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**South  
North**  
Transit Corridor Study

# South/North Corridor Project

## Supplemental Draft Environmental Impact Statement

April 1999



U.S. Department  
of Transportation  
Federal Transit  
Administration



SOUTH/NORTH CORRIDOR PROJECT  
CLACKAMAS AND MULTNOMAH COUNTIES, OREGON  
CLARK COUNTY, WASHINGTON

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to the National Environmental Policy Act  
42 U.S.C. 4322(2)(c)

by the

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

and

METRO

and

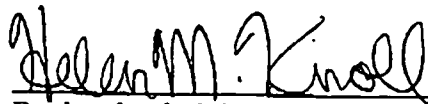
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

In Cooperation with

U.S. ARMY CORPS OF ENGINEERS, PORTLAND DISTRICT  
FEDERAL HIGHWAY ADMINISTRATION  
U.S. COAST GUARD

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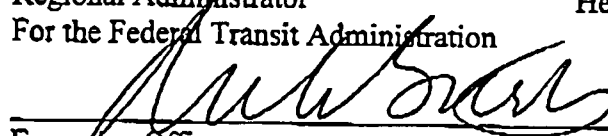


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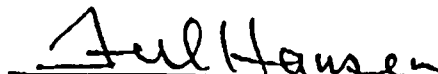


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### Abstract

The proposed action is a light rail improvement to the existing urban transportation system in the South/North Corridor in the Portland, Oregon/Vancouver, Washington metropolitan region. The new alternative described in this *Supplemental Draft Environmental Impact Statement* is in addition to those alternatives and options described and evaluated in the *South/North Corridor Project Draft Environmental Impact Statement* (FTA/Metro, February 1998). Additional alternatives considered in the DEIS include a No-Build Alternative, four light rail length alternatives, 16 light rail alignment alternatives and 22 light rail design options. Locations of transit stations, park-and-ride lots and light rail operations and maintenance facilities were also evaluated. This supplemental analysis and the DEIS have considered potential long-term and short-term effects on: transit service, ridership, accessibility, regional and local roadways, freight movements, navigable waterways, land use, economics, neighborhoods, visual and aesthetic resources, ecosystems, water quality and hydrology, geology, noise and vibration, energy, hazardous materials, parklands, historic and cultural resources and public services. The analysis also evaluated the financial feasibility and cost-effectiveness of the alternatives. This supplemental analysis includes assessments of significant impacts that are different than previously identified in the DEIS. The information resulting from this study will be used to amend the adopted Locally Preferred Strategy for the South/North Corridor.

Comments on this document may be submitted in writing or may be made orally at a public hearing. Written comments should be submitted to Mr. Ross Roberts, High Capacity Transit Manager, at the above address. Information on the public hearing and public comment period can also be obtained from Mr. Ross Roberts.

Comments are due by June 14, 1999.

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## LIST OF ACRONYMS

<b>BA</b> - Biological Assessment	<b>SDEIS</b> - Supplemental Draft Environmental Impact Statement
<b>BMP</b> - Best Management Practice	<b>Tri-Met</b> - Tri-County Metropolitan Transportation District of Oregon
<b>CBD</b> - Central Business District	<b>UP</b> - Union Pacific
<b>CEQ</b> - Council on Environmental Quality	<b>USC</b> - United States Code
<b>CFR</b> - Code of Federal Regulations	<b>USCG</b> - United States Coast Guard
<b>CRD</b> - Columbia River Datum	<b>USFWS</b> - United States Fish and Wildlife Service
<b>C-TRAN</b> - Clark County Public Transportation Benefit Authority	<b>VMT</b> - Vehicle Miles Traveled
<b>dB</b> - Decibel	<b>vph</b> - vehicles per hour
<b>dba</b> - A-weighted decibel	<b>WSDOT</b> - Washington State Department of Transportation
<b>DEIS</b> - Draft Environmental Impact Statement	
<b>EIS</b> - Environmental Impact Statement	
<b>FEIS</b> - Final Environmental Impact Statement	
<b>FHWA</b> - Federal Highway Administration	
<b>EMME/2</b> - the travel demand forecasting model used by Metro	
<b>FTA</b> - Federal Transit Administration	
<b>HCT</b> - High Capacity Transit	
<b>LOS</b> - Level of Service	
<b>LPS</b> - Locally Preferred Strategy	
<b>LRT</b> - Light Rail Transit	
<b>LRV</b> - Light Rail Vehicle	
<b>LUFO</b> - Land Use Final Order	
<b>MAX</b> - Metropolitan Area Express (the name for the light rail system)	
<b>MOS</b> - Minimum Operable Segment	
<b>NEPA</b> - National Environmental Policy Act	
<b>NMFS</b> - National Marine Fisheries Service	
<b>O&amp;M</b> - Operations and Maintenance	
<b>ODFW</b> - Oregon Department of Fish and Wildlife	
<b>ODOT</b> - Oregon Department of Transportation	
<b>ROW</b> - Right-of-Way	
<b>RTC</b> - Southwest Washington Regional Transportation Council	



## LIST OF PROJECT NOMENCLATURE

This SDEIS discusses the new Full-Interstate Alignment Alternative and compares areas of significant difference with the alignment alternatives previously evaluated in the DEIS. The following provides summary definitions of selected nomenclature relevant to the addition of the new Full-Interstate Alignment Alternative. The Glossary provides definitions of other terms used within this document. A more complete description of the Full-Interstate Alignment Alternative is included in Chapter 2 of this SDEIS.

**Alignment Alternative.** Alignment alternative specifies the general location of the light rail alignment choice within a given segment of the South/North Corridor.

**Eliot Segment.** Refers to the segment that extends from the Rose Quarter north, including the Eliot Neighborhood to the Edgar Kaiser Medical Facility.

**Full-Interstate Avenue Alignment Alternative.** The Full-Interstate Avenue Alignment Alternative refers to the new alignment alternative described and evaluated in this SDEIS and more fully described in Chapter 2.

**Full-Length Alternative.** The 21-mile, double-tracked light rail alignment, stations, park-and-ride lots and bus and light rail service improvements that would extend from the Clackamas Regional Center, through Milwaukie, southeast Portland, downtown Portland, north Portland and downtown Vancouver to Clark College that was evaluated in the DEIS and selected as the Locally Preferred Strategy by the region.

**I-5 Alignment Alternative.** The I-5 Alignment Alternative refers to one of the alignment alternatives in North Portland described and evaluated in the DEIS. The I-5 Alternative would run on the west side of I-5 between the Kaiser Medical Facility and the Expo Center.

**Interstate Avenue Alignment Alternative.** The Interstate Avenue Alignment Alternative refers to one of the North Portland alignment alternatives described and evaluated in the DEIS. The Interstate Avenue Alignment Alternative described and evaluated in the DEIS was in Interstate Avenue between the Kaiser Medical Facility and Kenton, but did not include the portion of Interstate Avenue south of the Kaiser Medical Facility.

**Interstate MAX.** Interstate MAX is the project name for the new Full-Interstate Avenue Alignment Alternative.

**Length Alternative.** Length alternatives specify alternatives that vary in the designation of south and north terminus points (and thus, the overall length of the project) for the proposed light rail line. Length alternatives other than the Full-Length Alternative are considered to be interim phases of the full South/North Project and are termed Minimum Operable Segments (MOSSs).

**No-Build Alternative.** The alternative described in the DEIS that would include some incremental improvements to bus service, but no light rail construction. All other light rail alternatives discussed



in the DEIS are compared to the No-Build Alternative.

**North Portland Segment.** Refers to the segment of the corridor that extends north from the Edgar Kaiser Medical Facility to the Portland Expo Center.

**South/North Corridor Project.** The full collection of the studies and processes associated with the proposed South/North Light Rail Project. Those studies and processes include the Preliminary Alternatives Analyses, Tier I Narrowing of Alternatives, Design Option Narrowing, Major Investment Study, Cost-Cutting, DEIS, Locally Preferred Strategy, SDEIS, Final EIS, Preliminary Engineering, Final Design and other steps.

## **P. Preface**

This *Supplemental Draft Environmental Impact Statement (SDEIS)* has been prepared in compliance with the *National Environmental Policy Act (NEPA)*. The Federal Transit Administration (FTA) has provided partial funding for this study.

FTA is the Federal lead agency for this SDEIS. Metro and the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) are the local lead agencies. The Federal Highway Administration (FHWA), the United States Army Corps of Engineers (Corps) and the United States Coast Guard (USCG) are Federal cooperating agencies on this SDEIS. This SDEIS has been prepared in accordance with FTA guidelines, *Procedures and Technical Methods for Transit Project Planning* (FTA: September 1986, latest revision January 1995); the FTA/FHWA *Metropolitan Planning Rule* (49 CFR Part 613: October 1993); and the FHWA/UMTA *Environmental Impact and Related Procedures* (29 CFR Parts 635, 640, 650, 712, 771 and 790; 49 CFR Part 622: August 1987, 23 CFR Part 771 revised April 1991).

### **P.1 Federal Transportation Project Development Process**

The Federal transportation project development process is intended to be an integral part of a metropolitan area's long-range transportation planning process in order to provide decision makers and the public with better and more complete information before final decisions are made. Early in the process, the regional transportation planning efforts identify corridors and/or subareas with significant transportation problems that may need a major transportation investment. Then, the local lead agency, in cooperation with the FTA and/or the FHWA, completes a corridor study to determine the Locally Preferred Strategy (LPS) to address the transportation problems. The South/North DEIS details the specific steps taken through the Federal transportation project development process on the South/North Transit Corridor Project. The Preface of the *South/North Draft Environmental Impact Statement (DEIS)* provides a more detailed description of the history of the evaluation of transit improvements in the corridor.

An Environmental Impact Statement (EIS), either draft or final, can be supplemented when the Federal Government determines that changes to the proposed action could result in significant environmental impacts that were not evaluated in the EIS. An EIS can also be supplemented when new information or circumstances relevant to environmental concerns and bearing on the proposed actions or its impacts would result in significant environmental impacts not evaluated in the previous EIS. Following completion of the NEPA process, the project may qualify for Federal funding and implementation of the project can be initiated.

The new light rail alignment, the Full-Interstate Alignment Alternative evaluated in this document could result in significant differences in some impacts as originally defined in the in the South/North DEIS. The focus of this SDEIS is to identify the areas where the new Full-Interstate Alignment Alternative would have significantly different impacts than those already described in the DEIS.

The DEIS and its supporting documents are supporting documents for this SDEIS, and are hereby incorporated by reference. Supporting documentation for the DEIS is described in detail in the

## **P.2 Project History**

Following is a brief summary of the history of the South/North Light Rail Project since the publication of the DEIS in February 1998. The DEIS document summarized the benefits, costs and impacts associated with the study alternatives and provided citizens, agencies and jurisdictions with information needed to make an informed judgement when selecting the preferred alternative. A detailed summary of the study phases previous to the publication of the DEIS can be found in the DEIS Section P.2 Project History and in Section 2.2, Screening and Selection Process.

During the 45-day public comment period following publication of the DEIS, a series of informational open houses and public hearings were held to gather input regarding adoption of a preferred light rail alignment or Locally Preferred Strategy (LPS). In July 1998, the Metro Council adopted the LPS alignment along with the Land Use Final Order (LUFO), and work commenced on the South/North Final Environmental Impact Statement (FEIS).

In November 1998, Ballot Measure 26-74 (that would have reaffirmed the local financing for South/North light rail, originally approved in 1994 by the voters) was defeated by a narrow margin. In response to the election, in late 1998 and early 1999 the Metro Council held a series of "listening posts" to gather input from the public regarding next steps for regional transportation planning. In March 1999 a group of local business leaders and community leaders asked the region to investigate the development of a new north corridor light rail alignment. The proposed new Full-Interstate Alignment Alternative is the result of the business leaders' and community group's initiative. The new alternative would address many of the concerns expressed during the listening posts, in particular by reducing costs and displacements associated with the LPS alignment.

## **P.3 Public Participation**

An extensive and proactive public involvement program has been conducted throughout the South/North Transit Corridor Study. Section 2.2 of the DEIS provides a description of the public involvement activities implemented in previous steps to screen the alternatives to be evaluated in the DEIS. A full description of the public involvement program, as well as the various oversight committees, can be found in DEIS Appendix A, Community Participation. The following is a brief description of the primary components of the project's public involvement activities since the publication of the South/North DEIS in February 1998.

A 45-day public comment period immediately followed publication of the South/North DEIS in February 1998. During the comment period, four informational open houses and three public hearings were held in various locations throughout the region. Decision makers considered input gathered at the public hearings and throughout the public comment period as part of the broad evaluation of alignment alternatives, and ultimately in the selection of the LPS or single alignment alternative. Metro Council adopted the LPS and the LUFO in July 1998. Community presentations, meetings with individual property owners and other public involvement activities as detailed in the DEIS continued after the LPS was selected as work on the FEIS continued.



After the defeat of Ballot Measure 26-74 in November 1998, Metro sponsored a series of four "listening posts" held throughout the region. During the months following the election, more than 375 individual comments were received at the public hearings, and through correspondence (faxes and letters), telephone calls and e-mail to Metro and Tri-Met. Comments were submitted from throughout the region including Portland, Gresham, Beaverton and Clackamas County. These comments were compiled and analyzed in a single document, *Public Comments: November 1998 through early February 1999 Including the December 1998/January 1999 "Listening Posts."*

Overall, comments generally supported continuing to consider light rail in the South/North Corridor, with the greatest degree of support coming from Multnomah County where two out of three of listening post comments supported a continued light rail effort. Many comments encouraged a multi-modal approach that includes light rail with investments in other modes to improve the public transportation system for the entire region.

#### **P.4 Completion of the Environmental Impact Statement Process**

A 45-day public comment period (including a public hearing) will follow the publication of this SDEIS. During the public comment period, members of the public, agencies and jurisdictions will have the opportunity to provide comments to Metro and the FTA. Comments can be made in writing, via facsimile, e-mail or the transportation hotline and/or the public hearing. After the public comment period closes, the LPS and the LUFO may be amended. Development of an FEIS in accordance with NEPA (42 U.S.C. 4322(2)(c)) would commence following completion of the SDEIS process.



## **S. Executive Summary**

This section provides a summary of the *South/North Corridor Project Supplemental Draft Environmental Impact Statement (SDEIS)*. The SDEIS serves as an addendum to the *South/North Draft Environmental Impact Statement (DEIS)*. The SDEIS evaluates the new Full-Interstate Avenue Alignment Alternative. It summarizes the costs, benefits and impacts associated with the proposed new Full-Interstate Avenue Alignment Alternative that are significantly different from those identified in the DEIS and provides citizens, agencies and jurisdictions with information needed to make informed judgements and decisions when evaluating a potential amendment to the adopted Locally Preferred Strategy (LPS).

