, capacity, compliance with state, federal, and local regulations, and basic geometry simply have not been developed at this point. Thus, comments can only be made at the most global level.

The Jantzen Beach SuperCenter has been seeking redevelopment of its site for many years and is in current conversations with tenants, the City of Portland, and others about redevelopment. In fact, the Hayden Island Plan as adopted by the City Council is a reflection of those conversations. Acting in reliance upon the Hayden Island Plan and its underpinnings, including the LPA, expectations about redevelopment on the site have been formed. Thus, alternatives to the LPA suffer from a basic problem from the SuperCenter perspective. That problem is that expectations have developed community-wide with respect to the LPA and the Hayden Island Plan and investments and planning have taken place in reliance upon those planning efforts.

Nonetheless, the following comments can be rendered about the three alternatives.

A. Impact on Hayden Island Plan

LPA – Consistent with the Hayden Island Plan.

On-Island Interchange – Inconsistent with Hayden Island Plan.

Off-Island Interchange – Inconsistent with Hayden Island Plan.

B. Impact on Access

LPA – Retains appropriate access to serve commercial and mixed-use redevelopment of the shopping center site.

On-Island Interchange – Retains on-island access, however, concentrates traffic in locations inconsistent with redevelopment of the shopping center and mixed-use development.

Off-Island Interchange – Access is unacceptable for redevelopment of a retail center and mixed-use development.

C. Building Orientation

LPA – Retains building orientation toward interchange and freeway to allow appropriate information to motorists about available services.

On-Island Interchange – Due to mobility restrictions on the east side of the shopping center, building orientation will no longer be oriented appropriately.

Off-Island Interchange – A lack of detailed description of on-island circulation makes a response difficult, however, it appears as if building orientation no longer would be appropriate.

D. Site Circulation

LPA – Appropriate on-site circulation distributes traffic appropriately across the site leaving circulation with an appropriate and understandable hierarchy of local roads. On-site circulation avoids concentration of traffic in inappropriate locations.

On-Island Interchange – The couplet concentrates traffic in inappropriate locations for redevelopment of the site and requires significant out of direction and irrational travel patterns on the site.

Off-Island Interchange – An on-site circulation plan has not been offered, however, it does not appear that appropriate distribution of traffic will be possible because of the concentration of traffic of the west island bridge. The alternative also suffers from a significant loading of noncommercial (resident) traffic being funneled through the commercial site.

E. Transportation Capacity

LPA – Inadequate information exists to understand transportation capacity on roadways and intersections on the SuperCenter site.

On-Island Interchange – Inadequate information exists to understand transportation capacity on roadways and intersections on the SuperCenter site.

Off-Island Interchange – Inadequate information exists to understand transportation capacity on roadways and intersections on the SuperCenter site.

F. Impact on Redevelopment

LPA – Allows for immediate redevelopment of the site to achieve the objectives of the Hayden Island Plan.

On-Island Interchange – Eliminates opportunities to redevelop the site and precludes opportunities to bring new tenants, including grocery tenants to the site.

Off-Island Interchange – Eliminates opportunities to redevelop the site and precludes opportunities to bring new tenants, including grocery tenants to the site.

DRAFT CRC Interchange Alternatives Evaluation
City of Portland
June 4, 2010

	LPA Refinement Option	On-Island Interchange Island Couplet with Tomahawk SPUI	Off-Island Interchange Modified Freight Bypass	Part On-Island/Part Off-Island Interchange Marine Drive-Hayden Island Hybrid
<i>Hayden Island Plan Vision</i>				
<i>Island Community</i>	<ul style="list-style-type: none"> Island Community emphasized west of I-5 on Tomahawk Island Drive (TID) with the transit station as the focal point. Island Community continuity is compromised by large freeway footprint. Although this north-south freeway barrier exists today, the LPA adds much more structure and the intended connection provided by TID is below visual grade. 	<ul style="list-style-type: none"> Island Community continuity is compromised by both east-west barrier (freeway) and north-south barrier (Tomahawk Island Drive 500' east and west of the freeway). Shopping center land uses are emphasized north and south of TID on the west side of I-5. Transit station is the focal point in the southwest quadrant of I-5 and is located south of TID. East of I-5, neighborhood retail land uses are oriented in the northeast quadrant along Hayden Island Drive and in the southeast quadrant along Jantzen Drive. 	<ul style="list-style-type: none"> On-island continuity is enhanced due to the small freeway footprint and three east-west local street connections are feasible and nearly at-grade. On the east side of I-5, the local bridge connects the island to other communities. Island Community emphasized east and west of I-5 on Tomahawk Island Drive. The transit station is the focal point on the west side of I-5. The local bridge connection and neighborhood retail land uses at intersection of TID and Jantzen Beach Drive are focal points. 	<ul style="list-style-type: none"> On-island continuity is enhanced due to the smaller footprint and three east-west local street connect and are nearly at-grade. Ramps structures to/from Vancouver cross the full length of Hayden Island. Island Community emphasized east and west of I-5 on Tomahawk Island Drive. The transit station is the focal point on the west side of I-5. East of I-5, the local bridge and neighborhood retail land uses along TID and Hayden Island Drive are focal points.

