



From: [John Masterman](#)
To: [Draft EIS Feedback](#);
CC:
Subject: I-5
Date: Thursday, June 26, 2008 10:27:58 AM
Attachments: [image001.jpg](#)

B-011-001 Here are my two cents worth.

Freedom is my first interest. I'm aware that travel throughout the city is not convenient during peak hours. I make adjustments, when possible, to avoid driving during peak times on the busiest roads. I detest sitting in traffic. I'll take whatever route is available, even if it takes longer, to avoid traffic. Once a week, I need to get to the Delta Park area. I take surface streets. It's freer-flowing, and is faster than I-5. If the freeway is clear, I'll take it. If not, I add to neighborhood traffic.

I'm kind of rambling here J

The very idea of a toll to drive across the river on the freeway infuriates me! This is America! Once you pay for the gas and the taxes on it, I want to be able to use whatever public road is there. Period. No tolls.

B-011-002 I will never use mass transit. The more people that do, the better it is for me. I'm driving.

B-011-003 I hear about concerns about building a large bridge over the river and how it will only encourage more sprawl and congestion. This is true. It has always been true. It will not change. How about if we TRY to make an improvement for vehicle traffic for once? I'm tired of seeing how much money is spend on light rail instead of roads, when it only helps a few percent of the people moving around. It wastes money and takes away lanes of traffic. If a bigger bridge is built, it will help traffic flow for thousands of people for many years. Eventually the congestion will move to another place. With some advanced planning, this problem can be eased. Politics have made it too late for advanced planning. It's WAY past time for some improvements. Does anyone else remember the Mt. Hood freeway that Neil Goldschmidt killed off in the 70's? We got light rail instead. Again, light rail is useful for what percentage of the people? Not enough to justify the expense.

B-011-004 I'm not interested in being a quiet, tax-paying citizen that has no freedom to move around if the government-planned transportation options aren't available. I'm going to get in my car and go where I want, when I want. I pay for my fuel, and the taxes that go with it. I pay my registration fees. I pay for my insurance. I pay for my vehicle and the maintenance. Don't make me pay for the others that don't.

John Masterman
Parts



B-011-001

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.

B-011-002

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

B-011-003

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board,

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Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

B-011-004

Please see response to comment B-011-001.