This SDEIS has been prepared in compliance with the *National Environmental Policy Act (NEPA)*. The Federal Transit Administration (FTA) is the Federal lead agency, and Metro and Tri-Met are the local lead agencies.

### **S.1 Project History and Decision-Making Process**

The need to examine high capacity transit options in the South/North Corridor was established over two decades of system and subarea planning studies. These study stages have included: System Planning Studies, Preliminary Alternatives Analyses (Pre-AA), Scoping, Tier I – Narrowing of Terminus and Alignment Alternatives, Tier I – Design Option Narrowing, Major Investment Study (MIS) and Tier II DEIS and Cost-Cutting. The DEIS provides a detailed description of the study stages that led to the development of the DEIS.

Following publication of the DEIS in February 1998 and subsequent adoption of the LPS and Land Use Final Order (LUFO) in July 1998, Metro commenced preparation of the *South/North Corridor Project Final Environmental Impact Statement (FEIS)*. In the November 1998 election, voters in the Portland region did not re approve a ballot measure to provide a portion of the local funding for the project.

Following the election, regional and local officials held a series of “listening posts” during which the public provided input on numerous transportation issues including the future of light rail in the South/North Corridor. Following the listening posts, local business and community members urged Tri-Met, the City of Portland and Metro to investigate a modified Interstate Avenue Alignment in the North Corridor Study Area. This modified alignment would combine portions of the Interstate Avenue Alignment Alternative that was studied in the DEIS (between the Edgar Kaiser Medical Facility and the Kenton Neighborhood) with a new route on Interstate Avenue (between the Rose Quarter Transit Center and the Edgar Kaiser Medical Facility) that had not been evaluated in the DEIS. This new alignment is called the Full-Interstate Alignment Alternative or Interstate MAX. The modified alignment could include lower cost, fewer displacements, fewer environmental impacts than the alternatives evaluated in the DEIS, and continued public support.

In March 1999, the FTA determined that an SDEIS would be the appropriate vehicle for examining the new Full-Interstate Alternative.



## **S.2 Purpose and Need**

The Purpose and Need statement for the new Full-Interstate Alignment Alternative remains the same as described in Chapter 1, Purpose and Need of the DEIS.

## **S.3 Full-Interstate Alignment Alternative**

The DEIS describes the No-Build Alternative, four light rail length alternatives, 16 light rail alignment alternatives and 22 light rail design options between the Clackamas Regional Center and Vancouver, Washington. This SDEIS describes an additional light rail length and alignment alternative: the Full-Interstate Alignment Alternative (see Figure S.3-1).

The Full-Interstate Alignment Alternative would result in the construction of 5.63 miles of new light rail track and nine new light rail stations. The alternative would operate on 1.46 miles of existing track between the SW 11<sup>th</sup> Avenue downtown turnaround and the Rose Quarter Transit Center for a total of 7.09 miles. The alignment includes a new segment not studied in the DEIS, on Interstate Avenue between the Rose Quarter Transit Center and the Edgar Kaiser Medical Center. The alignment north of Kaiser is generally in the same location as the DEIS Interstate Avenue Alternative, with significant design changes to reduce displacements and cost. The new Full-Interstate Alignment Alternative would include the same bus service improvements in the North Corridor as identified with the light rail alternatives described in the DEIS. The Full-Interstate Alignment Alternative would cost \$223.4 million to construct in 1994 dollars.

Chapter 2 of the SDEIS provides a more detailed description of the new Full-Interstate Alignment Alternative.

## **S.4 Transportation Impacts**

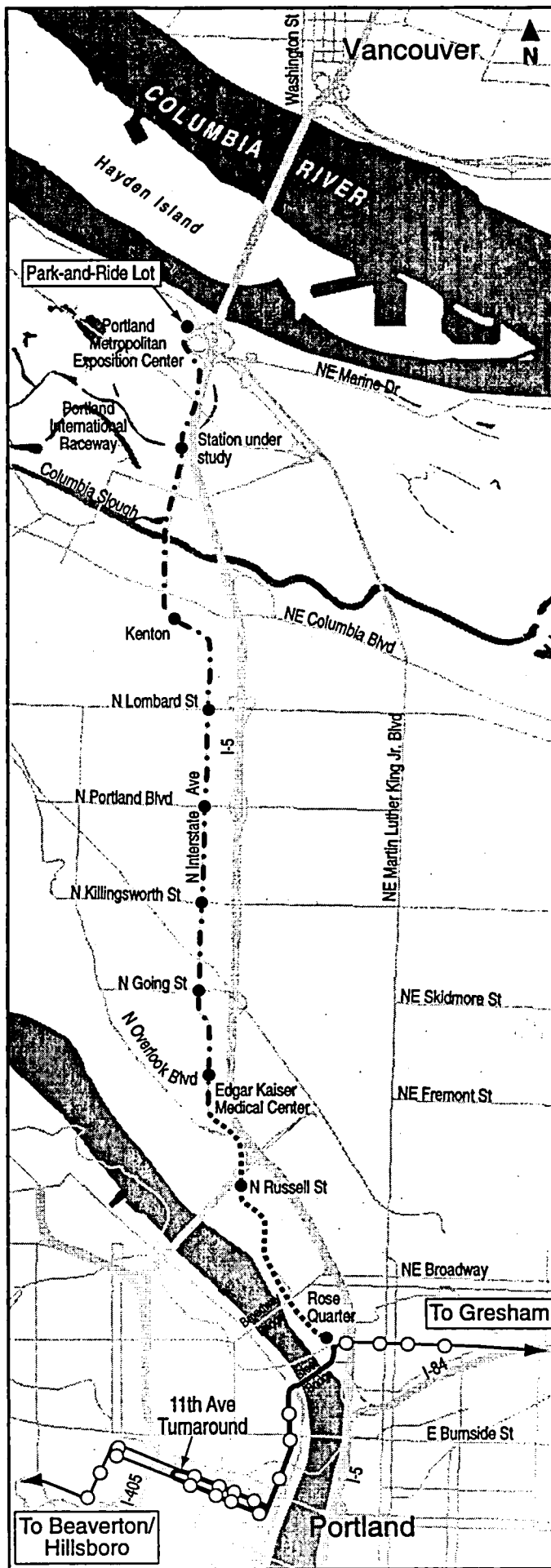
The DEIS describes the transportation impacts of the DEIS alternatives. This section summarizes the transportation impacts of the new Full-Interstate Alignment Alternative.

### **S.4.1 Transit Impacts**

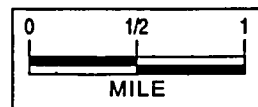
The transit service, transit reliability and operational impacts of the Full-Interstate Alignment Alternative would not differ significantly from the alternatives evaluated in the DEIS. The amount of transit service provided in north Portland with the Full-Interstate Alignment Alternative would be similar to the service concept as described in the DEIS for the Interstate Avenue Alternative and for Minimum Operable Segment Five (MOS 5). The year 2015 operations of this alignment would result in 127 weekday platform hours and 1,287 weekday train miles. In the south portion of the corridor and in the remainder of the region, the transit service used in the analysis is identical to the service described in the DEIS for the No-Build Alternative.

The light rail in-vehicle travel time between the Rose Quarter Transit Center and the Expo Center station with the new Full-Interstate Alignment Alternative would be approximately 14 minutes and 30 seconds.

Figure S.1  
Full-Interstate Alignment Alternative



- DEIS Interstate Alignment
- ..... New Full-Interstate Alignment
- Existing MAX Cross-Mall Alignment
- Remainder of Existing MAX Line
- Proposed Full-Interstate Light Rail Stations
- Existing Light Rail Stations



April 1999

This would be about two minutes faster than the comparable travel time with the DEIS Interstate Avenue Alternative and similar to the 14 minutes, 50 second time estimated for the DEIS I-5 Alternative.

The transit ridership data with the Full-Interstate Alignment Alternative differs from the DEIS build alternatives in that it reflects only improvements in the north portion of the South/North Corridor. The data shows that the Full-Interstate Alignment Alternative would generate 14,100 light rail trips per average weekday, between downtown and the Expo Center Terminus.

#### **S.4.2 Traffic and Parking Impacts**

The amount of traffic diverted from of N Interstate Avenue with the Full-Interstate Alignment Alternative would generally be greater than with the DEIS Interstate Avenue Alternative. As a result of the reduced traffic volumes on N Interstate Avenue, the levels of service at some major intersections would generally be improved over the DEIS Interstate Avenue Alternative and the No-Build Alternative; but east-west traffic movements could experience greater delays due to signal preemption.

Light rail trains preempting signal operations would increase green signal time for northbound and southbound through traffic on N Interstate Avenue. The signal preemption would have two impacts; it would reduce the green light time for east/west travel; and, when coupled with the pedestrian activated signals it would disrupt the north/south signal progression on N Interstate Avenue. The FEIS will consider appropriate mitigation measures.

From the Rose Quarter through N Overlook Boulevard (with some trips diverted from N Interstate Avenue) adequate intersection capacity would be provided and the intersection levels of service would generally improve with the Full-Interstate Alignment Alternative compared with the No-Build Alternative.

On, or within one block of N Interstate Avenue, the Full-Interstate Alignment Alternative would displace an estimated 17 more on-street parking spaces than the DEIS Interstate Avenue Alternative.

#### **S.4.3 Freight Access**

The Full-Interstate Alignment Alternative could result in impacts to truck movements at four industrial access locations in the corridor. Each of these potential impacts could be mitigated, and mitigation options will be evaluated during the FEIS process.

#### **S.4.4 Navigable Waterways**

The new Full-Interstate Alignment Alternative would result in the replacement of the Denver Avenue viaducts with a combined light rail and bridge over Columbia Slough. New piers would be built or existing piers would be reused. In either case, no impact to navigation is anticipated.

## **S.5 Environmental Consequences**

This section summarizes the environmental impacts that would occur with the new Full-Interstate Alignment Alternative that are significantly different from those impacts associated with the DEIS alternatives.

### **S.5.1 Land Use and Economic Development**

At the regional level, the land use and economic impacts associated with the Full-Interstate Alignment Alternative would be similar to those identified in the DEIS, except that a smaller project would cause less short-term (construction) employment and less long-term (operational) employment than the DEIS Full-Length Alternative.

At the local level, there would be one less station in the Eliot Segment. The location of the new proposed Russell Station would serve more industrial land when compared to the mixture of land uses that would be served with the stations associated with the DEIS options in this segment. The new design would allow for portions of N Interstate Avenue to become more like a "Main Street" type of street, consistent with the city of Portland's vision for the area.

### **S.5.2 Displacements and Social and Neighborhoods**

Compared to between 135 and 148 potential displacements with the DEIS build alternatives in north Portland, the Full-Interstate Alignment Alternative would incur no displacements. Neighborhood quality for the north Portland neighborhoods would be significantly enhanced compared to the DEIS build alternatives.

### **S.5.3 Visual and Aesthetic Resources**

North of the Edgar Kaiser Medical Center, the impacts identified for the DEIS Interstate Avenue Alternative could generally be expected to occur with the Full-Interstate Alignment Alternative. However, the loss of large street trees, removal of adjacent structures and visual separation created by the light rail trackway would be minimized. South of the Overlook Station, the Full-Interstate Alignment Alternative would replace the two existing vehicular travel lanes in the center of N Interstate Avenue. The trackway between major intersections would be constructed of tie and ballast, compared to the paved trackway associated with the DEIS Interstate Avenue Alternative.

### **S.5.4 Air Quality**

Similar to the other DEIS build alternatives, the Full-Interstate Alignment Alternative would result in an improvement in regional air quality measures when compared to the No-Build Alternative, due primarily to reduced automobile use.

### **S.5.5 Noise and Vibration**

The Full-Interstate Alignment Alternative would result in nine additional traffic noise impacts, no

additional light rail noise impacts, one additional wheel squeal impact and 2 additional light rail vibration impacts compared to the DEIS Interstate Avenue Alternative, primarily due to the reduction in displacements. The minor noise impact of a one to two decibel increase over the existing condition at Overlook Park would not result in an adverse impact to the park.

#### **S.5.6 Ecosystems**

Like the DEIS Interstate Avenue Alternative, the Full-Interstate Alignment Alternative would result in 0.93 acres of fill in the wooded wetland located just south of the Expo Center and east of N Expo Road. The Full-Interstate Alignment Alternative could also result in the replacement of existing piers in Columbia Slough to support the reconstructed Denver Viaduct. The potential impacts of the pier replacement and mitigation of potential ecosystems impacts will be addressed during the FEIS preparation and Preliminary Engineering Phases through coordination with the appropriate resource agencies.

#### **S.5.7 Water Quality and Hydrology**

Water quality and hydrology impacts resulting from the Full-Interstate Alignment Alternative would be minimal, and similar to those described for the DEIS Interstate Avenue Alternative. With mitigation, the Full-Interstate Alignment Alternative would not result in significant hydrologic, flooding or water quality impacts.

#### **S.5.8 Energy**

Compared to the No-Build Alternative, a small reduction of regional energy consumption would occur with the Full-Interstate Alignment Alternative.

#### **S.5.9 Geology**

The Full-Interstate Alignment Alternative would have no long-term impacts to geology or soils. Minor effects could include changes in topography and drainage patterns, slight settlement of near surface soils, and changes in slope stability.

#### **S.5.10 Hazardous Materials**

Because the Full-Interstate Alignment Alternative would be located primarily within existing road right-of-way, the risk of impact to probable hazardous materials sites in the predominantly industrial area is low. In order to minimize impacts associated with either unidentified contamination encountered during construction or known hazardous substances, A Hazardous Materials Mitigation Plan will be developed during the completion of Preliminary Engineering and preparation of the FEIS.

#### **S.5.11 Historic, Archeological and Parkland Resources**

With exception of the segment between the Rose Quarter Transit Center and the Edgar Kaiser

Medical Center, impacts to historic resources with the Full-Interstate Alignment Alternative would be similar to those identified in Chapter 6 of the DEIS for the Interstate Avenue Alternative. In the segment between the Rose Quarter Transit Center and Kaiser where three new resources have been identified, a preliminary evaluation of effect has determined that there would be "no effect" from the Full-Interstate Alignment Alternative.

