

EVENT SUMMARY: Hayden Island Listening Session

The Interstate Bridge Replacement program is committed to engaging in two-way conversations with the community. Listening sessions are one of the tools the program is using to have targeted discussions with members of the community to gain insights on specific topics. The following is a high-level summary of the feedback captured during breakout session conversations and live audience participation survey responses during the Hayden Island Listening Session held on May 18, 2021.

The Hayden Island Listening Session was attended by 37 community members. Most participants either live (42%), visit (29%), or recreate (23%) on Hayden Island. When asked what is most important regarding replacing the Interstate Bridge and connections to Hayden Island, participants indicated reducing congestion and improving connections/travel mobility as their top priority (70%), followed by active transportation options such as biking, walking, and rolling (44%), and seismic safety (37%). Some participants use vehicles to travel both on and off Hayden Island, while others walk or bike around the island and only drive when leaving Hayden Island. A few participants use active transportation and public transit exclusively. Support for a high-capacity transit station on the island was mixed – some participants voiced safety and overcrowding concerns, while others were in favor, indicating they would use the service and felt it would help reduce traffic congestion. When asked if they support a Marine Drive interchange instead of a full I-5 interchange on Hayden Island, reactions were mixed. While some support the idea, others have concerns since the Marine Drive interchange is already congested. Other Marine Drive-only access concerns include emergency vehicle access and a potential hardship on Hayden Island retail businesses. Overall, community members want to reduce congestion and improve active transportation and public transit options, while ensuring safe and reliable resident access to Hayden Island in an equitable manner.

AUDIENCE PARTICIPATION QUESTION RESPONSES

- **How would you describe your connection to Hayden Island? (choose more than one option if applicable)**
 - I live on Hayden Island (42%)
 - I work on Hayden Island (10%)
 - I own a business on Hayden Island (13%)
 - I visit Hayden Island (29%)
 - I recreate on or near Hayden Island (23%)
 - I commute through Hayden Island (16%)
 - I have no connection to Hayden Island (10%)
 - Other (16%)
- **What is most important to you regarding replacing the Interstate Bridge and connections to Hayden Island?**
 - High-capacity transit options (26%)
 - Active transportation options (bike, walk, roll) (44%)
 - Improve safety of the traveling public (30%)
 - Improve connections and travel mobility, reducing congestion (70%)

- Seismic safety (37%)
- Access for freight and delivery of goods (22%)
- Other (15%)
- **Is this the first time you have engaged with the program?**
 - Yes (38%)
 - No (62%)
- **How would you like to be engaged in the future?**
 - Host virtual or in-person events (60%)
 - Use social media (28%)
 - Provide access to team members (office hours) (36%)
 - Seek input through surveys (36%)
 - Other (20%)
- **Which of the following digital tools do you use to get program information?**
 - Program newsletter and website (81%)
 - Facebook (42%)
 - Instagram (4%)
 - Twitter (0%)
 - YouTube (8%)
 - None of the above (12%)

DISCUSSION QUESTIONS

How do you currently use local streets on Hayden Island? How do you get around (drive, bike, walk, transit) and for what purposes (errands, business, recreation, leisure, etc.)?

- I bike/walk for exercise, drive to get places for shopping/entertainment, and also drive to access transit.
- The elderly use scooters to get places on a nice day. A good sidewalk system is important.
- I try to stay on Hayden Island, but sometimes drive to shop in Vancouver.
- I walk or bike, rarely drive. When going off the island, I will drive because it doesn't feel safe to bike.
- I live in Bridgeton and only drive. It is unsafe to bike.
- I bike almost everywhere, just bought a vehicle, and will bike to the MAX station.
- I take the commuter bus from Salmon Creek to Lake Oswego but have been driving since last year.
- I live in Columbia Point West and drive everywhere. Tolling has deterred me from working in Portland.
- I use a car for all activities on the island, including work and errands.

Are there current or proposed changes that may affect transportation (such as new developments or other community changes) that you think the program should be aware of and take into consideration?

- Every week there are 100 cars auctioned on the island. Bridge construction will interrupt that activity.
- C-TRAN is adding additional lanes for their busses in Clark County.

- Two new apartment units have been built and 24 floating homes are about to get built on the dock. There are several parcels on the east side that are zoned high-density developments. This will result in more traffic for Hayden Island.
- New pending developments on Hayden Island. The future of the west end of the island is unclear.
- There is a lack of basic services on the island, so many have to go off the island to get their needs met.
- Thunderbird Hotel burned down. This property has waterfront access and would be a great location for a park or interpretive center.
- Three programs presented to city: apartment complex on N. Tomahawk Drive, more floating homes near bridge and near N. Tomahawk Drive.
- Retail development (flooring company) will soon take over the old Safeway location.
- Portland Metro has plans for separate, local bridge near Delta Park area. Do Hayden Island residents want freeway access at Delta Park?
- Portland Metro is planning to replace the downstream rail bridge, which will eliminate most bridge lifts.

