

**P-0767-001**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

From: [Jim Howell](#)  
To: [Draft EIS Feedback](#)  
CC:  
Subject: Comments on the CRC DEIS  
Date: Tuesday, July 01, 2008 11:48:16 AM  
Attachments: [Hayden Island de-coupling July 1, 2008.doc](#)



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**P-0767-001** Please include the attached comments.

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July 1, 2003

**P-0767-002**

**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 exiting 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.**

Jim Howell  
3325 NE 45<sup>th</sup> Avenue  
Portland, OR 97213  
503-284-7182  
jimhowell89@hotmail.com

**P-0767-002**

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.