### **S.5.12 Construction Impacts**

Construction of the Full-Interstate Alignment Alternative would result in temporary impacts to existing traffic and transit, land uses, employment, neighborhoods, noise and vibration, geology and soils, water quality and hydrology, ecosystems and hazardous materials sites in the Eliot and North Portland Segments.

### **S.6 Evaluation of Alternatives**

By making comparisons at the alignment alternative level, it is possible to capture the differences between the Full-Interstate Alignment Alternative and the other alternatives evaluated in the DEIS. The full range of evaluation criteria are not applicable to an alignment alternative and are not described in detail in the SDEIS.

The capital cost of the Full-Interstate Alignment Alternative is \$46 million (1994\$) less expensive than the LPS alignment (\$81 million in year of expenditure dollars). Compared to the DEIS Interstate Avenue Alternative, the new alternative would result in between 71 and 148 fewer business and residential displacements and one less station. The Full-Interstate Alignment Alternative would provide better access to the Albina Industrial Area and commercial uses at N Russell and Interstate, but provide reduced access to Emanuel Hospital and the residential section of the Eliot Neighborhood.

#### **S.6.1 Financial Analysis**

The Full-Interstate Alignment Alternative would cost approximately \$350 million in year of expenditure dollars. The financing plan for the project is shown in Table S.6-1. Capital funding would be provided through Federal Section 5309 New Start funding and local match. System operating costs for the Full-Interstate Alignment Alternative would be \$1.1 million less than transit operating costs in the DEIS No-Build Alternative.

An alignment alternative is fiscally feasible (on a systemwide basis) if ongoing revenues would be sufficient to meet the estimated total system costs and to maintain a sufficient working capital reserve to meet two months of operating expenses. Tri-Met's goal is to maintain three-months working capital. The Full-Interstate Alignment Alternative would maintain a three-month or better working capital reserve throughout the planning period. Therefore, the test for financial feasibility would be met, as well as Tri-Met's goal.

**Table S.6-1  
Summary of Capital Financing Plan for the  
New Full-Interstate Alternative**

	<b>Full-Interstate Alternative</b>
Project Capital Cost <sup>1</sup>	\$350.0
Project Revenues <sup>2</sup>	
New Starts Federal Funds –U	\$246.0
Regional STP Funds – A	\$24.0
Regional Compact Funds –U <sup>3</sup>	\$80.0
<b>Total Project Revenue</b>	<b>\$350.0</b>
<b>Interim Borrowing Needs<sup>4</sup></b>	<b>\$58.7</b>

Source: Tri-Met: April 1999.

Note: STP = Surface Transportation Program.

<sup>1</sup> Costs and revenues are in millions and year-of-expenditure dollars.

<sup>2</sup> U = this revenue is currently unavailable; and A - this revenue is currently available.

<sup>3</sup> The Regional Compact consists of contributions from Tri-Met and the City of Portland

<sup>4</sup> The issuance and interest costs associated with the interim borrowing is included in the total project costs.

## **S.7 Issues to be Resolved**

The analysis and preparation of the information found in the DEIS and this SDEIS is an important component of the South/North Project. There are numerous issues to be resolved, and this section identifies some of the more important and immediate landmarks ahead.

### **S.7.1 Modification of the Locally Preferred Strategy**

The DEIS and SDEIS and comments received through the public review period will provide the basis for local jurisdictions to recommend and adopt alignments that could modify the Locally Preferred Strategy (LPS). The adoption of an amended LPS by the Metro Council would come after independent recommendations are made by the South/North Project Citizens Advisory Committee, the Tri-Met Board of Directors, the City Council of Portland, and Metro's Joint Policy Advisory Committee on Transportation (JPACT). Metro would prepare a revised LPS report that documents the selection and would forward the LPS report to FTA to complete the local decision step in the Federal environmental process.

### **S.7.2 Implementation of the Financing Plan**

The financial analysis in the SDEIS shows that the light rail alternatives would require significant revenue that is not currently available. The financial analysis also identifies required new levels and proposed sources of revenue. New Federal funds would be secured through the Federal Section 5309 authorization and appropriation cycles and through the normal FTA grant process. The local funds identified as Regional STP Funds and Regional Compact Funds in Table S.6-1 will need to be secured through the actions of the Metro Council and execution of the Regional Compact.

The completion of the financial plan also includes completing all Federal NEPA and FTA requirements and the execution of a Full Funding Grant Agreement (FFGA) with FTA. Definitions



of all items that are considered eligible for Federal funding must be identified in the FFGA.

### **S.7.3 Completion of the Proposed Mitigation Plans**

Design, determination of impact, and estimates of cost for any major project proceed from conceptual to preliminary to final as the project advances to construction. At this SDEIS stage of the process, numerous impacts have been identified and many mitigation measures have already been identified or incorporated into the preliminary design and cost estimates or committed by the project. Examples include: conformance with the Oregon State Historical Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) to ensure compatible design of light rail facilities with affected historic resources; and avoidance and minimization of impacts and appropriate mitigation for impacts to wetlands areas.

In addition, the South/North Project has committed to further ways to mitigate or finalize the mitigation of certain impacts. Examples or areas requiring further study and commitment include: final designs regarding landscaping and architectural design treatment of project facilities including track finish; traffic capacity problems at intersections where there would be significant project impacts on traffic; final definition of noise and vibration mitigation measures; revised alignment in the area south of the Expo Center to avoid and minimize impacts to wetlands and final definition of wetland replacement plan; final determination of the need for replacement piers in the Columbia Slough and final determination of in-water construction windows and best management practices; a Memorandum of Agreement (MOA) negotiated between the Project and SHPO and reviewed and concurred by the ACHP; demonstrated compliance with all Federal "Section 4(f)" requirements concerning parklands and historical properties through completion of a formal "Final Section 4(f) Statement;" and development of a traffic management plan for the construction phase.



## 1. Purpose and Need

The Purpose and Need for the Full-Interstate Alignment Alternative remains the same as that described in Chapter 1 of the *South/North Corridor Draft Environmental Impact Statement* (DEIS). The specific relationship of this new alternative to the DEIS Purpose and Need is described below.

The *Purpose and Need* chapter of the DEIS describes the study area, which includes the entire South/North Corridor from Clackamas County, Oregon to Vancouver, Washington. The relevant portion of the corridor for this alternative, from downtown Portland to the Columbia River, is included in the DEIS description. The description of the transportation system serving the area today remains unchanged. The transportation and land use plans and policies applicable to Oregon described in the DEIS Purpose and Need affect this alternative. The existing and future transportation problems in the Corridor remain unchanged from the DEIS, although transportation and land use conditions between downtown Portland and the Columbia River most directly apply to this alternative. The objectives for this alternative are identical to those contained in the DEIS Purpose and Need.



## **2. Alternatives Considered**

The purpose of Chapter 2 is to describe the improvements associated with the new Full-Interstate Alignment Alternative and indicate differences from the DEIS Interstate Avenue Alignment Alternative previously evaluated in the South/North DEIS.

### **2.1 Introduction**

Section 2.2 describes the screening and selection process for the South/North Project resulting in the addition of a new alignment alternative. Section 2.3 describes the new Full-Interstate Alignment Alternative, Section 2.4 provides the capital cost estimates for the new Full-Interstate Alignment Alternative, and finally Section 2.5 describes the operating and maintenance cost estimates for the Full-Interstate Alignment Alternative.

### **2.2 Screening and Selection Process**

The DEIS fully documents the need to examine high capacity transit (HCT) options in the South/North Corridor, as well as the selection process to narrow transportation modes, alignment choices and design. These major steps include system planning that occurred between 1982 and 1990, Preliminary Alternatives Analysis between 1991 and 1993, Tier I Analysis between 1993 and 1995, Narrowing of Terminus and Alignment Alternatives, Tier II Design Option Narrowing in 1995 and a Cost-Cutting Process in 1996. Different corridors as well as different modes such as busways, commuter rail and river transit were all examined during these studies.

The screening and selection process resulted in several potentially viable alternatives studied in detail in the South/North DEIS (published in February 1998). In July of 1998, the Full-Length Alternative from Clackamas Town Center to Clark College in Vancouver, Washington was selected as the Locally Preferred Strategy (LPS). The alignment between Clackamas Town Center and the Rose Quarter Transit Center was identified as the first segment to be constructed with additional segments to follow.

In the November 1998 election, voters in the Portland metropolitan region rejected a ballot measure that would have reaffirmed the region's 1994 authorization to sell Tri-Met General Obligation bonds, to be repaid with local property tax revenue. These General Obligation bonds would have provided a substantial portion of the local match funding for the South/North Project. Following the November election a series of "Listening Posts" were held by regional and local elected officials during which the public provided input on numerous transportation issues including the future of light rail in the South/North Corridor. Following the Listening Posts, local business and community members urged Tri-Met, the City of Portland and Metro to investigate a modified Interstate Avenue Alignment in the North Corridor Study Area. This modified alignment would combine portions of an alignment already studied in the DEIS with a new route segment on N Interstate Avenue that had not been evaluated in the DEIS. This new alignment is called the Full-Interstate Alignment Alternative or Interstate MAX. The reasons cited for this modified alignment include lower cost, fewer displacements, fewer environmental impacts and greater public support.

## 2.3 Definition of Alternatives

This section describes the light rail capital improvements, operating characteristics and bus operations associated with the new Full-Interstate Alignment Alternative.

### 2.3.1 Capital Improvements

The South/North DEIS describes the Tri-Met and C-TRAN transit systems and the No-Build Alternative. These descriptions remain the same with the addition of the Full-Interstate Alignment Alternative. Tri-Met's *North Corridor Conceptual Plans for Light Rail Interstate MAX Alignment* (Tri-Met: April, 1999) provides a detailed description of the Full-Interstate Alignment Alternative.

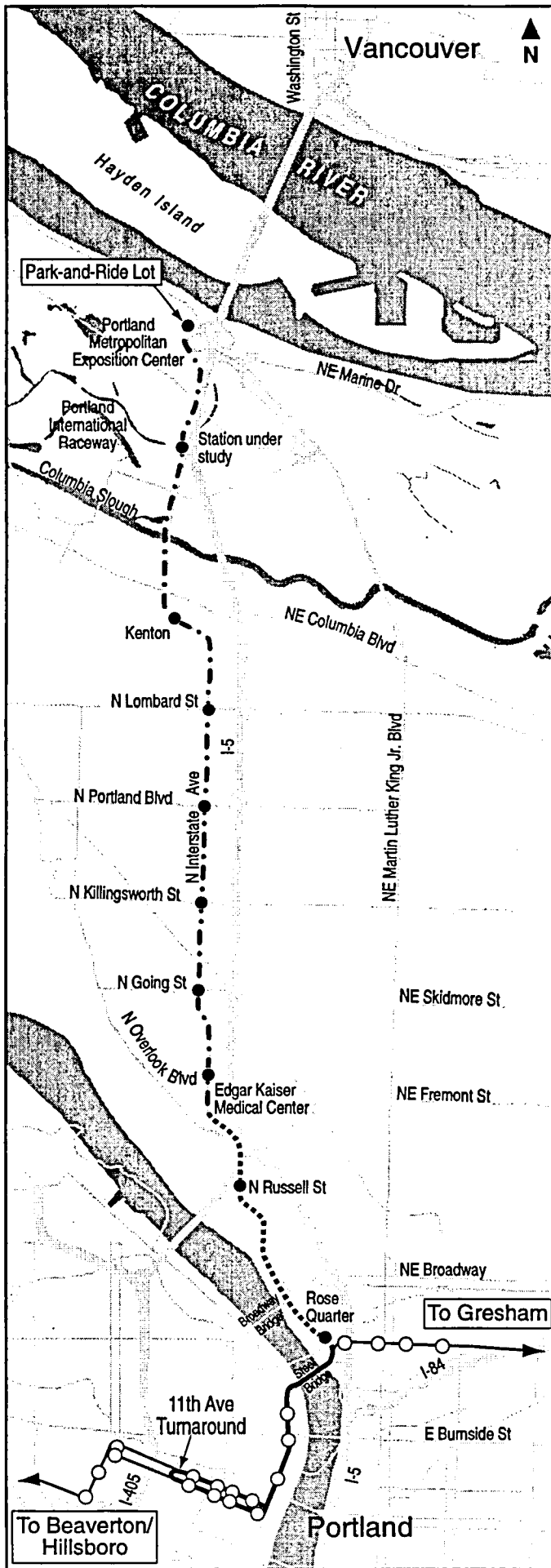
The Full-Interstate Alignment Alternative would result in a new alignment alternative in the North Corridor Study Area (Figure 2.3-1). The new alignment is illustrated for the Eliot Segment in Figure 2.3-2 and for the North Portland Segment in Figure 2.3-3. This new alternative would utilize the existing east-west light rail alignment between the downtown turnaround located at SW 11<sup>th</sup> Avenue (between SW Yamhill and SW Morrison Streets) and the Rose Quarter. The new light rail alignment would split from the east-west alignment on the eastside of the Steel Bridge in the vicinity of the Rose Quarter Transit Center, where the alignment would turn north into the center of N Interstate Avenue. A new station would be located at the corner of N Multnomah and N Interstate adjacent to the Rose Garden and about 200 yards west of the Rose Quarter Transit Center. Refer to Appendix A-1 for a diagram of the transit center and park-and-ride lot.

**Rose Quarter to Kaiser.** North from the Rose Quarter, the tracks would be aligned in the middle of N Interstate Avenue and pass underneath the Broadway Bridge. Two vehicular travel lanes would be provided for northbound traffic and one lane would be provided for southbound traffic on N Interstate Avenue between N Multnomah and N Larrabee. North of the Broadway Bridge, the alignment, one general traffic lane and a bike lane in each direction would generally fit within the existing N Interstate Avenue right-of-way (the right-of-way width varies in this segment between 80 and 100-feet). North of the Rose Quarter station, the trackway would be tie-and-ballast. A center platform station would be located between N Russell and N Knott Streets on N Interstate Avenue.

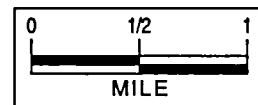
Truck access into the Lower Albina Industrial District would be provided at N Tillamook Street at the location of the City of Portland's proposed Lower Albina Overpass. Turning lanes would be provided at N Tillamook Street, N Russell Street, N Knott Street and N Greeley Avenue. From the intersection of N Greeley Avenue, the alignment would proceed on a five to six percent grade up to Overlook Park and the Edgar Kaiser Medical Center. A traffic signal would be modified and turn lanes provided to allow access into Kaiser medical buildings on the east and west sides of N Interstate Avenue. The Russell Station would have a center platform located in the center of N Interstate Avenue at N Overlook Boulevard.