<p>Getting Around</p>	<ul style="list-style-type: none"> • TID is the focal point of the local street network. • Jantzen Beach Drive and Hayden Island Drive act as freeway access streets, enabling TID to accommodate local traffic and pedestrian oriented accessible land uses. 	<ul style="list-style-type: none"> • TID is the primary freeway access street and focal point. • The street divides the shopping center and east neighborhood commercial area north/south. • Jantzen Beach and Hayden Island drives become the local pedestrian streets. • The bridge connection provided as part of the LRT bridge across the N. Portland Harbor to Jantzen Beach Drive enables neighborhood to neighborhood connections from HI to Bridgeton and Kenton, potential episodic conflicts with Expo and PIR event traffic. 	<ul style="list-style-type: none"> • TID is the focal point of the local street network. • Jantzen Beach Drive and Hayden Island Drive act as complimentary local access streets. On-off island access is oriented to Avenue C in the Jantzen Beach Shopping Center. • Arterial bridge could create an access route for trucks to access industrial uses on west Hayden Island. • Arterial bridge in this location lengthens distance local traffic from east Hayden Island travels to get on/off island. • East local bridge connection at Jantzen Beach Drive enables neighborhood to neighborhood connections from HI to Bridgeton and Kenton. 	<ul style="list-style-type: none"> • TID is the focal point of the local street network. • Jantzen Beach Drive becomes a freeway access street for Washington traffic. • Avenue C in the Jantzen Beach Shopping Center becomes the Marine Drive access street for Portland traffic. Hayden Island Drive acts as complimentary local access street to TID. • Arterial bridge could create an access route for trucks to access industrial uses on west Hayden Island. • Arterial bridge in this location lengthens distance local traffic from east Hayden Island travels to get on/off island • East local bridge connection to TID enables neighborhood to neighborhood connections from HI to Bridgeton and Kenton. •
<p>Environment and Open Space</p>	<ul style="list-style-type: none"> • Thunderbird Hotel site planned for park use, access restricted by IAMP. • Transit plaza integrated with local street network adjacent to TID. 	<ul style="list-style-type: none"> • Thunderbird Hotel site planned for park use, fully accessible from adjacent local streets. • Transit plaza connected to local street network in southwest quadrant. • Median greenspace in TID freeway access street west of I-5 has potential for stormwater management. 	<ul style="list-style-type: none"> • Thunderbird Hotel site planned for park use, fully accessible from adjacent local streets. • Transit plaza integrated with local street network adjacent to TID. 	<ul style="list-style-type: none"> • Thunderbird Hotel site planned for park use, fully accessible from adjacent local streets. • Transit plaza integrated with local street network adjacent to TID
<p>Hayden Island Plan Concept</p>				
<p>Residential</p>	<ul style="list-style-type: none"> • Allows residential development to occur in local street network easily accessible to LRT. • Impacts to moorage residents focused near freeway. 	<ul style="list-style-type: none"> • Allows residential development to occur in isolated local street network in southwest quadrant ; easily accessible to LRT. • Impacts to moorage residents focused near freeway. 	<ul style="list-style-type: none"> • Allows greatest flexibility for residential development to occur in local street network and easily accessible to LRT. • Impacts to moorage residents spread to West Bridge location and present circulation and access issues to address. 	<ul style="list-style-type: none"> • Allows residential development to occur in local street network easily accessible to LRT • Impacts to moorage residents spread to West Bridge location and present circulation and access issues to address.

