


From: [Jim Howell](#) 
To: [Draft EIS Feedback;](#)
CC:
Subject: Comments on the CRC DEIS
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Attachments: [Hayden Island de-coupling July 1, 2008.doc](#)

Please include the attached comments.

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July 1, 2003

Hayden Island Option Never Evaluated

The congestion problems at the Columbia River Crossing exist primarily because I-5 is the only means of access to and from Hayden Island. The four ramps serving the Island create most of the traffic turbulence that cause the traffic backups and accidents, especially during peak hours.

Could the existing bridges function adequately for freeway traffic, if Hayden Island were de-coupled from the Interstate Freeway System?

- Access to and from Hayden Island can be provided with local bridges.
- Moving the opening span of the downstream Railroad Bridge can solve the problem of the freeway bridge openings.
- Seismic upgrading of the existing bridges, according to the DEIS is feasible.
- Traffic backups from SR 14 and Marine Drive can be addressed with ramp improvements and metering.
- Demand can be reduced with light rail, commuter rail and congestion pricing.

The costs, benefits and environmental impacts of a non-freeway solution such as this should be thoroughly evaluated before an expensive freeway project with potentially huge regional impacts is approved.

I request that this alternative be fully vetted in a supplement to the CRC DEIS before a Locally Preferred Alternative is selected.

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