What is most important to you regarding replacing the Interstate Bridge and connections to Hayden Island?

- Hayden Island residents have a lower and fixed income. Island residents should be exempt from any tolls because the commute is necessary for basic needs. A separate, local access bridge is needed. If an earthquake hits, they are stuck.
- Simplify off-ramps and on-ramps.
- A low bridge and straighten out the S-curve for marine vessels.
- Common sense alternative and a short bridge across the Columbia Slough for Hayden Island residents going into town.
- Make sure the island residents aren't nicked and dimed by the only route that takes me home.
- Please consider options that don't price people out and cause displacement.
- A multimodal, safe bridge. Something like the Tilikum bridge. Something to recognize the beauty of this place.
- Hayden Island is the indigenous people of today. Separate us from commuter traffic. We are a highway for criminals. The layout of roads makes it easy for someone to come in, and rob us, and leave. There is currently one-way on the island and one-way off the island, but we need more.
- Need a freeway bypass that goes over the island. Light rail and railroad issues should be addressed separately.
- There are six piers supporting bridge currently – why?
- Light rail, combined with C-TRAN Vine service, provides a connection to both communities. If it has dedicated lane, that would reduce congestion.
- Not in favor of further development of Hayden Island. Environmental concerns and it's already too crowded.
- Traffic around rush hour and holiday seasons is bad. Need for a local access bridge or shared bike/ped lane.
- Livability is most important.

Are you interested in improved access and improved ped/bike/car connections to the current EXPO high-capacity transit station? What would best serve your needs?

- Wants a MAX line for ease of transportation.
- Pre-COVID, I would bike to the MAX and go downtown. A MAX train stop on Hayden Island would be ideal and safer.
- Supportive of the frog ferry.
- Maybe if not MAX on the island, a shuttle bus would be useful.
- Does not want a MAX on Hayden Island due to crime. It brings more problems than solutions.

Are you interested in access to a high-capacity transit station on Hayden Island? If this was part of a program, how would you access this on Hayden Island – walk, bike, drop off, car?

- In favor of transit and would use it. Would walk to light rail and take it to downtown Vancouver and Portland. It would help relieve traffic. While it may bring more people, those people would be walking not driving.
- Not in favor of high-capacity transit ending at Hayden Island. Majority of population on Hayden Island are retired and won't be using light rail. Concerns about influx of people coming to the island.
- Transit and easy access to center of island would support existing uses.
- Low walkable index from some locations on Tomahawk Island Drive. Public shuttle around island would help. Many handicapped people on the island.
- Shopping center is in favor of bringing transit to the island. It can bring more people without adding more traffic.
- Years ago, the manufactured home community had Walmart shuttles. Shuttle service stopped because of traffic jams.
- Need to plan for the future.
- Would like to bike if there was a safe place to store it. If not, then walk.

As the program considers roadway connections for vehicles as part of the replacement bridge solution, are there specific locations for connections on Hayden Island that should be considered?

- Battery-powered vehicles on the existing railway.
- Common sense alternative. We are able to use the existing ramp from Vancouver at Center Ave.

As the program considers active transportation facilities (sidewalks and shared use paths) as part of a replacement bridge solution, are there specific locations for connections on Hayden Island that should be considered?

- Pathways going east to west.
- Safety of bikes and pedestrian lanes around the freeway on and off ramps.
- Would like pedestrian and bike access for recreation and to buy essential goods.
- Would like ability to walk or bike all around the island.
- A tunnel for pedestrians.
- Worried about people coming in to enjoy Hayden Island and leaving trash behind.

One possible change in access that has been suggested to the program is providing a Hayden Island connection through the Marine Drive interchange instead of a full I-5 interchange access on the island.

Do you support this, or have concerns or suggestions as this option is explored?

- Marine Drive is the worst intersection in Portland. It is worse than the one on Hayden island. Not a fan.
- I am supportive of this idea.
- Would like to see a tunnel tube built instead of a new bridge.
- Concerns for emergency services and loss of revenue for retail business. However, feels many residents would support a Marine Drive interchange.
- Common sense alternative: Hayden Island would have access to I-5 south bound. North bound, residents would have local access using the existing bridge.
- Look at Hayden Island plan to have local access bridge. Need a traffic impact study that takes into consideration all the options (will Tomahawk Island Dr. be able to handle increased use, for example).
- Marine Drive only access would be a hardship for retail business.
- Enjoys having freeway access but wants to know more how local access will connect to the freeway before considering impact to businesses.