Transit Oriented Development	<ul style="list-style-type: none"> Allows potential for TOD in contiguous local street network adjacent to station. Station is focal point over TID. TOD less viable east of I-5 due to widest footprint of I-5 mainline and ramps. 	<ul style="list-style-type: none"> Allows potential for TOD in limited local street network adjacent to station. Station focal point potential may be diminished due to limited access and visibility to station area TOD less viable east of I-5 due to footprint of I-5 mainline and ramps traffic landing on TID.. 	<ul style="list-style-type: none"> Allows optimum potential for TOD in contiguous local street network adjacent to station. Station is focal point for broader area than LPA. TOD more viable east of I-5 due to minimal footprint of I-5 mainline. 	<ul style="list-style-type: none"> Allows potential for TOD in contiguous local street network adjacent to station. Station is focal point over TID. TOD may be viable east of I-5 due to TID providing low traffic street leading to LRT station.
Regional Retail	<ul style="list-style-type: none"> Regional retail is visible and accessible from freeway on Hayden Island. Short distance from freeway ramp terminals to shopping center. 	<ul style="list-style-type: none"> Regional retail is visible and accessible from freeway on Hayden Island. Shortest distance and most direct from freeway ramp terminals to shopping center. 	<ul style="list-style-type: none"> Regional retail is visible from freeway on Hayden Island and accessible via Marine MLK bridge to island. Longest distance from freeway to shopping center. 	<ul style="list-style-type: none"> Regional retail is visible and accessible from freeway for Washington origin trips. Regional retail is accessible via MLK and arterial bridge to island for Portland origin trips.
Neighborhood Retail Center	<ul style="list-style-type: none"> Neighborhood retail center area compromised by IAMP access restrictions and wide footprint of I-5 mainline and ramps. 	<ul style="list-style-type: none"> Neighborhood retail center compromised by IAMP access restrictions. <ul style="list-style-type: none"> East of the freeway the loss of land south of TID is reduced and the land north of TID is reclaimed from the current loop ramp area. 	<ul style="list-style-type: none"> Neighborhood retail center provided with full access from adjacent local streets, local bridge access to Bridgeton and mainland neighborhoods. 	<ul style="list-style-type: none"> Neighborhood retail center provided with access from adjacent local streets, some access limits may apply on Jantzen Avenue. Development area focused at intersection of TID and Jantzen Beach Drive. Local bridge access to Bridgeton and mainland neighborhoods adds to visibility and accessibility.
Industrial	<ul style="list-style-type: none"> Provides access to industrial uses in western plan area via Jantzen Beach Drive and Hayden Island Drive, generally avoids TID. 	<ul style="list-style-type: none"> Provides access to industrial uses in western plan area via TID through shopping center to Avenue C to Hayden Island Drive. 	<ul style="list-style-type: none"> Provides shortest distance to access to industrial uses in western plan area via Avenue C in shopping center to Hayden Island Drive. 	<ul style="list-style-type: none"> Provides shortest distance to access to industrial uses in western plan area from Portland via Avenue C in shopping center to Hayden Island Drive. Industrial access from Washington will have to travel via Jantzen Beach Drive to Hayden Island Drive.
Hayden Island Street Plan				