**Kaiser to Kenton.** North of N Overlook Boulevard, the new Full-Interstate Alignment Alternative would be similar to the Interstate Avenue Alignment Alternative that is described and evaluated in the DEIS.

Figure 2.3-1  
Full-Interstate Alignment Alternative



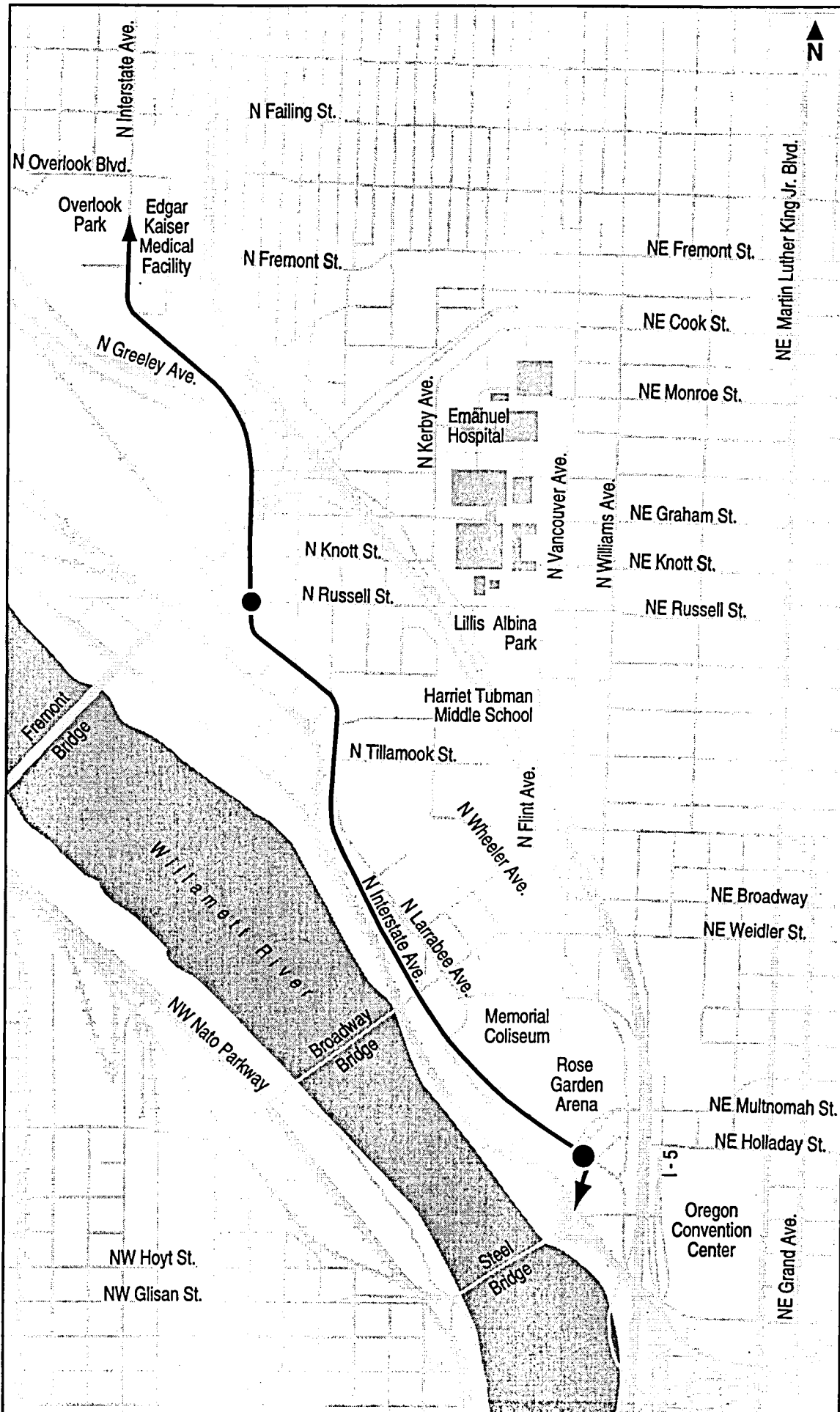
- DEIS Interstate Alignment
- ..... New Full-Interstate Alignment
- Existing MAX Cross-Mall Alignment
- Remainder of Existing MAX Line
- Proposed Full-Interstate Light Rail Stations
- Existing Light Rail Stations



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Figure 2.3-2  
**Full-Interstate  
Eliot Segment**



- LRT Alignment
- Station
- Existing Railroad

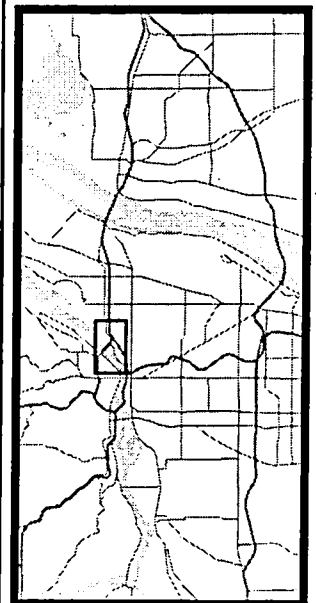
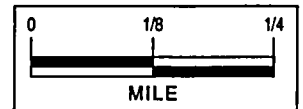
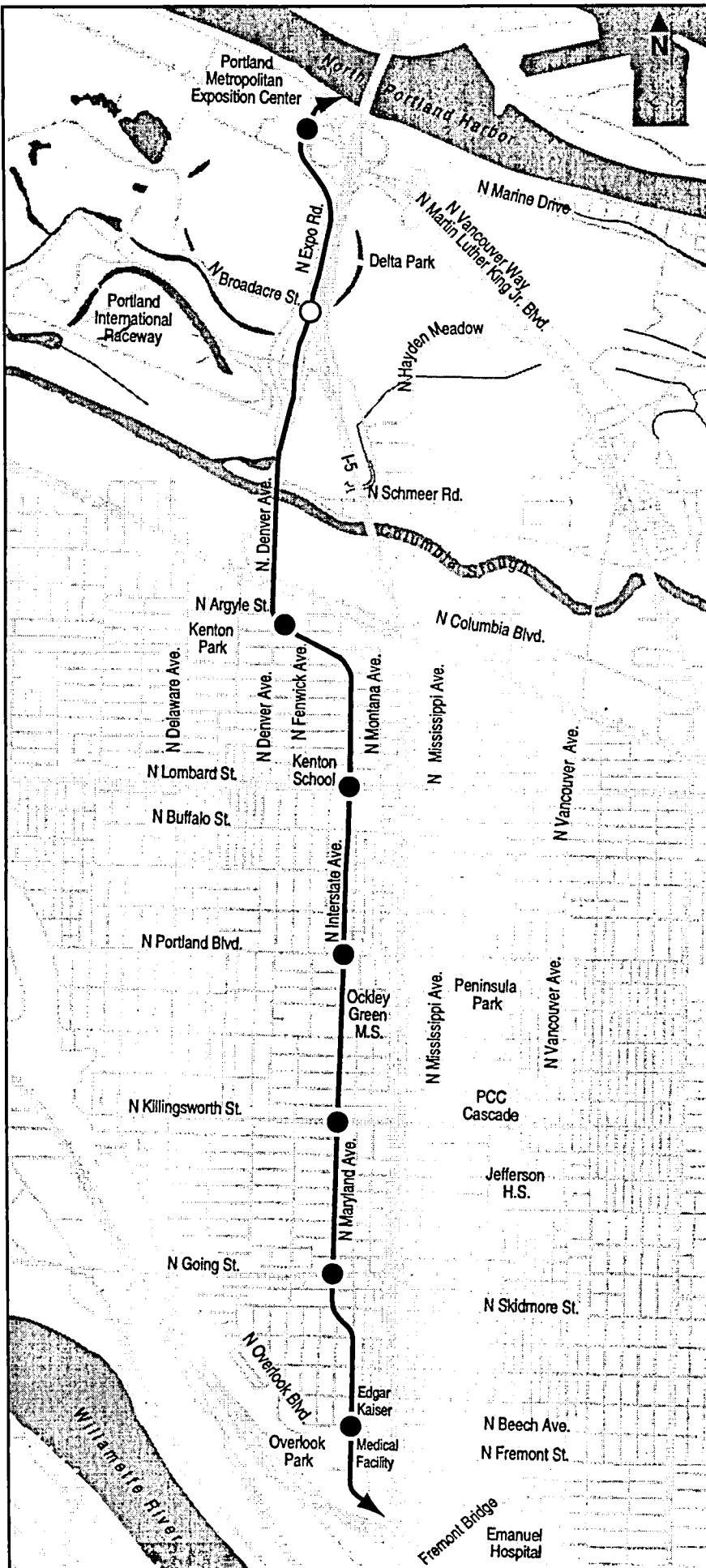
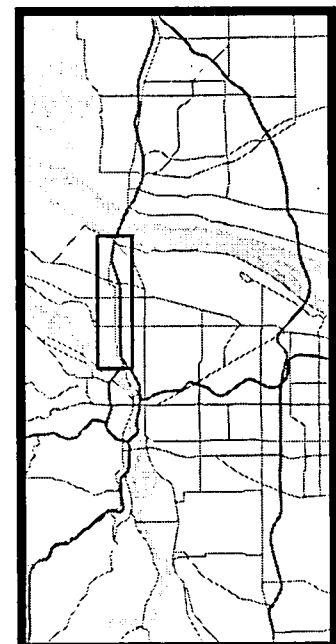
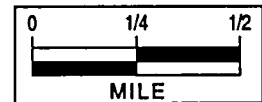


Figure 2.3-3  
Full-Interstate  
North Portland Segment



- LRT Alignment
- Station
- Station under study
- Existing Railroad



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The new Full-Interstate Alignment Alternative would be constructed almost entirely within the existing 100-foot N Interstate Avenue right-of-way. The pedestrian crossings for the new alternative would be provided through pedestrian-activated signals as opposed to the "Z" type pedestrian crossings that were defined for the Interstate Avenue Alternative in the DEIS. The Full-Interstate Alignment Alternative on N Interstate Avenue would have fewer displacements, traffic lanes and fewer on-street parking spaces at the intersections of N Interstate and N Going Street, N Killingsworth Street, N Portland Boulevard, N Lombard Street and N Denver Avenue than the DEIS Interstate Avenue Alternative.

Within the 100-foot right-of-way, the new Full-Interstate Alignment Alternative would provide for sidewalks, bicycle lanes, one auto lane in each direction and two sets of light rail tracks. On-street parking would be maintained in most areas except at intersections with either traffic or pedestrian-activated signals. The light rail trackway would be tie-and-ballast between Steel Bridge and the Expo Center.

Stations would be located at N Going Street, N Killingsworth Street, N Portland Boulevard, and N Lombard Street, identical to the locations studied for the Interstate Avenue Alignment as described in the DEIS. In comparison, the alignment has been modified in the Kenton area to avoid impacting a historical structure and other potential displacements. As a result, the Kenton Station would be shifted one block to the southeast and the alignment would be shifted from the eastside into the middle of the N Argyle at N Denver Avenue intersection.

**Kenton to Expo Center.** North of the Kenton Station, the Denver Avenue Viaduct over N Columbia Boulevard and an existing bridge over the Columbia Slough would be replaced with two combined light rail and traffic bridges. The DEIS Interstate Avenue Alternative includes proposed new light rail only bridges on the eastside of the Denver Viaduct. The new bridge would cross over Columbia Slough with a vertical clearance of at least 34 feet Columbia River Datum (CRD) and a horizontal clearance of at least 66 feet.

The alignment would cross on an elevated structure over the southbound N Denver Avenue traffic lane to a potential "event only" station located on the eastside of the intersection of N Expo Road and N Broadacre Street adjacent to the entrance of the Portland International Raceway (PIR). This station is still under study by Tri-Met and was not included in the calculation of transit ridership or capital and operating costs. The station location and cost will be detailed in Preliminary Engineering and the FEIS.

From N Broadacre Street, the alignment would proceed north between the I-5 Freeway and N Expo Road to a terminus station located in the existing Expo Center parking lot. Approximately 500 existing parking spaces would be used as a shared use park-and-ride lot. A new traffic signal at N Marine Drive and the Expo Center would provide access into the shared use park-and-ride lot.

### **2.3.2 Transit Operations**

This section describes the operations of light rail and bus transit that would occur with the Full-Interstate Alignment Alternative.

### 2.3.2.1 LRT Operations

The methodology used to calculate light rail running speeds and travel times for the Full-Interstate Alignment Alternative is unchanged from the methodology used for the light rail alternatives described in the DEIS. The hours of light rail operations and light rail vehicle type assumed in this analysis is also unchanged from the DEIS. The number of buses, light rail vehicles, transit vehicle miles traveled, place miles and revenue hours are shown in Table 2.3-1.

**Table 2.3-1  
Year 2015 Transit Vehicle and Service Characteristics**

		No-Build Alternative	Full-Length Alternative	Full-Interstate Alternative
<b>Number of Transit Vehicles – South/North Corridor</b>				
<b>BUSES</b>				
Tri-Met	In Service	346	318	340
	In Service with Spares	433	398	425
C-TRAN	In Service	91	82	92
	In Service with Spares	114	103	115
LRV	In Service	0	50	20
	In Service with Spares	0	59	24 <sup>2</sup>
<b>Number of Transit Vehicles – Systemwide</b>				
<b>BUSES</b>				
Tri-Met	In Service	636	610	630
	In Service with Spares	795	763	788
C-TRAN	In Service	120	110	120
	In Service with Spares	150	138	150
LRV	In Service	68	118	88
	In Service with Spares	80	139	104
<b>Transit VMT (Weekday)</b>				
South/North Corridor	Bus	50,300	49,100	48,900
	LRV	0	4,910	1,290
Non-Corridor	Bus	52,800	53,000	53,000
	LRV	7,500	7,500	7,500
Systemwide	Bus	103,100	102,100	101,900
	LRV	7,500	12,410	8,790
<b>Place Miles<sup>1</sup> (Weekday) (266 per train; 66 per bus)</b>				
South/North Corridor	Bus	3,319,800	3,240,600	3,227,400
	LRV	0	1,630,120	428,280
Non-Corridor	Bus	3,484,800	3,498,000	3,498,000
	LRV	2,490,000	2,490,000	2,490,000
Systemwide	Bus	6,840,600	6,738,600	6,725,400
	LRV	2,490,000	4,120,120	2,918,280
<b>Revenue Hours (Weekday)</b>				
South/North Corridor	Bus	3,290	3,100	3,210
	LRV	0	298	106
Non-Corridor	Bus	3,300	3,300	3,300
	LRV	354	354	354
Systemwide	Bus	6,590	6,400	6,510
	LRV	354	652	460

Source: Metro: Tri-Met, 1999.

