From: rexbahr@hotmail.com
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 3:14:00 PM
Attachments:

Home Zip Code: 97230
Work Zip Code:

Person:
Other - RETIRED DIS. VET.

Person commutes in the travel area via:

1. In Support of the following bridge options:
Do Nothing

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: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:
First Name: DIS. VET. REX ROMAINE
Last Name: BAHR bar
Title: X-DUPONT MECHANIC, 72 Y/O
E-Mail: rexbahr@hotmail.com
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POORTLAND, OR 97230

Comments:

P-0903-001 You need to get trucks out of the highspeed lanes, Have a law like the school zones that say, NO TRUCKS BETWEEN O7;00 & 09:00, - 17:00 & 19:00. Have a Fed. & State

P-0903-002 trade deal so people can trade houses to be closer to work or school. Why is this stupid

P-0903-001

The ability to efficiently move freight in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group, comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met several times throughout the process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

Without requiring it, the trucking community has mostly already adjusted delivery schedules so that they are not travelling at the times you ask about. Far fewer trucks are in the congested bottlenecks at the peak periods than there are travelling in midday.

P-0903-002

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

P-0903-003 country using so Dam many school buses? Ration fuel. Cost will never stop the CADILLACS, LINCOLNS & S.U.V.s. Have the Fed. & State Gov. discontinue the tax write off of energy as a business expense. BUSES use fuel, light rail does not

P-0903-003

Most buses currently use diesel and small amounts of biodiesel. Some are electric. Light rail transit is electric powered. Electricity to power light rail is generated primarily through hydroelectric, fossil fuels (coal and natural gas), wind, nuclear, solar and other minor sources.