



P-0733-001

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

From: [Len Krombein](#)
To: [Draft EIS Feedback](#)
CC:
Subject:
Date: Thursday, June 19, 2008 5:00:42 PM
Attachments: [Columbia River Crossing.pdf](#)

P-0733-001 am attaching my letter as a response to your request for public comments.

If you have any questions, please feel free to telephone me at work, 360-693-1621.

Leonard J. Krombein

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June 19, 2008

Columbia River Crossing
700 Washington Street
Vancouver, WA 98660

ATTN: Heather Gunderson

Gentlemen:

P-0733-002

In President Eisenhower's many public statements about the Interstate System, he spoke of a mix of these benefits. For example, his State of the Union Address on January 6, 1955, included this summary: "A modern, efficient highway system is essential to meet the needs of our growing population, our expanding economy, and our national security." A year later, his Annual Message on the Economic Report, dated January 24, 1956, stated that: "The country urgently needs a modernized interstate highway system to relieve existing congestion, to provide for the expected growth of motor vehicle traffic, to strengthen the Nation's defenses, to reduce the toll of human life exacted each year in highway accidents, and to promote economic development."

The primary purpose of the interstate highway system of which Interstate Highway No. 5 is a part, is for national security and movement of freight and personal motorized vehicles.

Proper arrangements of entrance and egress ramps should aim for a maximum through-traffic flow. Traffic lanes should be positioned, sized and fabricated to promote maximum overall traffic flow.

The incorporation of pedestrian, bicycle, light rail or dedicated bus or only high occupancy lanes are not functions required of an interstate highway system. The incorporation of these auxiliary uses reduces the number of unrestricted flow-through traffic lanes and could lower the quantity of vehicles moving through the highway system daily and during emergencies. Detrimental inclusion and promotion of auxiliary uses could be negligent or incompetent engineering design.

The traffic engineering firm of Parisi Associates, and Engineer of Record Mr. David Parisi, P.E., T.E., as well as the firm of David Evans and Associates, should be very sure they are not being misled by special interest groups and become negligent. The Board of Engineering Examiners of both Oregon and Washington investigate negligence and incompetent engineering.

P-0733-003

The draft environmental impact statement literature discusses global climate changes and carbon dioxide. Current verifiable, competent scientific studies show the global temperatures continually go higher and lower. The very small quantity of carbon dioxide (less than one percent) in the atmosphere is not causing "global warming". Basing design on flawed data and not current scientific data is negligence.

P-0733-002

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

P-0733-003

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

P-0733-004

Tolls should **NOT** be incorporated into the design/study. Tolls in the Columbia River Crossing Study are discussed as a means to reduce highway/bridge use. The primary function of an Interstate highway and bridge is to move motorized vehicles. Incorporating items to reduce use is negligent engineering design.

Sincerely,



Leonard J. Krombein, P.E., S.E.C.B.

pc: Oregon Board of Engineering Examiners and Surveyors
Washington Board of Registration for Professional Engineers and Land Surveyors

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P-0733-004

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.