Note: LRV = Light rail vehicles; and VMT = Revenue Vehicle Miles Traveled.

<sup>1</sup> Place Miles = Transit Vehicle Capacity (seated and standing) multiplied by VMT.

<sup>2</sup> 2015 operating plan would require 24 LRVs. Opening year service would require 17 LRVs.

**Full-Interstate Alignment Alternative.** In 2015, with the Full-Interstate Alignment Alternative, light rail trains would operate from the existing train turnaround at SW 11<sup>th</sup> Avenue to the Expo Center terminus at a 7.5-minute headway during the peak travel periods and at a 10-minute headway during the off-peak. Trains would operate on the existing East-West LRT line (which would include the Airport LRT line) between the 11<sup>th</sup> Avenue turnaround and the Steel Bridge. The one way travel time between the 11<sup>th</sup> Avenue turnaround and the Expo Center would be 27 minutes.

The Full-Interstate Alignment Alternative would result in the construction 5.63 miles of new light rail track miles and nine new light rail stations. The alignment would operate on 1.49 miles of existing track between the downtown turnaround and the Rose Quarter for total of 7.09 miles. The year 2015 operations of this alignment would result in 127 weekday platform hours and 1,290 weekday train miles.

Instead of constructing a new operations and maintenance facility as assumed in the DEIS, the existing Ruby Junction operation and maintenance facility would be upgraded to accommodate the additional light rail vehicles necessary to serve the new Full-Interstate Alignment Alternative.

### 2.3.2.2 Bus Operations

The proposed configuration of bus service provided in north Portland with the Full-Interstate Alignment Alternative would be similar to that associated with the Minimum Operable Segment (MOS) 5 and the Interstate Avenue Alignment Alternative described in the DEIS. With the Full-Interstate Alignment Alternative, the Line 5-Interstate Avenue bus would operate on N Denver Avenue between Kenton and N Killingsworth Street. The Full-Interstate Alignment Alternative would also include a bus between the Expo Center and the downtown Vancouver Transit Center. In the south portion of the corridor and in the remainder of the region the transit service would be identical to the service included in the DEIS No-Build Alternative. C-TRAN service between Clark County and Portland would be identical to the service included with the No-Build Alternative. The final configuration of the transit network in north Portland will be determined following extensive public comment.

## 2.4 Capital Costs

This section describes the capital cost estimates in 1994 dollars for the new Full-Interstate Alignment Alternative. Chapter 6 presents capital cost estimates in year of expenditure dollars based on these estimates, an assumed construction schedule and assumed inflation rates. The methodology used for this analysis is the same as that used for the DEIS. A full description of the capital cost estimating methods can be found in the *South/North Capital Cost Methods Report* (Metro: April 1996).

The capital cost estimates are based upon engineering plan and profile sheets prepared by Tri-Met. Each plan and profile sheet is composed of many different elements that would contribute to project costs. Eighteen different cost categories (listed in Table 2.4-1) have been used to consolidate these cost estimates. The definitions of these categories have not changed from the DEIS.

The Full-Interstate Alignment Alternative would cost \$223.4 million to construct in 1994 dollars. This cost would be significantly less than a comparable length alignment based on the DEIS design due to numerous factors including one less station, no displacements, no new maintenance facility, less expensive tie-and-ballast track finish and a narrower Interstate Avenue cross section that would require less construction. Table 2.4-1 describes the capital cost of the Full-Interstate Alignment Alternative in 1994 dollars.

**Table 2.4-1  
Capital Cost for the Full-Interstate Alignment  
Alternative by Cost Category (1994\$)**

Cost Category <sup>1</sup>	Full-Interstate Alignment Alternative
Utilities	\$6.0
Street Reconstruction	\$29.2
Track Grade Construction	\$13.7
Structures	\$25.0
Trackwork	\$10.9
Crossings	\$8.8
Stations	\$3.5
Fare Collection	\$1.5
Park-and-Ride	\$0.0
Traction Electrification	\$9.0
Signal System	\$4.7
Communications	\$3.1
Special Conditions	\$0.0
LRT O&M Facility <sup>2</sup>	\$8.8
Light Rail Vehicles <sup>2</sup>	\$44.8
Engineering & Administration	\$50.7
Right-of-Way	\$3.6
<b>Total</b>	<b>\$223.4</b>

Source: Tri-Met, Andrew Janssen, Parsons Brinckerhoff Quade & Douglas 1999.

Note: all cost are in 1994 dollars.

<sup>1</sup> Cost categories individually include contingencies.

<sup>2</sup> Transit vehicles and O&M facility are sized for opening year network

## 2.5 Operations and Maintenance (O&M) Costs

This section summarizes the annual corridor-level transit operating and maintenance costs that would be incurred by the Full-Interstate Alignment Alternative. The methods used to calculate the costs found in Table 2.5-1 are the same as those used in the DEIS. The *South/North Operating and Maintenance Costs Methods Report* (Tri-Met: May 1996) provides further detail on the methods used to calculate these costs.



**Table 2.5-1  
Year 2015 Annual Corridor Operation and Maintenance Costs<sup>1</sup>  
for Tri-Met and C-TRAN**

<b>Cost Category/Agency</b>	<b>No-Build Alternative</b>	<b>Full-Length Alternative</b>	<b>Full-Interstate Alternative</b>
<b>Bus Transportation</b>			
Tri-Met	\$36,475,000	\$33,979,000	\$35,474,000
C-TRAN	\$6,565,000	\$6,233,000	\$6,612,000
<b>Bus Maintenance</b>			
Tri-Met	\$16,957,000	\$16,012,000	\$16,545,000
C-TRAN	\$4,334,000	\$4,308,000	\$4,341,000
<b>Rail Administration</b>			
Tri-Met	\$0	\$3,400,000	\$1,182,000
<b>Rail Transportation</b>			
Tri-Met	\$0	\$6,676,000	\$2,366,000
<b>Rail Maintenance</b>			
Tri-Met	\$0	\$10,457,000	\$3,314,000
<b>General and Administrative</b>			
Tri-Met	\$14,917,000	\$18,877,000	\$16,207,000
C-TRAN	\$2,255,000	\$2,191,000	\$2,255,000
<b>Total</b>	<b>\$81,503,000</b>	<b>\$102,133,000</b>	<b>\$88,296,000</b>

Source: Metro and Tri-Met: April 1999.

<sup>1</sup> At 2015 service costs levels in 1994 dollars. Totals may not sum due to rounding.

### **3. Transportation Impacts**

This section describes the existing transportation environment and the changes to transit and traffic impacts that would result with the Full-Interstate Alignment Alternative compared to the alternatives studied in the South/North DEIS. The transit impacts include a summary of the total corridor and system transit ridership and light rail ridership. The traffic impacts described in this section include impacts to intersection level of service (LOS), the impacts of capacity restrictions on N Interstate Avenue compared to the No-Build Alternative, the impact of pedestrian-activated signals on traffic operations and impacts to truck access and routing.

The *Travel Demand Forecasting Methods Report* (Metro: April 1996); and the methods section of the *Local and Systemwide Traffic Impacts Results Report* (Metro: February 1998) provide more detailed information on transportation analysis methods used in this analysis.

#### **3.1 Transit Impacts**

##### **3.1.1 Existing Environment**

Tri-Met provides bus service to, from and within north Portland on north-south streets including N Greeley Avenue, N Interstate Avenue, N Albina Avenue, N Vancouver/Williams Avenues and NE Martin Luther King Jr. Boulevard and on east-west streets such as N Killingsworth Street and N Lombard Street. C-TRAN provides bus service connecting Clark County with downtown Portland and other employment centers in the central city with express service operating on I-5 and on I-205. A detailed description of existing transit service is available in section 3.2.2 of the DEIS.

##### **3.1.2 Transit Service**

The amount of transit service provided in north Portland with the Full-Interstate Alignment Alternative would be similar to the service concept described in the DEIS for MOS 5 (Clackamas Town Center Transit Center to N Lombard Street) and for the Interstate Avenue Alternative. The major difference between the MOS 5 transit network and the transit network analyzed for the Full-Interstate Alignment Alternative is that the Full-Interstate Alignment Alternative includes a local bus connection between the downtown Vancouver Transit Center and the Expo Center station. In the south portion of the corridor and in the remainder of the region the transit service included in the analysis is identical to the service included in the No-Build Alternative.

C-TRAN service between Clark County and Portland is similar to the service included in the No-Build Alternative, with some headway improvement to replace the Vancouver to Portland midday service currently provided by Tri-Met's Line 5 - Interstate Avenue bus which would be truncated at Kenton with the Full-Interstate Alignment Alternative. The transit service impacts of the Full-Interstate Alignment would differ only slightly from the alternatives addressed in the DEIS and are consistent with impacts previously identified.

### 3.1.3 Travel Time

Table 3.1-1 shows the light rail in-vehicle travel time between the Rose Quarter Transit Center and the Expo Center station with the Full-Interstate Alignment Alternative. The in-vehicle time would be approximately 14 minutes and 30 seconds. This time would be approximately two minutes faster than the comparable travel time with the Interstate Avenue Alternative (DEIS) and similar to the travel time analyzed with the I-5 Alternative (14:51). Travel times between major activity centers would be similar to those included in the DEIS for the I-5 Alternative.

**Table 3.1-1  
Year 2015 In-Vehicle Light Rail Travel Times  
(in minutes) Rose Quarter to Expo Center <sup>1</sup>**

	In-Vehicle Travel Time	Change from the DEIS
DEIS Interstate Avenue Alternative	16:57	NA
Full-Interstate Avenue Alignment Alternative	14:31	-2:26

Source: Tri-Met, 1997/1999.

<sup>1</sup> Travel time shown is for Rose Quarter to Expo Center. The travel time between the Rose Quarter and the 11<sup>th</sup> Avenue turnaround would be 12 minutes 39 seconds.

Table 3.1-2 indicates that the transit in-vehicle travel times for the Full-Interstate Alignment Alternative are 30% and 46% faster to north Portland locations than the No-Build Alternative.

**Table 3.1-2  
2015 P.M. Peak Hour, In-Vehicle Travel Time Comparison  
to Selected Corridor Locations**

From downtown Portland to:	No-Build (Minutes)	Full-Interstate	
		Minutes	% Change
<b>Transit Travel Time</b>			
N Lombard Street (914)	27	19	-30%
Expo Center (960)	43	23	-46%
<b>Automobile Travel Time</b>			
N Lombard Street (914)	14	14	0
Expo Center (960)	18	18	0

Source: Metro, 1999

Note: ( ) indicates Metro Transportation Analysis Zone

*Faster*

### 3.1.4 Reliability and Operations

The Full-Interstate Alignment Alternative includes the same level of traffic signal priority included in the DEIS alternatives. Light rail trains would preempt traffic at all traffic signals between the

Rose Quarter Transit Center and the Expo Center.

The Full-Interstate Alignment Alternative would operate on the existing cross-mall alignment through downtown Portland. The bus operations on the downtown Portland Transit Mall would be similar to the No-Build Alternative, with a reduction of six buses in the peak hour to/from north Portland.

Reliability and operations impacts do not differ significantly from those identified in the DEIS.

### 3.1.5 Transit Ridership

The Full-Interstate Alignment Alternative differs from the build alternatives included in the DEIS in that it includes new light rail operations only between downtown Portland (SW 11<sup>th</sup> Avenue turnaround) and the Expo Center in north Portland. Because this is a north Portland alternative, the ridership data reflect only transit improvements in the north portion of the corridor.

Table 3.1-3 shows the total 2015 average weekday transit ridership for all bus and light rail trips produced in or attracted to the corridor. Trips totally contained within downtown Portland's free-fare zone are not included in these numbers. The data shows that the Full-Interstate Alignment Alternative would generate total corridor transit ridership of 130,400 per average weekday, a 4% increase over the No-Build Alternative, for a total of 4,500 new riders.

**Table 3.1-3  
Year 2015 Average Weekday Total Systemwide and Corridor Transit Trips<sup>1</sup>**

	Existing	No-Build	Full-Length	Full-Interstate
Total Corridor Transit Trips (originating rides)	78,400	125,900	163,700	130,400
% Change from Existing	N/A	+61%	+109%	+66%
% Change from No-Build	N/A	N/A	+30%	+4%
Total Systemwide Transit Trips	178,000	306,100	345,500	310,500

Source: Metro, 1997/1999.

<sup>1</sup> Transit Trips are one-way, linked trips. A person traveling from home to work and back counts as two trips.

Total Transit Trips include all LRT and Bus intra-corridor, CBD, and Eastside and Westside trips produced in or attracted to the South/North Corridor. Intra CBD trips are not included.

The increase in transit ridership with the Full-Interstate Alignment Alternative compared with the No-Build Alternative stems from two main sources; the Clark County/Hayden Island trips attracted to the Expo Center Park-and-Ride Lot and additional north Portland trips that are attracted due to the improved headways and improved travel time that would be available with the Full-Interstate Alignment Alternative.

Table 3.1-4 shows the projected 2015 light rail ridership for the Eastside/Westside MAX line and for the Full-Interstate Alignment Alternative. The table also includes the peak load point for the Full-Interstate Alignment Alternative.

**Table 3.1-4  
Year 2015 LRT Ridership**

	No-Build	Full-Interstate
<b>Average Weekday LRT Ridership</b>		
North Corridor Light Rail	N/A	14,100
Eastside/Westside MAX	73,100	73,700
<b>P.M. Peak-Hour, Peak Direction, Peak-Load Point <sup>1</sup></b>		
North Corridor Light Rail	N/A	1,130

Source: Metro, 1997/1999.

<sup>1</sup> Located north of the Rose Quarter Transit Center.

## 3.2 Traffic Impacts

### 3.2.1 Existing Conditions

I-5 is the major regional highway serving this portion of the corridor. P.M. peak hour, northbound auto volumes in the north Portland portion of I-5 are as high as 5,500 vehicles, with the a.m. peak hour southbound volumes as high as 6,500. The average peak hour speeds on this portion of I-5 are as low as 24 miles per hour.

The key north to south local streets in this portion of the corridor are N Denver Avenue, N Greeley Avenue, N Interstate Avenue, N Albina Avenue, the N Vancouver/Williams Avenue couplet and NE Martin Luther King Jr. Boulevard. The key east to west streets are N Skidmore Street, N Going Street, N Killingsworth Street, N Portland Boulevard, N Lombard Street, N Columbia Boulevard and N Marine Drive.

