


From: JCorn437@aol.com 
To: [Columbia River Crossing](#)
CC:
Subject: Current Plan Inadequate
Date: Wednesday, May 28, 2008 4:05:31 PM
Attachments:

Sirs:

P-0553-001 If you truly desire to improve the transit of people in and around the Portland/Vancouver area you must consider the adding of a bridge to the west providing a bypass of the city core areas. Such a westside bypass would take traffic having no desire to transit the downtown areas and route them further west. This would vastly improve both capacity and transit times to all concerned. As it stands now, everyone must creep along the same congested route. A westside bypass, although expensive due to the need to purchase a throughway via existing residential housing, will be millions cheaper now than in the future when the choice will not be debatable but a dire necessity. I-405 serves only those people having business in downtown Portland. A westside bypass utilizing an area such as Cornelius Pass and then south to merge with I-5 near Tualatin is certainly feasible. A westside version of I-205 is needed, and needed now!

Respectfully,

James Cornwell
Hillsboro, OR

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P-0553-001

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.