

**Hines, Maurice**

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**From:** Presentin, Anne  
**Sent:** Tuesday, October 25, 2011 5:18 PM  
**To:** Columbia River Crossing; Wills, Heather  
**Cc:** Chisholm, Derek; Harrison, Michael  
**Subject:** Verbal comment from James Marsh

On Monday, Oct. 24, 2011, I received the following comment from James Marsh. I also spoke with him on Oct. 5, 2011. This is a summary of his comments.

**Contact information:**

James Marsh  
2380 NW Hummingbird Drive  
Corvallis, OR 97330  
Phone: 541-738-0377  
(No easy access to web.)

**P-103-001**

Mr. Marsh said the Hayden Island interchange was designed to provide instant gratification to people who want to get anywhere at 80 mph. He said people should be told to slow down and to reduce the speed limit to 40 mph or even install a stop light at the interchange. He said the current design is luxurious. CRC is trying to cram too much in too small a space. He said planners should "get real and tone it down." It's unfortunate that there are displacements, he said. When the Port of Portland property on West Hayden Island is developed there will be boatloads of trucks. He said a Hayden Island interchange may not be necessary.

**P-103-002**

Mr. Marsh's previous comments on Oct. 5 centered around the cost to date and called the \$100 million expended a "double cross." He said don't build access to Hayden Island and that the Port should be responsible for providing access to West Hayden Island. He questioned the justification for a 450 wide interchange with 18 to 21 lanes that wipes out businesses. He said just put in light rail from Corvallis to Portland. It would be easier to maintain than high speed rail, he said.

**Follow up:**

Send project area map and fact sheets (completed on Oct. 6, 2011)  
Confirm that he is on the project mailing list.

Let me know if you have questions.

**Anne Presentin** | Communications and Public Outreach

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**P-103-001**

The design speed of the bridge is 60 mph transitioning to 70 mph slightly south of the bridge; the posted speed is expected to be 60 mph or less. A stop light on Interstate 5 would be inappropriate and unsafe. The proposed West Hayden Island development would not be expected to eliminate the need for a Hayden Island interchange.

**P-103-002**

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. In 2005, 135,000 vehicles crossed the Columbia River on the Interstate Bridge, which led to 4-6 hours of congestion each weekday. By 2030, 184,000 vehicles are predicted to cross the river annually, which would lead to 15 hours of daily congestion if no action is taken. And while the project will encourage light rail ridership, light rail on its own will not meet the project's purpose and need.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 mph. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and the

Hayden Island interchange will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving when entering or exiting the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.