The existing intersection level of service is described in Table 3.2-1. A detailed description of existing highway and local street system is available in Section 3.2.3 of the DEIS.

### 3.2.2 Systemwide Impacts

The Full-Interstate Alignment Alternative would not have significant negative impacts to the regional highway system.

### 3.2.3 Local Impacts

This section describes the impacts of the Full-Interstate Alignment Alternative on the local street system. The focus of the analysis for this SDEIS is on the area between the SW 11<sup>th</sup> Avenue Turnaround in downtown Portland and the Expo Center adjacent to N Marine Drive. This analysis includes a discussion of traffic issues related to increased headways on the Eastside/Westside MAX alignment in downtown Portland (in the area not covered in the DEIS), level-of-service analysis at nine intersections, a description of traffic diversion related to a narrower cross section for N Interstate Avenue and a discussion of the traffic impacts of the pedestrian activated signals at several crossing locations.

With reduced capacity and the associated traffic diversion, N Interstate Avenue would no longer accommodate a significant amount of through automobile traffic. The impact of a reduced traffic carrying function of N Interstate Avenue is described in part in the Interstate Avenue Traffic Diversion section. Additional impacts associated with a reduced traffic carrying function of N Interstate Avenue will be addressed in the FEIS.

### **Downtown Portland**

The DEIS analyzed the traffic impacts of operating light rail along the 1<sup>st</sup> Avenue and Yamhill/Morrison alignment in downtown Portland with up to 21 trains per hour in each direction as part of the Half Mall Alternative. The DEIS presented analysis of the Half Mall Alternative which included operating South/North light rail on SW Morrison Street from SW 1<sup>st</sup> Avenue to SW 5<sup>th</sup> Avenue and on SW Yamhill Street from SW 6<sup>th</sup> Avenue to SW 1<sup>st</sup> Avenue. The portion of SW Morrison Street between SW 5<sup>th</sup> Avenue and the SW 11<sup>th</sup> Avenue Turnaround and on SW Yamhill Street between SW 6<sup>th</sup> Avenue and the SW 11<sup>th</sup> Avenue Turnaround was not included in the DEIS analysis.

The major traffic issues in the area west of SW 5<sup>th</sup>/6<sup>th</sup> Avenues are left turns across the light rail tracks at major cross streets such as SW Broadway at SW Morrison Street, SW 11<sup>th</sup> at SW Morrison Street and SW 10<sup>th</sup> at SW Yamhill Street. The left turn situation at these locations is similar to the intersection of SW 4<sup>th</sup> Avenue at SW Yamhill Street that was analyzed in the DEIS. However, the p.m. peak hour auto volumes at this intersection are generally higher than at the locations west of SW 5<sup>th</sup>/6<sup>th</sup> Avenues.

The DEIS identified increased risk of queue spillback on both SW 4<sup>th</sup> Avenue and SW Yamhill Street with an increase from 11 to 21 trains per hour. The DEIS identified a package of three potential mitigation strategies that would reduce the queue spillback problem.

Queuing concerns due to left turns on SW Morrison/SW Yamhill west of SW 5<sup>th</sup>/6<sup>th</sup> Avenues with the Full-Interstate Alignment Alternative are likely to be less significant than the SW 4<sup>th</sup> Avenue at SW Yamhill Street queuing discussed in the DEIS. This is due to the following:

- The Full-Interstate Alignment would have two fewer trains per hour than the DEIS Half Mall Alternative (19 compared to 21). The cumulative impact of the Full-Interstate Alternative and Airport LRT would result in a net increase of two trains per peak hour compared to the Half Mall Alternative,
- The pedestrian volumes are likely to be lower at the new intersections than at SW 4<sup>th</sup> at Yamhill, and
- The South/North trains with the Half Mall Alternative would turn from SW 6<sup>th</sup> Avenue onto SW Yamhill Street. This turning move would contribute to the queuing problems at SW 4<sup>th</sup> Avenue and SW Yamhill Street.

The FEIS will examine the sensitivity of traffic operations in downtown Portland to varying levels of



light rail headways. If left turn or queuing problems are identified at intersections during the FEIS analysis, mitigation strategies similar to those identified in the DEIS for the SW 4<sup>th</sup> Avenue at SW Yamhill Street intersection could be implemented.

In addition to the increase in light rail trains described in the DEIS and this SDEIS, Tri-Met is also planning to operate service between the Gateway Transit Center and Portland International Airport. Tri-Met is currently considering two possible operating scenarios for the airport line; a shuttle operation between Gateway and the airport, or service routed through downtown Portland.

If the through-routed concept is implemented, it would add four additional one-car trains along the common alignment between the Rose Quarter Transit Center and the SW 11<sup>th</sup> Avenue Turnaround. Those four trains, coupled with the Full-Interstate Alignment Alternative, would result in 23 trains per hour operating on the cross mall alignment. This would be two more trains than the 21 trains per hour analyzed with the DEIS Half Mall Alternative. The FEIS will include an analysis of the cumulative impacts on traffic and transit operations of operating 23 trains per hour along the cross-mall alignment.

### Intersection Level-of-Service Analysis

Table 3.2-1 summarizes the 2015 level-of-service analysis of nine key intersections in north Portland. The nine intersections include five not analyzed in the DEIS and four that have been re-analyzed due to changes to the intersection geometry.

**Table 3.2-1  
2015 P.M. Peak Hour Intersection Level of Service**

Intersection	Status <sup>1</sup>	Existing	No-Build Alternative	Full-Interstate Alternative
N Interstate Ave. at N Multnomah St.	Reconfigured	D	E	D
N Interstate Ave. at N Larrabee St.	New	C	C	B
N Interstate Ave. at N Tillamook/Overcrossing	New	A	C	C
N Interstate Ave. at N Russell St.	New	B	D	D
N Interstate Ave. at N Greeley Ave.	New	B	A	B
N Interstate Ave. at N Going St.	Reconfigured	F	F	F
N Interstate Ave. at N Lombard St.	Reconfigured	F	F	F
N Interstate Ave. at N Argyle/Denver	Reconfigured	C	F	F
N Marine Dr. at Expo Center P&R access	New	NA	NA	C
N Marine Dr. at I-5 Ramps	New	C	F	F

Source: *South/North Local and Systemwide Traffic Impacts Results Report* (Metro: February 1998); and Parametrix/HNTB (1999).

<sup>1</sup> Reconfigured refers to intersections that were analyzed in the DEIS and that have changes in geometry with the Full-Interstate Alignment. New refers to intersections not analyzed in the DEIS.

This level of service analysis is based on a traffic reassignment that reflects the impact of traffic diversions off of N Interstate Avenue. The level of the diversion with the Full-Interstate Alignment Alternative is generally greater than the diversion included in the analysis of the DEIS Interstate Avenue Alternative. The traffic assignments also include the reduction in through travel lanes along

N Interstate Avenue between the Rose Quarter and N Overlook Boulevard. This reduction in capacity and through trips reinforces the "main street" character of N Interstate Avenue as envisioned by the city of Portland, as opposed to its current function as a major traffic street.

The intersection of N Interstate Avenue at N Multnomah Street would be reconfigured compared to the design studied in the DEIS. As a result of the reconfiguration and the reduced traffic volumes, the level of service at this intersection would improve to a LOS D compared to a LOS E with either the No-Build Alternative or the DEIS Interstate Avenue Alternative.

The reduced through volumes on N Interstate Avenue would also result in an improved level of service at N Interstate Avenue at N Larrabee compared with the No-Build Alternative. The intersections of N Interstate Avenue at N Tillamook Street/Albina Overcrossing, N Interstate Avenue at N Russell Street and N Interstate Avenue at N Greeley Avenue would perform at an acceptable level of service.

The intersection of N Interstate Avenue at N Going Street would operate at a LOS F with a v/c ratio of 1.40 with the No-Build Alternative. Due to the reduced volumes on N Interstate Avenue, the Full-Interstate Alignment Alternative would operate at LOS F with a v/c ratio of 1.19. While the overall intersection performance would improve, the eastbound and westbound through movements on N Going Street would operate at a worse v/c ratio than with the No-Build Alternative.

The intersection of N Interstate Avenue at N Lombard Street would operate at a LOS F with a v/c ratio of 1.24 with the No-Build Alternative. Due to the reduced volumes on N Interstate Avenue, the Full-Interstate Alignment Alternative would operate at LOS F with a v/c ratio of 1.14. While the overall intersection performance would improve, the eastbound through movements on N Lombard Street would operate at a worse v/c ratio than with the No-Build Alternative.

At the intersection of N Interstate Avenue at N Denver Avenue/N Argyle Street the Full-Interstate Alignment Alternative would allow the northbound N Interstate Avenue to N Denver Avenue movement to continue during the passage of a train (this was not the case with the DEIS Interstate Avenue Alternative). This helps the Full-Interstate Alignment Alternative to achieve an improved v/c ratio (.89) compared to the No-Build v/c ratio (1.69); however, the intersection remains at LOS F with either alternative. The northbound N Denver Avenue approach volumes are approximately 100 vehicles per hour higher with the Full-Interstate Alignment Alternative than with the No-Build Alternative due to traffic diverted off of N Interstate Avenue. The FEIS will examine the potential for traffic diverting off of northbound N Denver Avenue and onto neighborhood streets in order to avoid delays at the intersection.

Approximately 190 cars per hour would exit the park-and-ride lot at the Expo Center in the p.m. peak hour, primarily destined for I-5 northbound. The intersection that provides access off of N Marine Drive in and out of the Expo Center Park-and-Ride lot would operate at LOS C. The intersection of N Marine Drive at the northbound I-5 on-ramp would operate at a LOS F with the No-Build Alternative due to vehicles queuing back from the freeway ramp meter. The vehicles exiting the park-and-ride would exacerbate this problem. Additional analysis of impacts to this intersection will be prepared for the FEIS, and mitigation strategies will be coordinated with the

assessment of the corridor facility needs included as part of the I-5 Trade Corridor Study managed by ODOT.

From the Rose Quarter through to N Overlook Boulevard, with some trips diverted off of N Interstate Avenue, adequate intersection capacity would be provided. The intersection levels of service in this segment generally improve with the Full-Interstate Alignment Alternative compared with the No-Build Alternative. This level of service analysis assumed full traffic signal preemption for light rail operations on N Interstate Avenue.

Light rail trains preempting signal operations would tend to increase green time for northbound and southbound through traffic on N Interstate Avenue. The signal preemption would have two impacts, one would be to lessen the green time available for east/west travel and the second would be that, coupled with the pedestrian activated signals, the signal preemption would disrupt the north/south progression on N Interstate Avenue. The FEIS will consider appropriate traffic mitigation measures, including traffic management strategies, intersection improvements and evaluation of N Interstate Avenue's function and classification.

### **Interstate Avenue Traffic Diversion**

The diversion of traffic off of N Interstate Avenue as a result of reduced capacity was assessed as part of the DEIS Interstate Avenue Alternative analysis and was described in Section 5.10 of the *Local and Systemwide Traffic Impacts Results Report* (Metro: February 1998). This SDEIS includes a reassessment of the issue due to three changed conditions:

- With the DEIS Interstate Avenue Alternative the capacity reduction from two through lanes in each direction to one through traffic lane in each direction included only the area between N Overlook Boulevard and Kenton. This analysis also includes the capacity reduction in the segment between the Rose Quarter and N Overlook Boulevard.
- The northbound and southbound approaches of N Interstate Avenue at N Going Street and at N Lombard Street have been reduced from two through lanes in each direction to one through lane in each direction.
- Pedestrian activated crossing signals have been included instead of the unsignalized "Z" crossings included in the DEIS design.

These changes were incorporated into this analysis of the Full-Interstate Alignment and as a result the findings as shown in Table 3.2-2 are somewhat different from in the DEIS analysis.

As a result of the decreased capacity on N Interstate Avenue, the parallel street system would experience increases in peak hour volumes. On N Denver Avenue, west of N Interstate Avenue, p.m. peak hour traffic volumes are forecast to increase by 58% to 490 vehicles per hour. On N Albina Avenue, east of N Interstate Avenue, p.m. peak hour traffic volumes are forecast to increase by 33% to 570 vehicles per hour.

**Table 3.2-2**  
**Comparison of Selected North/South Screenline Volumes at N Portland Boulevard <sup>1</sup>**  
**2015 P.M. Peak Hour**

Street or Highway	No-Build Alternative 2-Way Volume (vph)	DEIS Interstate Avenue Alignment 2-Way Volume (vph)	Full-Interstate Avenue Alignment 2-Way Volume (vph)	Change from the No-Build to the Full-Interstate
Greeley Avenue	400	400	500	+100
Denver Avenue	310	380	490	+180
Interstate Avenue	2,300	1,400	1,150	-1,150
I-5	9,900	10,100	10,000	+100
Albina Avenue	430	470	570	+140
Vancouver Avenue	640	630	700	+60
MLK Jr Boulevard	1,780	1,810	1,810	+30
<b>Total Across Screenline</b>	<b>15,760</b>	<b>15,190</b>	<b>15,220</b>	

Source: Metro & City of Portland EMME/2 assignments, 1996/1999.

<sup>1</sup> Approximately 540 P.M. peak hour trips would be diverted to facilities outside of the immediate corridor area.

Approximately 500 trips are diverted out of the corridor and onto a variety of different facilities, such as NE 33<sup>rd</sup> Avenue, NE Sandy Boulevard and on I-84 and I-205. Many of these are trips from central Portland or points south destined to the NE Columbia Boulevard/NE Lombard corridor.

### Signalized Pedestrian Crossings

The Full-Interstate Alignment Alternative includes seven pedestrian activated signal crossings of N Interstate Avenue, between the N Tillamook Street and N Lombard Street. The DEIS provided for pedestrian crossings with unsignalized "Z" crossings. This analysis provides an assessment of the function and safety of the signalized crossings for pedestrians and the impact of the pedestrian activated signals on traffic progression.

A series of signalized pedestrian crossings such as those defined in the Full-Interstate Alignment plan sheets, would need to be interconnected with the traffic signal system. Even if they were interconnected with both the traffic signals and the light rail signals, these pedestrian crossings could act as a series of closely spaced traffic signals and impact vehicular progression.

Low pedestrian volumes at some of the crossing locations could lead to safety concerns based on motorists' lack of attention due to infrequent signal utilization. Another safety concern would be that an interconnected system could lead to long pedestrian waits, resulting in a high level of signal violations.