Hayden Island Drive and Jantzen Avenue	<ul style="list-style-type: none"> Developed as part of project. Large streets; serve as ramp access and island collectors. 	<ul style="list-style-type: none"> Project development status unknown. Become more local distribution minor collectors. 	<ul style="list-style-type: none"> Project development status unknown. Likely to continue as significant collectors and traffic streets. 	<ul style="list-style-type: none"> Project development status unknown. Jantzen becomes freeway access street.
Avenue B – core access street	<ul style="list-style-type: none"> Developed as part of project; completes access loop on west side. 	<ul style="list-style-type: none"> Likely developed as part of project; key access street connecting Jantzen and Hayden Island. 	<ul style="list-style-type: none"> Core access function may shift to Avenue C and will likely be developed as part of project. 	<ul style="list-style-type: none"> Core access function may shift to Avenue C and will likely be developed as part of project.
Tomahawk Island Drive	<ul style="list-style-type: none"> Functions as local connector/main street. TID is depressed under I-5 and intermittently covered by bridge/ramp structures for over 600' creating tunnel effect and greatest east to west separation of land uses. Land use access restricted by grades of TID . 	<ul style="list-style-type: none"> Functions as major freeway access street - proposed as couplet through the shopping center. TID is at-grade and is covered by I-5 mainline only, greatly reducing tunnel effect. Separation of land uses east to west for width of I-5 mainline and ramp terminals (500'?). IAMP access restrictions to land uses from TID either side of I-5. 	<ul style="list-style-type: none"> Functions as local connector/main street. TID covered by I-5 mainline only greatly reducing tunnel effect. Separation of land uses east to west minimized to width of I-5 mainline (150'?). No restrictions to land use access either side of freeway. 	<ul style="list-style-type: none"> TID coverage by I-5 reduced compared to LPA, reducing tunnel effect. Local “main street” with access points; elevation of TID may improve compared to LPA.
Street Connectivity and Network Connectivity	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> TBD
Pedestrian and Bicycle Systems and Routes	<ul style="list-style-type: none"> TID, Jantzen and Hayden Is. Drive provide local pedestrian and bicycle access. Pedestrian District is intact west of I-5. 	<ul style="list-style-type: none"> Tomahawk Island Drive may be a high volume couplet and possibly difficult to cross for pedestrians and may impact Pedestrian District. 	<ul style="list-style-type: none"> TID, Jantzen and Hayden Is. Drive provide local pedestrian and bicycle access. Pedestrian District is intact west of I-5. 	<ul style="list-style-type: none"> TID, Jantzen and Hayden Is. Drive provide local pedestrian and bicycle access. Pedestrian District is intact west of I-5.
Hayden Island Plan Implementation				
Comp Plan and Zoning Map	<ul style="list-style-type: none"> No changes needed. 	<ul style="list-style-type: none"> Likely no changes needed. 	<ul style="list-style-type: none"> TBD - changes may suggest consideration of designations west of Avenue C and other areas. 	<ul style="list-style-type: none"> TBD - changes may suggest consideration of designations west of Avenue C and other areas.

Zoning Code	<ul style="list-style-type: none"> No changes needed. 	<ul style="list-style-type: none"> TBD - possible revisions to plan district to address changes in access, street functions and development orientation. 	<ul style="list-style-type: none"> TBD - possible revisions to plan district to address changes in access, street functions and development orientation. 	<ul style="list-style-type: none"> TBD - possible revisions to plan district to address changes in access, street functions and development orientation.
Other Considerations				
Freight Mobility and Truck Access at Marine Drive Interchange	<ul style="list-style-type: none"> Marine Drive interchange designed for freight mobility function. 	<ul style="list-style-type: none"> Marine Drive interchange designed for freight mobility function. 	<ul style="list-style-type: none"> Marine Drive interchange provides access to both industrial areas and Hayden Island. Although intended by design to separate these functions ramp congestion and weaving conflicts may occur. 	<ul style="list-style-type: none"> Marine Drive interchange provides access to industrial areas and for south based connections to Hayden Island to/from I-5 and MLK.
Footprint Size and Right-of-Way Consumption	<ul style="list-style-type: none"> Large freeway and ramp footprint on Hayden Island. 	<ul style="list-style-type: none"> Reduces freeway footprint from LPA. 	<ul style="list-style-type: none"> Least freeway footprint on Hayden Island but increases right-of-way in Marine Drive vicinity and area of arterial bridge crossing. 	<ul style="list-style-type: none"> Reduces freeway footprint on Hayden Island but increases right-of-way in Marine Drive vicinity and area of arterial bridge crossing.
Harbor Bridges	<ul style="list-style-type: none"> Consolidates impacts around freeway mainline 	<ul style="list-style-type: none"> Consolidates impacts around freeway mainline 	<ul style="list-style-type: none"> Spreads impacts in broader area 	<ul style="list-style-type: none"> Spreads impacts in broader area.
Interchange Area Management Plan	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> TBD

Criteria	Sub-Criteria
General	Overall project footprint
	Complexity and mass of project on Island
	Iconic Value <i>Relatively unknown for all alts; need UDAG</i>
<i>Displacements</i>	Residential/Floating Home Community Impacts
	Commercial/Retail Impacts
<i>Hayden Island Plan</i>	Impact on HIP Concepts and Values <i>All alternatives require changes to HIP</i>
<i>Implementation Transition</i>	Construction duration
	Short-term impact on Services
Access/Mobility (Vehicle, Bike/Ped/Scooter, Transit)	Vehicle Access/Mobility

	Bike-Ped Access/Mobility
	Transit Access
Benefits/Land Use and Development	Potential for Improved Amenities
	Potential for new commercial development
	Potential for Residential development

valuation of Interchange alternatives and their long-term impacts to the Hayden Island Community

On-Island

Relatively smaller than LPA, without additional arterial bridge **Narrower N of Tomahawk; equal to LPA S of TID.** Needs design refinement.

