

From: [John Sacksteder](#)
To: ["Cindy Kowalski"](#)
Subject: FW: Comments on Supplemental Draft EIS for the Ohio River Bridges Project (ORBP)
Date: Tuesday, January 10, 2012 7:57:10 AM

-----Original Message-----

From: rpschneider@netzero.net [<mailto:rpschneider@netzero.net>]
Sent: Monday, January 09, 2012 11:21 PM
To: jsacksteder@ctsgec.com
Subject: Comments on Supplemental Draft EIS for the Ohio River Bridges Project (ORBP)

Mr. Sacksteder:

Please disregard the e-mail that I sent at approximately 8:27 p.m. this evening (January 9). Here are the comments, along with the ones that I sent yesterday, January 8, which I want considered in the record:

The following comments are in response to the Supplemental Draft EIS for the Ohio River Bridges Project (ORBP):

1) In Appendix H1, Section 6.2, p. 13, the following statement is made:
"Table 6-2
and Figure 6-1 illustrates (sic) a decline in traffic crossing the Ohio River in 2030 for
all three alternatives when compared to the FEIS 2025 No-Action Alternative.
As
described in Section 3, this trend is explained by the recent interruption in traffic
growth nationally since 2007. Long term, continued traffic growth is expected, but based
on a lower baseline."

Figure 6-1 then predicts an immediate turnaround in Ohio River crossings beginning with,
it appears, 2011, which just ended with no signs of an economic recovery or any increase
in VMTs.

There are no apparent signs of the kind of economic recovery needed to bring about a
reversal in this trend any time in the near to intermediate future.
Gasoline prices have
already increased by about 10% in just the first week of 2012, and there are no signs of
an economic rebound soon.

Traffic predictions contained in the report are, therefore, not reliable.
Section 3.0 of
Appendix H1 forecasts "long term growth" and then increased traffic volumes.

KIPDA's forecast of large population and employment growth in the southeastern portions
of Clark and northeastern portions of Jefferson Counties have to be considered suspect,

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as KIPDA gives no basis for these predictions and assumes, against all logic and proper land use planning, that these increases will occur regardless of whether an east end bridge is built or not.

Similarly, Section 2.2.2, Population and Employment Growth and Land Use Plans, seems to completely ignore the slowing of suburban growth that has occurred since the economic downturn that began in 2008, predicting, in sharp contrast to reality, that suburban development trends at the time of the FEIS are continuing almost without interruption.

It also asserts that downtown population will continue to decline, despite nationwide trends of residential development of downtown areas and the development of several residential complexes downtown. It is far more likely that as gas prices continue to remain high (and probably trend higher) development closer to downtown will be less affected by the continuing economic downturn than that in suburban areas, negating all conclusions about future residential development in the area made in the FEIS, and rendering all traffic projections that follow such conclusions invalid.

2) The level of service is given extensive examination for drivers, but there is no mention of the level of service for transit dependent people. The current number of TARC routes crossing the river and the current number of riders is given, and nothing else. This is almost completely useless information. No examination is given of the LOS for a transit-dependent individual to take a trip to or from any point in Louisville to or from any point in Southern Indiana, either under current conditions or after the construction of an east end bridge further thins TARC's already sharply reduced service.

This is in addition to the fact that almost no (if any) poor, transit-dependent people have either the time or the knowledge of the issues involved here to review massive documents like these in order to make comments on them. It is this fact, and not the fact that such people don't exist in large numbers, that you receive few comments like this one.

I speculate that not a single person involved in the preparation of this document has taken a trip on a fixed route TARC bus in years, if ever, and knows absolutely nothing about the predicament of a transit dependent individual in the Louisville area. Hence, the poor examination of transit issues.

Given the severe changes in the economy, gasoline prices, and the real estate market over the last three years, a fresh look at a transit solution to cross river mobility is a necessity at this point. A lot of transit service can be provided for the price of this project, and it is a form of transportation that does not ignore the portion of the population that is poor, blind, elderly, young, or epileptic, or suffers from a number of other problems which hinder a

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person's ability to drive.

Thank you for your consideration of these comments.

Ron Schneider
Louisville, KY

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