It is not anticipated that the proposed pedestrian crossing locations would meet *Manual of Uniform Traffic Control Devices* (MUTCD) warrant #3 (minimum pedestrian volumes) for installation of a pedestrian signal crossing.

### Parking

The DEIS identified an existing parking supply on N Interstate Avenue (between N Overlook Boulevard and N Denver Avenue) and on adjacent block faces of approximately 775 spaces, with

approximately 360 of those spaces located directly on N Interstate Avenue. The DEIS Interstate Avenue design would displace approximately 93 spaces or 12% of the available on-street parking on, or within one block of N Interstate Avenue, while the Full-Interstate Alignment would displace approximately 110 spaces, or 14% of the available on-street parking.

### 3.3 Freight Access

There are four locations where the Full-Interstate Alignment Alternative could impact freight movements; in the Lower Albina Industrial Area, the Swan Island Industrial area at the intersection of N Interstate Avenue and N Going Street, at the N Columbia Boulevard industrial area in the vicinity of the intersection of N Interstate Avenue at N Argyle and N Denver Avenue, and at the park-and-ride access location on N Marine Drive.

With the implementation of the City of Portland's Albina Overcrossing Project, truck access into the Lower Albina Industrial Area west of N Interstate Avenue would change. At-grade rail crossings at N Albina Avenue, N Lewis Avenue, N Clark Avenue and N Harding Avenue would be closed and direct access to industrial uses west of the freight rail line would be provided exclusively via the new overcrossing. If the Albina Overcrossing Project were to be constructed, the northbound to westbound and southbound to westbound access into this area would be similar with a No-Build Alternative or with the Full-Interstate Alignment Alternative.

Access into Union Pacific's Albina Yard would be provided with a northbound left turn to N Knott Street and with southbound right turns at both N Knott Street and N Russell Street. The northbound to eastbound truck access into the Albina Industrial District east of N Interstate Avenue would be the same as existing. Southbound left turn access would be restricted at some existing locations, with left turn pockets provided at N Russell Street and N Tillamook Street.

The intersection of N Interstate Avenue at N Going Street is forecast to perform at a slightly improved overall level of service with the Full-Interstate Alignment Alternative compared with the No-Build Alternative. However, the eastbound and westbound movements would see some degradation in volume to capacity (v/c) ratios due to light rail train preemption. The FEIS will consider the implications of this intersection to truck routing and access for Swan Island.

The overall function of the intersection at N Interstate Avenue at N Argyle and N Denver Avenue would perform with an improved volume to capacity ratio with the Full-Interstate Alignment Alternative compared with the No-Build Alternative, although both would be at LOS F. Freight access to and from N Columbia Boulevard via N Argyle would be similar to the No-Build Alternative.

Truck access off of the N Denver Avenue viaduct to businesses located between N Columbia Boulevard and the Columbia Slough would be modified. Currently, trucks can access sites both east and west of N Denver Avenue with unsignalized left turns. This access would be signalized and truck access to these sites could continue as it currently exists. This signal would provide a red light to all approaches when a train was present.

N Marine Drive is a major truck route between the Rivergate Industrial Area and I-5. The addition of trips exiting the Expo Center Park-and-Ride lot in the p.m. peak hour would exacerbate the congestion problems at the intersection of N Marine Drive at the I-5 northbound ramps. Mitigation options will be explored in the FEIS.

### **3.4 Navigable Waterways**

The United States Coast Guard (USCG) has jurisdiction over navigable waterways and the construction of a bridge across these waterways would require the USCG approval of a bridge permit under Section 9 of the Rivers and Harbors Act of 1899 and the General Bridge Act of 1946 as amended.

Columbia Slough is a narrow tributary to the Willamette River and located immediately north of the Columbia Boulevard industrial area in north Portland. Columbia Slough flows into the Willamette River at river mile 0.8. There is no official channel within Columbia Slough, nor has it been dredged in this area. Due to the shallow nature of the water, the primary use of the waterway has been recreational.

The segment of Columbia Slough that is within the South/North Corridor is spanned by the existing I-5 bridge at river mile 6.7 and the existing Denver Avenue Viaduct at river mile 7.0. The existing Denver Viaduct has a 66-foot horizontal clearance and a 34-foot Columbia River Datum (CRD) vertical clearance. Federal law would allow the construction of a bridge across Columbia Slough with a horizontal clearance of 80-feet and a vertical clearance of 30-feet CRD.

The proposed crossing of Columbia Slough would result in the replacement of the existing Denver Viaduct with a new combined light rail and automobile vehicle bridge. The determination of whether the existing piers can be reused or if new piers need to be constructed in Columbia Slough will be made in the next phase of Preliminary Engineering and documented in the FEIS. If the deck of the Denver Viaduct can be replaced without the construction of new piers, then the navigational clearances would remain at 66-foot horizontal and 30-foot vertical (CRD). If new piers are required in Columbia Slough, the project would provide an 80-foot horizontal clearance and at least 30-feet (CRD) of vertical clearance. The replacement of a bridge deck or bridge that would provide an 80-foot horizontal and 30-foot vertical clearance may not require the issuance of a bridge permit by the US Coast Guard. However, a narrower vertical or horizontal clearance would require the issuance of a bridge permit by the US Coast Guard.



## **4. Environmental Impacts**

This chapter discusses the potential significant impacts of the new Full-Interstate Alignment Alternative on the built and natural environments.

### **4.1 Land Use and Economic Development**

The DEIS contains analysis of several land use and economic related issues including:

- compatibility with the adopted comprehensive plans,
- existing and projected population and employment in proposed station areas,
- existing and planned land uses in proposed station areas,
- vacant and redevelopable land in proposed station areas,
- long-term and short-term effects on employment, and
- impacts on the local tax base due to public property acquisition.

At the regional level, the land use and economic impacts with the new Full-Interstate Alignment Alternative would be similar to or less than those identified in the DEIS. For example, a smaller and less expensive project would have less short-term (construction) employment than the Full-Length Alternative as defined in the DEIS.

The primary location where the land use and economic effects of the new Full-Interstate Alignment Alternative would be different from the impacts previously disclosed in the DEIS are in the segment between the Rose Quarter Transit Center and the Kaiser Medical Center. The impacts of the new alternative in this segment are discussed below.

#### **4.1.1 Changes to the Affected Environment**

Changes to the affected environment with the new Full-Interstate Alignment Alternative would be limited to the area between the Rose Quarter Transit Center and the Kaiser Medical Center. In this area, the new Full-Interstate Alignment Alternative would include one light rail station rather than two, as with the Eliot Segment Alternatives evaluated in the DEIS.

#### **4.1.2 Impacts to Land Use and Economic Development**

The City of Portland's adopted *Albina Community Plan* shows two light rail alignments. One of the two alignments in the plan follows N Interstate Avenue from the Rose Quarter Transit Center north, along Interstate Avenue, essentially on the same alignment as the new Full-Interstate Alignment Alternative. The proposed station locations are also similar to the station locations shown in the plan. The proposed new alternative and station locations would therefore be compatible with the adopted *Albina Community Plan*. If the LPS were to be amended to incorporate the proposed new alignment, the LUFO would also need to be amended to incorporate the new alignment between the Rose Quarter Transit Center and N Lombard Street.

The new Full-Interstate Alignment Alternative would have a single station in the Eliot Segment,



whereas both the previously studied DEIS alternatives and the LPS alignment proposed two stations between the Rose Quarter Transit Center and the Edgar Kaiser Medical Facility. The reduction in the number of stations means that there would be less land area served by light rail stations in the Eliot Segment than with the DEIS alternatives.

As a result of one less light rail station proposed in this segment with the new Full-Interstate Avenue Alignment Alternative than with either of the DEIS Eliot Segment Alternatives or the adopted Locally Preferred Strategy, there would be less population and employment (existing and projected) within one-quarter mile of the proposed stations. The land uses that would be served (existing and proposed) would also be different with the new Full-Interstate Alignment Alternative. The quarter mile station area associated with the Russell Street light rail station would serve primarily industrial uses, whereas the station areas associated with the DEIS alignments would serve a broader mix of existing and planned uses. Also, because there would be one less station with the new Full-Interstate Alignment Alternative, there would be less vacant and redevelopable land within one-quarter mile of the light rail stations with the new Full-Interstate Alignment Alternative.

Employment generated through construction of the light rail facilities was evaluated in the DEIS for the various length alternatives. In general, because short-term employment (from construction) is estimated using the Capital Cost Estimates, and because the new Full-Interstate Alignment Alternative would be a lower cost and smaller project than the Full-Length or other Minimum Operable Segments (MOSs) evaluated in the DEIS, there would be less short-term (construction) employment if the new Full-Interstate Alignment Alternative were constructed. Long-term employment (operations) from the light rail project would also be less with the new Full-Interstate Alignment Alternative than with the other DEIS alternatives because it would be a smaller project from the operational perspective as well.

With the new Full-Interstate Alternative, impacts to local tax bases from property acquisition would be reduced significantly, because the alignment would be within existing right-of-way and would not require public acquisition (by Tri-Met) of private land. Therefore, the new alternative would not remove significant existing properties from the tax base in the north corridor study area.

#### **4.2 Displacements and Social and Neighborhood Impacts**

This section summarizes differences in social and neighborhood impacts and displacements with the new Full-Interstate Alignment Alternative compared to the other alternatives previously studied in the DEIS. The Full-Interstate Alignment Alternative would serve the same neighborhoods that would be served by the DEIS Alternatives. The difference in the location of the new alignment occurs in the Lloyd District and Eliot neighborhoods, where the proposed alignment would travel on Interstate Avenue. The new alternative would result in differences in access to facilities, traffic impacts, and displacements.

The Full-Interstate Alignment Alternative would result in zero displacements anywhere along the alignment. Segments are discussed below along with the number of avoided displacements. In the Lloyd and Eliot Neighborhoods, the Full-Interstate Alignment Alternative would have no impacts compared to as many as 39 total displacements with the other alignment alternatives.

In the Lloyd Neighborhood, the new Full-Interstate Alignment Alternative would provide somewhat less access to regional facilities compared to the other light rail alternatives studied in the DEIS. This is a result of not locating a station at N Broadway/Weidler to the north of the Rose Garden Arena. There would also be significantly fewer traffic impacts as a result of avoiding an at-grade crossing of N Broadway/Weidler Streets.

In the Eliot Neighborhood, the Full-Interstate Alignment Alternative would more directly serve the Albina Industrial District along N Interstate Avenue than the residential portion of the neighborhood. A proposed station at N Russell Street would provide less direct access to the residential portion of the Eliot Neighborhood, Emanuel Hospital and Harriet Tubman Middle School than either of the other alignment alternatives studied in the DEIS. Some traffic impacts could occur in the Albina Industrial District, particularly for freight being delivered to the industrial businesses adjacent to N Interstate Avenue.

In the segment between the Edgar Kaiser Medical Center and Kenton, the new Full-Interstate Alignment Alternative would be very similar to the design of the DEIS Interstate Avenue Alternative. Social and neighborhood impacts would be very similar to those identified in the DEIS with the Interstate Avenue Alternative with the significant exception of no displacements. Up to 109 potential displacements would have occurred with the alignments previously studied in the DEIS. The Full-Interstate Alignment Alternative would create no displacements along the entire length and therefore would incur no displacements in the Overlook, Arbor Lodge or Kenton neighborhoods.

The Full-Interstate Alignment Alternative would significantly reduce impacts to north Portland neighborhood quality, when compared to the light rail alternatives studied in the DEIS. In addition to the reduction in displacements as a result of the new design, the new design would reduce the number of turn lanes at major intersections. This would result in some traffic impacts, as more fully described in Chapter 3. A few additional noise and vibration impacts would occur with the new design at buildings that were identified as potential displacements with the DEIS Interstate Avenue Alignment Alternative. The new Full-Interstate Alignment Alternative would include signalized pedestrian crossings. Pedestrian crossings were defined as "Z" crossings in the DEIS Interstate Avenue design. The pedestrian crossings would improve the local access across North Interstate Avenue at locations other than major intersections. The track treatment with the new Full-Interstate Alignment Alternative is proposed to be tie and ballast, which could affect the visual quality in Overlook, Arbor Lodge and Kenton neighborhoods.

The new Full-Interstate Alignment Alternative would avoid potential business displacements in the north end of the Kenton Neighborhood because it would be located on a rebuilt Denver viaduct rather than along the east side of the Denver viaduct as studied in the DEIS.

#### **4.3 Visual Impacts**

For the area between the Rose Quarter Transit Center and the Edgar Kaiser Medical Facility, the new Full-Interstate Alignment Alternative would have low visual changes because of the industrial nature of the adjacent land uses, the absence of displacements and the location of the trackway within the N Interstate Avenue right-of-way.

In the segment between the Kaiser Medical Facility and Kenton, the change from paved track to tie-and-ballast is the most significant visual change. Many of the impacts identified in the DEIS for the Interstate Avenue Alternative would also occur with the Full-Interstate Alignment Alternative. However the new design would remove fewer large street trees, no buildings (because there would be no displacements). This alternative would also reduce the visual separation created by the LRT trackway, because the improvements would be contained within the existing right-of-way. The visual simulation shown in Appendix B illustrates the design of the new Full-Interstate Alignment Alternative along Interstate Avenue at the N Dekum Street intersection.

#### **4.4 Air Quality Impacts**

This section describes the regional and local air quality impacts of the Full-Interstate Alignment Alternative. Regional impacts to air quality are measured through forecast changes to the following emissions: nitrogen oxides, nonmethane hydrocarbons, and carbon monoxide (CO). The DEIS found that all of the light rail length alternatives would result in a slight improvement over the No-Build Alternative in regional air quality measures due primarily to reduced automobile usage.

As noted in Section 3.1 (Table 3.1-1) of this SDEIS, total regional transit ridership would increase with the Full-Interstate Alignment Alternative compared with the No-Build Alternative which would result in fewer automobile vehicle miles of travel (VMT). With less automobile VMT, the regional air quality impacts of this alternative would be less than that of the No-Build Alternative.

The local air quality impacts are measured by the concentration of CO near intersections that would experience improvements or degradation in traffic congestion as a result of the light rail alternatives. The DEIS measured changes to CO concentrations at 22 intersections throughout the corridor and found that the light rail alternatives would have generally the same CO concentrations as the No-Build Alternative at most intersections.

Three of the intersections measured for CO are within the Full-Interstate Alignment Alternative, N Interstate Avenue at N Going Street, N Interstate Avenue at N Alberta Street and N Interstate Avenue at N Lombard Street. The DEIS found no substantial change in the CO concentrations at these locations.

