

**P-1183-001**

There may be a time in the future when such a corridor is incorporated into regional, state, or local plans. However, the existing plans (which address twenty or more years of the future) do not suggest a need for any such corridor. The CRC project completes a series of improvements that have been identified, many years ago, as necessary, and have been adopted as part of official plans for the highways, the two cities, and the two transit systems.

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Comment or Question:**P-1183-001**

Another comment is that from I'm seeing there is a lot of adjustment needing to be done on Vancouver's side, and that generally there is a lot of concentration on the I-5 corridor on both the bridge and our side of the Columbia where I-5 goes on down to & thru Portland, when the focus may be should expand outward to include an i-605 thru the hill toward Beaverton & Hillsboro & the Valley including Tigard, Tualatin, and Sherwood. And then in the not too distant future, an expansion on the otherside east of Gresham and Troutdale for a connector Fwy (call it the Clackamus Fwy) from I-84 to I-205, or thru Estacada and Mollala south to I-5 to relieve traffic congestion on I-205 and to provide free flowing routing of trucks and the population out that way. From the point at which I-84 is intersected, northward across the Columbia, this route could go up thru/by Camas/ Washougal area heading to/by Battle Ground and north to La Center & Woodland and I-5.

The sooner routes are adopted and land acquired, the better and easier to install & build later, rather wait until the land is all developed. It's a race against time and funding. If the next president is for developing the infrastructure, it may be best of time to apply for funding on the Federal level on all or any of our needs along transportation lines. Let's hope so. Tom