

**From:** [Killmower](#)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** \*Remove the current non-barrier car-pool lane from the Portland to Vancouver WA I-5 Corridor\*  
**Date:** Tuesday, May 27, 2008 6:30:54 PM  
**Attachments:**

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To Columbia River Crossing Project

Hi

I have been following the chatter from all the press releases and radio talk shows for quite a while. As a Clark County resident, I talk to friends, family and co-workers who all have opinions about the traffic mess. I have not encountered a single person that wants the existing bridge replaced. Most folks want another Columbia River crossing farther West, at the end of Vancouver Lake that will connect them with the Port of Vancouver, Oregon's Hwy 217 and Hwy 26 so they can bypass Vancouver and Portland altogether. I tend to agree.

But I do have an opinion about the removing the current non-barrier car-pool lane from the Portland to Vancouver WA I-5 Corridor to improve traffic congestion. It does not take too much research from many sources to find detailed studies from states across America that prove \*non-barrier car-pool lanes\* don't really work. At least not like they have been and are currently being promoted.

It's very simple; if all lanes are made to be general purpose then the freeway can move more cars. Also many studies show that HOV lanes are not making single passenger commuters switch to car-pool. The HOV lanes don't decrease traffic or pollution in fact the opposite is true, and there is no improvement to overall throughput time. I believe that Portland's metered on-ramp system is very effective, but the HOV restriction nullifies that traffic control, which increases the overall congestion delay.

Just look what happens to I-5 on weekdays between 3:00 and 6:00. During that time, you will find bumper to bumper, stop and go traffic. It's

very interesting to look at what was happening just prior to and just after those restricted lane hours; a generally smooth flow of traffic. Research I read showed that HOV lanes are used at only two thirds of the capacity, and accidents are another very big problem. Some studies showed that accident rates were as much as 50 percent higher when the lane is not physically separated from the other lanes. Semi trucks and cars of solo drivers abuse the HOV system all the time, and when these vehicles swerve in and out of the HOV lane, it brings the right hand lanes to a complete stop.

I suggest that \*all trucks\* and slower vehicles be enforced to use the far right lane only. Let the metered on-ramps do their job effectively and permanently remove the HOV lane from the Portland Metro area. Also this would eliminate the police patrols who are causing random traffic jams just before the Interstate Bridge.

This relates to the Columbia River Crossing project, because everyone seems hung up on how to put Light Rail in-place to Vancouver. Start with small fixable items and build from there. Also only buses can deliver the flexibility needed, so focus on more energy efficient buses, not light rail.

Thank You

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