

WRITTEN PUBLIC TESTIMONY FOR TSP HEARING, MARCH 22, 2016

My wife and I chose Hayden Island as our home, and we have now lived there, near the Columbia River, for several years. We love it here, and plan on living on here for many, many years to come. We are pro-bicycle, own bicycles, and actively support Portland's efforts to become more sustainable and green. However, even though we believe Portland needs a good network of bikeways, the N. Hayden Island Bikeway loop plan is out of step with that.

- Please remove the 2010 proposed N. Hayden Island Bikeway loop from The Comprehensive Plan Transportation System Plan (TSP) due to the serious impact that the plan would have on our close-knit Hayden Island Manufactured Home Community (MHC), and island community at large.
- If not removed from the plan, this Bikeway will impact / remove / destroy / eradicate an estimated 122 homes within our MHC— including all of the homes fronting the Columbia River, Image Canoe Cove, and South Shore (Multnomah channel) shorelines.
- When these homes are removed, our whole MHC will be shut down because of the loss of revenue to our landowners. The management company has said that without the river front properties, they will have little incentive to continue with the Hayden Island Manufactured Home Park and possibly also the Jantzen Beach RV Park. In Oregon, an owner cannot simply close the doors on a MHC. Oregon's statewide planning goals reflect values consistent with home ownership, *directing the state and local governments to provide for the housing needs of all its citizens* [OAR 660-015-0000(10)]. *Preserving existing affordable homes is the best way to meet this goal* (see, e.g., White paper: Manufactured Home Parks in Oregon, by Community Development Law Center, CASA of Oregon. 1 October 2007.)
- The shore-hugging 2010 map loop plan is a bad plan and the bikeway instead needs to become a street bike path, running W and E in bicycle lanes along N. Hayden Island Drive, and not remain a Utopian divided bike/walking "boulevard" cutting a 30-foot-wide swath of destruction along the river, and potentially destroying / impacting / ending this community. Indeed, the more that the residents have been studying this plan, the more it seems to borders on the ridiculous. In one resident's words, "Just the fact that the destruction of 70+ homes is on any table is incredible to me." Seemingly, just as Portland is trying to deal with homelessness and increase low-cost housing, up pops a plan that will destroy more than 100 homes, and through the removal of some the most prime housing locations on the island west of I-5, will likely reduce the remaining manufactured home park space below an economic size.
- The PBOT-admitted "error" of the planned extension of the N Hayden Island Bikeway loop from the Red Lion Hotel to the Yacht Club in Hayden Bay is proof that this Bikeway was a bad idea

from the start, and which therefore appears to have been designed primarily from Google Map views, rather than getting on the ground and walking the route, not to mention talking to the residents. Just as the Hayden Bay private walking track is barely wide enough even as a walking track in certain places, and is absolutely not wide enough for bicycles and a vegetation barrier. Some of the same limitations apply to the shoreline in front of the manufactured homes, which appears to have been designed in a similar manner; there the space is only about six feet wide before it plummets 20 feet to the Columbia River.

- Now that the extension part of the Bikeway inhabited by high-end condo and apartment dwellers was canceled (after they strenuously objected), it would not be good for Portland to insist that people living in low-cost housing do not matter as much as the Hayden Bay residents, in the city's plans. It would gain Portland ill repute to summarily take the MHC homes from under the residents, using the tools of rezoning and/or eminent domain. Such a calamity of seemingly misanthropic indifference and apparent utopian misguidedness would have a far-reaching impact on Hayden Island extending far-outside the MHC. It would likely further decrease the welfare of the whole island, which unfortunately has been on-hold since the cancellation of the CRC; also due to various forces which even in the absence of a workable comprehensive transportation plan for Portland which should, I believe, place a future *additional* Columbia River bridge in a location scientifically proven to reduce downtown congestion and highway congestion across the whole of Portland, based on fresh traffic trend analyses.
- Therefore, please remove the proposed N. Hayden Island Bikeway loop from The Comprehensive Plan Transportation System Plan.

Thank you for the opportunity to give this testimony.

Alastair Roxburgh,

Hayden Island Resident.

Board member of Hayden Island Livability Project (HILP).

Founding member of Northwest Citizen Science Initiative (NWCSI).

My Address: 1503 N Hayden Island Drive, Portland, OR 97217.

My Email: aroxburgh@ieee.org