


From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, June 13, 2008 9:56:37 PM 
Attachments:

Home Zip Code: 97202

Work Zip Code: 97204

Person:

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

The Columbia River Crossing (CRC) Project creates an unprecedented opportunity to plan a transportation project in a way that minimizes its global warming impact. It must be designed and built to reduce carbon emissions and

other air pollutants below existing levels, re-green the I-5 corridor, and give people more transportation choices so that they can drive less. Therefore, the project must dramatically change its approach and REDUCE future vehicle miles traveled (VMT) at or below today's level.

Among the elements which I feel the project has to include are:

- Congestion-based tolling of the both the I-5 bridges and I-205 bridge starting immediately, as a strategy for managing demand as well as a funding mechanism. Use proceeds to fund transit improvements, while adopting pricing mitigation measures for low-income users, such as rebates or income-based exemptions.
- Building light rail in the crossing by first focusing on extending MAX to Hayden Island and then to Vancouver and dramatically increasing the convenience of public transit on both sides of the river for all users, especially those most dependent on it, by making it quicker, more frequent, and more comfortable.
- Not increasing the existing number of lanes. According to research by Sightline Institute for every extra one-mile stretch of lane added to a congested highway will increase climate-warming CO2 emissions more than 100,000 tons over 50 years.
- Reallocating a lane for shared transit/freight/carpool use, fixing the current rail bridge to address existing river navigation issues, and increasing shipping by train.
- Rezoning land appropriately to ensure inclusionary compact development around light rail station areas, future frequent service transit corridors, and other appropriate areas to limit sprawl development. Inclusionary rezoning would require that 30% of the housing be affordable to residents at or below 80% of area median family income.
- Reducing the number of expensive interchange reconstructions being proposed and phasing them based on ability to fund them and priority.
- Using communications-based information and electronics technologies to make the system more efficient and safe.
- Creating world-class bike and pedestrian facilities in the crossing, including dramatic improvements to facilities linking riders and walkers to and from the crossing with the existing network of bike/ped routes both within and beyond the 5-mile project's study area. Specifically this means a two-sided facility that is at least 15-foot wide on each side, and has bikes and pedestrians traveling in the same direction as traffic, or a 24-foot wide facility if it is only one-sided.
- Dramatically increasing funding for programs and infrastructure that help businesses reduce their employees' demand on the I 5 Freeway system -- through carpools, vanpools, public transit, flex time, and telecommuting..
- Use most sustainable, least-carbon impact materials and practices for any construction

and ongoing maintenance.

- Sequester carbon by planting trees and shrubs in the freeway impact zone (within ½ mile on either side of the freeway), and by investing in preservation and expansion of our urban forest regionwide.
- Establish a fund of at least 1% of the total project cost for community enhancements (natural resource protection and restoration, health facilities, ventilation systems in most impacted homes, air pollution monitoring, landbanking for affordable housing where needed, etc...) in communities adjacent to the freeway, especially those within a half mile on either side of it to mitigate for the disproportionate negative health impacts caused by the freeway.

Thank you for considering my comments,

Walt Mintkeski

6815 SE 31st, Portland, OR 97202