



Hayden Island Neighborhood Network

2021-12-7 HINooN Resolution:

Support a No-Build Option

Regarding the I-5 Interstate Bridge Replacement Program (IBR)

Resolved, In the matter of the I-5 Interstate Bridge Replacement Program (IBR), the members of the Hayden Island Neighborhood Network (aka HINooN), a recognized neighborhood association in the City of Portland, located in Multnomah County, State of Oregon, support a No-Build Option to be implemented and remain in force until a third Alternative I-5 crossing of the Columbia River, by either bridge or tunnel, is designed, completed, and operational.

Whereas; As the only continuous north-south interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional and national economies; and,

Whereas; The Hayden Island community understands the importance of the I-5 transportation corridor. The Island community was at the epicenter of terminated CRC project for over ten years and is now once again at the epicenter of the I-5 Interstate Bridge Replacement Program (IBRP); and,

Whereas; The I-5 Interstate Bridge Replacement Program has stated, *“While the program is utilizing past work to inform the current effort, the details of a bridge replacement solution have not been determined. Given the variety of changes that have occurred since the past project, we know that new design options need to be considered.”* and,

Whereas; The December 2021 I-5 IBR Program Progress Report affirmed the work completed over the past year such that the transportation needs in the Purpose and Need statement remain valid. *“Based on this determination and the report from FHWA (Federal Highway Administration) and FTA (Federal Transit Administration) , the program determined that the Purpose and Need statement and the Vision and Values for the IBR program remain the same as those documented in the 2011 Final EIS for the CRC project.”*¹; and,

Whereas; Six specific needs were identified in the 2011 Final EIS for the CRC project Purpose and Need statement for the Columbia River Crossing Project. They are:

1. Growing travel demand and congestion.
2. Impaired Freight movement.
3. Limited public transportation operation, connectivity, and reliability.
4. Safety and vulnerability to incidents.
5. Substandard bicycle and pedestrian facilities.
6. Seismic vulnerability ; and,

¹ Ibid, 2021 Progress Report, 2.7

Whereas; The needs are intended to achieve the following objectives:

- a. *Improve travel safety and traffic operations on the I-5 crossing's bridges and associated interchanges;*
- b. *Improve connectivity, reliability, travel times, and operations of public transportation modal alternatives in the BIA (Bridge Influence Area);*
- c. *Improve highway freight mobility and address interstate travel and commerce needs in the BIA; and,*
- d. *Improve the I-5 river crossing's structural integrity (seismic stability).², and,*

Whereas; Early Spring 2021, HINooN was to participate in the Hayden Island/ Marine Drive Interchange Community Working Group. Three meetings were scheduled. At the second meeting, the Working Group was asked to survey their constituency to choose which of three interchanges on Hayden Island they prefer; and,

Whereas; The alternatives are: a. Full Interchange, b. Half Interchange, c. No Interchange; and,

Whereas; Little, if any, specific information was provided the participants to make a thoughtful choice; and,

Whereas; Monday, December 6, 2021, portions of the I-5 BIA (Bridge Influence Area) were closed due to a home invasion , several carjackings, and gunfire; and,

Whereas; The KATU2abc reported traffic in Portland headed northbound were to exit the freeway at North Greely Avenue, while southbound traffic were to exit at Victory Boulevard. The Washington State Department of Transportation advised all southbound I-5 traffic in Vancouver to be directed to State Route 14, then to Interstate 205; and,

Whereas; Videos of the 7-hour closure showed the significance of the impact on the North Portland I-5 Interstate commuters.³ Many drivers had to contend with extensive backups and delays on area roadways through the evening commute. A KATU 01:24 video titled *Traffic on I-205 at SE Stark Street during the evening commute on December 6, 2021 – KATU*⁴ reveals the ensuing congestion and demonstrates the importance of additional bridge crossings before the I-5 Interstate Bridge is replaced; **therefore,**

Be it resolved: In the matter of the I-5 Interstate Bridge Replacement Program (IBR), the members of the Hayden Island Neighborhood Network (aka HINooN), a recognized neighborhood association in the City of Portland, located in Multnomah County, State of Oregon, support a No-Build Option to be implemented and remain in force until a third Alternative I-5 crossing of the Columbia River, by either bridge or tunnel, is designed, completed, and operational.

Approved, unanimously: December 7, 2021

Martin G. Slapikas

Martin G. Slapikas, MBA, MPA, PCOP, Vice Chair
Hayden Island Neighborhood Network (HINooN)

Ellen Churchill

Ellen Churchill, Secretary,
Hayden Island Neighborhood Network (HINooN)
HINooN Representative to Hayden Island I-5/Marine
Drive Interchange CWG

² 2011 Final Environmental Impact Statement for the CRC project, I-5

³ Google. December 6, 2021. KATU2abc. Hailey Dunn, Liz Burch, Kelly Doyle. "Police shoot, kill carjacking suspect along I-5 in North Portland." Accessed December 7, 2021. <https://katu.com/news/local/all-lanes-of-i-5-closed-in-north-portland-after-crash>.

⁴ Ibid. "Traffic on I-205 at SE Stark Street during the evening commute on December 6, 2021. KATU2abc"