Still very complex and SPUI requires a wide grade level footprint. Needs more refinement.

----- Increases # of structures over NPH, a view corridor (-). Needs fewer lanes on TID

Significant JBMI displacements, but likely confined to east end **Impact of arterial added to LRT line unknown; appears equal to LPA w/ no net loss/gain.** TID/Jantzen intersection moves to east, closer to homes (-)

Less than LPA, but potential access impacts to waterfront businesses on the south shore - Access to near-freeway development sites restricted by SPUI design requirements - Tomhawk/Avenue A is not a functional local street. Needs design changes to solve these issues.

Large unfriendly bike/ped area near SPUI - Station and TOD would need to be redesigned - Neighborhood Commercial area burdened with access problems - Pedestrian District west of freeway non-functional - circulation loop broken by relocation of Jantzen Dr **TID not island main street; no replacement identified.**

Could be slightly less less than LPA **Unknown**

We're as screwed as with the LPA **Unknown**

Circulation loop broken - commercial area burdened with access issues - nice tie to Bridgeton neighborhood **Removes freeway traffic from HID and Jantzen Ave + . Design needs to include planned on-island street improvements; all of HID and Jantzen Ave.**

Need more info Replaces below grade TID with at grade TID with multiple pedestrian/bike crossings through busy streets; corresponding improvements on HI & Jantzen unknown.

Improved vs LPA

Improved street grid unknown compared to LPA; if less, (-). Equal to off-island.

Worse, East - worse, west vs LPA Better than off-island. Need refinement of street alignments to open areas for development

Worsened on the west by pushing commercial/retail devopment away from the freeway [need more info on BH comment. Do you mean more vital business equals more residences?]; PJ thinks about equal to LPA. Victor says delete

<u>- 6-6-10</u>		Peg
Off-Island	LPA	Brad
May be smaller than LPA, but need to consider arterial connection Narrower along main I-5 crossing; new 5-lane impact from new bridge; total impact unknown	Huge, feels devastating. Ped, bike, scooter under the freeway on Tomahawk is	Tom
Same	Concentrates in one corridor	Victor
Distractingly graceful drawing - could distract from underlying issues Adds new corridor over NPH; negative impact to western view corridor for some HI, Bridgeton residents. Increases green opp'y/amenities pot'l in central island at I-5; may eliminate OS at HID/GC western edge	Doesn't appear to have any iconic value	
Highest impact on JBMI arterial will split moorage and prohibit left turn access to western docks - left turn restrictions will restrict direct access to public storage facility Displaces add'l 16 homes at MLK crossing; may decrease permanent displacements at east end of JBMI by 7=net 9 add'l res. displacements. Pot'l increase of 100% in residential displacements at JBMI; eastern floating homes may be permanent displacements rather than	See on-island	
JB Center will likely be severely impacted & land could be used for other commercial uses - out of direction travel will impact all retail and commercial businesses on the island -DMI will be displaced Lessens direct impact to neighborhood commercial on west and east sides of freeway but access issues to same businesses unknown; can they be successfully served by MLK Bridge?	Lands all traffic from the north on Jantzen, forcing travel through the mall to get to the northwest. Mirror for traffic from the south.	
Street plan and vehicular circulation significantly different, concentrating traffic on Avenue D - reduced potential western residential footprint - eastside re-development opportunities improved vs LPA Places new bridge infrastructure in center of planned residential.	The notion of Tomahawk as a main street is pretty well shot because of the length of the tunnel under the freeway.	
Probably less than LPA in time and total impact Unknown	Longest of the three	
Smaller footprint could reduce impact on adjacent businesses	Huge negative short term impact	
Mall access probable fatal flaw - more out of direction travel - great Bridgeton/Marine Dr, east connection Probably forfeits on-island street improvements including HID, Jantzen and TID [-].	Much north/south crossing of the island through the mall because of landing on the edges	

Need more info Requires new on-island ped/bike plan west of I-5	Probably not good because of the huge width
Significantly worse than LPA	
Increases available land around I-5 for amenities, green areas; improved street grid unknown. If less (-). Equal to on-island.	
Better East, worse West vs LPA; worse than on-island	
Worsened on the West by arterial footprint and perceived out-of-direction access; western residential now w/ inbetween freeway and arterial (-). Better for a quieter eastside	