The Full-Interstate Alignment Alternative includes geometric changes at two of the north Portland intersections, N Interstate Avenue at N Going Street and N Interstate Avenue at N Lombard Street. Based on the traffic analysis and potential mitigation measures identified in this SDEIS it is possible that the geometry of these two intersections will change again prior to an FEIS. A CO analysis will be prepared based on a fully mitigated design at these two intersections in the FEIS.

#### **4.5 Noise and Vibration Impacts**

This section describes the potential noise and vibration impacts from light rail and bus operations and from traffic that result from modification of roadways with the Full-Interstate Alignment Alternative. This analysis uses the same methodology and ambient noise measurements as described in the *South/North Noise and Vibration Result Report* (Metro: February 1998) and in the DEIS.

#### 4.5.1 Existing Noise Conditions

This section describes the existing ambient noise levels as measured in the Spring of 1997. Measurements were taken at 78 locations along the South/North Corridor and 19 of these locations are in north Portland. The locations and ambient measurements are shown in Section 3.6.3 of the DEIS. The ambient measurements indicate that the areas adjacent to N Interstate Avenue and I-5 have high ambient noise related to traffic. The ambient noise measurements range from 62 A-weighted decibels (dBA) to 71 dBA with the average being approximately 65-66 dBA.

The State of Oregon adopted a traffic noise impact standard 65 dBA that is two decibels less than the Federal Highway Administration's traffic noise impact standard (67 dBA). Based on the ODOT standards and the ambient measurements, many of the residential properties that are on N Interstate Avenue currently are at, or exceed ODOT's impact criteria.

Interstate Avenue currently has two lanes of traffic in each direction and has p.m. peak hour traffic volumes of 1,400. The traffic along N Interstate Avenue also includes a high percentage of truck traffic that access the industrial areas in Swan Island and the Columbia Corridor.

#### 4.5.2 Project Impacts

The Full-Interstate Alignment Alternative would result in nine additional traffic noise impacts, one additional light rail wheel squeal impact and two more vibration impacts than the DEIS Interstate Avenue Alternative for the area between the Rose Quarter Transit Center and the Expo Center. Differences between the two alignments are shown in Table 4.5-1 and discussed in more detail below.

**Table 4.5-1  
Summary of Noise Impacts in North Portland**

	Traffic Noise	Light Rail Noise	Light Rail Wheel Squeal	Light Rail Vibration
DEIS Interstate Avenue Alternative	118	2	0	26
Full-Interstate Avenue Alternative	127	2	1	28

Metro: April 1999

##### 4.5.2.1 Traffic Noise Impacts.

This section describes the traffic related noise impacts from the Full-Interstate Alignment Alternative. The Full-Interstate Alignment Alternative would result in a reconfigured N Interstate Avenue to a single lane of through traffic in each direction. Traffic projections for the year 2015 indicate that about 1,150 vehicles would use N Interstate Avenue during the p.m. peak hour with the Full-Interstate Alignment Alternative, compared to 2,300 vehicles with the No-Build Alternative. This slight decrease is the result of less through traffic capacity on N Interstate Avenue compared to

base year volumes.

The Full-Interstate Alignment Alternative would modify the alignment of N Interstate Avenue by generally moving traffic lanes approximately 10-feet closer to residential units compared to the existing conditions. This reduction in distance between the automobile lane and homes would result in a slight increase in traffic noise on N Interstate Avenue. This increase of one to two decibels would be barely perceptible to a person with average hearing. Since most of these homes are considered to have a traffic noise impact under the existing and no-build scenarios, and since the project would result in moving the road slightly closer to impacted receptors, the Full-Interstate Alignment Alternative would result in traffic noise impacts similar to the Interstate Avenue Alternative in the DEIS.

The Full-Interstate Alignment Alternative alignment would have very similar traffic noise impacts compared to the impacts associated with the Interstate Avenue Alignment. In comparison to the Interstate Avenue Alignment described in the DEIS, the Full-Interstate alignment would result in eight additional multi-family buildings and one park being impacted by traffic noise. The change in traffic noise impacts is the result of residential buildings that were considered displaced with earlier designs that would be retained and subject to road noise under the new design. Some areas would have fewer impacts due to the retention of buildings on N Interstate Avenue that would provide noise shielding.

The difference in traffic noise impacts between the Full-Interstate Alignment Alternative and the DEIS Interstate Avenue Alignment are described below.

Between the **Rose Quarter and Kaiser** no traffic noise impacts are anticipated due to the lack of residential units. This area is primarily an industrial district with high existing noise levels, but no sensitive noise receptors.

Between **Kaiser and N Going Street**, Overlook Park has an existing ambient noise level of 68 dBA, and would be considered impacted because the traffic lane would be located closer to the park. No active or passive uses occur in the area of the park and increased noise levels of one to two dBA would not deter any use of the park. Four fewer single-family homes would be impacted due to buildings that would be retained with the Full-Interstate Alignment Alternative. All the buildings retained in this area are commercial and would not be impacted by traffic noise.

North of **N Going Street and South of Killingsworth**, two additional multi-family units that are retained with the Full-Interstate Alignment Alternative would have a projected noise level of approximately 70 dBA and would be experience traffic noise impacts. Four single-family units would be protected from traffic noise impacts by commercial buildings that are retained with the new design.

Between **N Killingsworth Street and N Portland Boulevard**, a newly constructed multi-family building would have a projected noise level of 69 dBA and would be considered impacted by traffic noise. Two newly constructed single-family units just south of N Portland Boulevard, would have projected noise levels of 70 dBA and would also be impacted. The retention of commercial

structures at the corner of N Interstate Avenue and N Killingsworth Street would result in two fewer single-family traffic noise impacts.

Design modifications that retain buildings would add two single-family and four multi-family traffic noise impacts between **N Portland Boulevard and N Lombard Street**.

**North of N Lombard Street**, five multi-family and two single-family units that would have been displaced with previous designs, but are retained with the Full-Interstate Alignment Alternative would have projected traffic noise levels in the range of 65 to 69 dBA and would be considered impacted by traffic noise.

**Mitigation for traffic noise impacts** typically includes noise barriers and street realignment. Neither of these methods is considered practical for N Interstate Avenue. Noise barriers are ineffective with gaps in the wall that would be required to access properties off of N Interstate. Furthermore, noise walls would not fit with the urban character of the area.

ODOT's standards are based on the noise generated by the peak traffic hour. Nighttime noise levels would be considerably lower, between 50 and 55 dBA (exterior) after 10:00 p.m. The interior noise levels in homes would comply with the Federal Housing and Urban Development criterion of 45 dBA for residential sleeping quarters.

The projected noise increase along N Interstate Avenue would be less than three decibels in all but a few locations. Human hearing typically cannot perceive a change of less than three dBA in broadband noise such as traffic noise. No mitigation for traffic noise impacts is proposed at this time because:

- These traffic noise impacts occur under existing conditions. At 106 of the 127 impacted receivers, current noise levels exceed the ODOT traffic noise impact criteria,
- Future projected levels are barely over State of Oregon Guidelines,
- No practical and reasonable noise mitigation (i.e. noise walls) could be implemented where the impacts would occur, and
- The Full-Interstate Alignment Alternative would result in lower impacts than the No-Build Alternative.

The FEIS will investigate traffic noise impacts in greater detail and continue to explore effective mitigation measures.

#### **4.5.2.2 Light Rail Noise**

The Full-Interstate Alignment Alternative would result in two new light rail noise impacts. These impacts would be associated with special trackwork (i.e. track turnouts or switches) necessary for efficient train operations. These impacts would be the same as those identified for the DEIS Interstate Avenue Alignment. These impacts could be mitigated by using special track work that reduces the noise when a train wheel crosses over a track switch or by moving the locations of the

switches to an area with fewer sensitive receptors.

#### **4.5.2.3 Light Rail Wheel Squeal**

Wheel squeal noise is generated by the interaction of the train wheels and track as a train traverses a curve. The occurrence and volume of wheel squeal depends on many factors, including the material composition of the rail and wheel, lubrication between wheel and rail contact, the sharpness of the curve and the wheel profile. Based on review of the Eastside/Westside light rail alignment, curves with a radius less than 400-feet have a high potential for wheel squeals.

The Full-Interstate Alignment Alternative would result in two curves with less than a 400-foot radius located between N Mason and N Skidmore Streets. These curves would include a 300-foot radius and could potentially result in one light rail wheel squeal impact to a residential unit. The potential mitigation of wheel squeal impact includes lubrication of the wheel flange and track with water or other materials, de-tune or modify the wheel or rail by introducing different materials in the track and wheel so that they emit a less pure tone, or by grinding either the wheel or rail to modify the profile between the wheel rail interface.

#### **4.5.2.4 Light Rail Vibration**

The Full-Interstate Alignment would result in 28 total light rail vibration impacts, two more than the DEIS Interstate Avenue Alternative. These impacts could be mitigated with spring loaded frogs to reduce vibration produced by switches or by moving these switches and using ballast mats to dampen vibration. The location of switches and use of ballast mats will be further investigated in Preliminary Engineering and reported in the FEIS.

### **4.6 Ecosystems Impacts**

#### **4.6.1 Affected Environment**

The area between the Rose Garden and Kenton is highly urbanized and includes commercial, residential and industrial land uses with very little vegetation or natural habitat. Columbia Slough and a few isolated wetland areas are located north of Kenton.

#### **4.6.2 Environmental Impacts**

The ecosystem impacts associated with the Full-Interstate Alignment Alternative would be almost identical to those of the Interstate Avenue Alignment Alternative ecosystem impacts as disclosed in the DEIS. Both alignment alternatives would result in 0.93 acres of fill in wooded wetland "K" located just south of the Expo Center and east of N Expo Road. For specific information, refer to the *Ecosystems Impacts Results Report*, (Metro: February 1998) and the *Wetland Determination and Delineation Report*, (Metro: October 1997).

The Full-Interstate Alignment Alternative would result in the replacement of the existing automobile vehicle bridge at the Denver Avenue Viaduct with a new combined automobile and light rail bridge.

A determination of whether the existing bridge deck can be replaced without additional or replacement piers in Columbia Slough has not been made. The location and size of new piers, if any, will be made during the next phase of Preliminary Engineering and documented in the FEIS.

Since Columbia Slough contains habitats suitable for various evolutionary significant units of threatened and endangered steelhead and chinook salmon, the South/North Project will consult with the National Marine Fisheries Service (NMFS) during the Preliminary Engineering and FEIS phase to assess potential impacts of additional piers in Columbia Slough and to determine the appropriate protective measures.

#### **4.6.3 Mitigation**

The impacts to Wetland "K", a high-value wooded wetland, could be avoided by realigning N Expo Road and the LRT Alignment to the west, but this would impact approximately 0.3 - 0.9 acres of a lower-ranking wetland. During the Preliminary Engineering Phase and before the publication of the FEIS, alternative alignments in the vicinity of the Expo Center will be further investigated to avoid and minimize impacts to wetlands. The development of these alignment modifications and potential mitigation for impacts will be coordinated with local, state and federal resource agencies.

Potential construction related impacts would be minimized and avoided by the implementation of best management practices (BMP's) and by adherence to the in-stream construction windows for Columbia Slough as determined by the Oregon Department of Fish and Wildlife (ODFW) and the National Marine Fisheries Service (NMFS).

#### **4.7 Water Quality and Hydrology Impacts**

The Full-Interstate Alignment Alternative would not result in any significant hydrological, flooding or water quality impacts in north Portland. The potential for piers in Columbia Slough could result in short term construction related impacts that would be minimized through the use of best management practices including adherence to prescribed construction windows. The location and design of these replacement piers will be further investigated during the Preliminary Engineering phase and documented in the FEIS. The Expo Center park-and-ride lot would not result in any additional impervious surface.

#### **4.8 Energy Impacts**

The Full-Interstate Alignment Alternative would result in very similar energy impacts as projected to occur with the Interstate Avenue or I-5 Alignment Alternatives disclosed in the Draft Environmental Impact Statement and in the *South/North Energy Impacts Results Report* (Metro: February 1998).

#### **4.9 Geology and Soils**

Because the new Full-Interstate Alignment Alternative would be located within existing street right-of-way and at the existing street grade, no new significant geology or soils impacts are expected.



#### **4.10 Hazardous Materials**

The DEIS evaluated a range of types of Hazardous Materials sites within 500 feet of the study alternatives. Identification of the types of Hazardous Materials on various parcels was identified through extensive records research. Where property acquisition of a contaminated site would be required, cleanup alternatives were suggested and recommendations for further analysis were made.

Because the new Full-Interstate Alignment Alternative crosses land that has historically been primarily industrial in nature, the potential of hazardous materials sites being located in close proximity to the proposed alignment is high. The new alignment is planned to be almost completely within the existing right-of-way of N Interstate Avenue. Since very little right-of-way acquisition is planned the risk of acquiring contaminated sites is low. If hazardous materials are encountered within the existing N Interstate Avenue right-of-way, impacts would be minimized by following the mitigation measures summarized in Section 5.11.9 of the DEIS.

#### **4.11 Construction Impacts**

Construction of the Full-Interstate Alignment Alternative would occur between January 2001 and Fall of 2004.

Impacts to existing traffic resulting from construction of the new Full-Interstate Alignment Alternative would be experienced along N Interstate Avenue and at its major cross streets. Partial lane closures would be required along Interstate Avenue and at cross streets to permit construction of the light rail trackway and reconstruction of the street, as well as modifications to existing intersections. Some temporary traffic diversions into adjacent residential and industrial neighborhoods may occur. The availability of detour routes is limited, particularly south of N Going Street. Traffic intrusion into residential areas may occur near N Lombard Street and in the Kenton business district due to existing, high traffic volumes and anticipated congestion in these locations.

Reconstruction of N Interstate Avenue through the Albina industrial area would cause short-term disruption of truck circulation and access. Local industrial access could be disrupted with reconstruction of the N Denver Avenue viaducts with light rail in the median over N Columbia Boulevard and Columbia Slough. Short-term, off-peak full closures of N Columbia Boulevard would be required to set falsework and/or girders for the structure over this location. In order to maintain local access to industrial properties adjacent to N Denver Avenue during construction, one of the two existing viaducts could be closed to traffic, reconstructed and reopened to traffic before closing the other structure to traffic for reconstruction. Detour routes are available for traffic at most construction locations and on-street parking loss would be minimal. Some impact to the existing Expo Center parking lot may occur and event traffic may require detours.

##### **4.11.1 Construction Impacts to Transit Service**

Transit impacts during construction of the new Full-Interstate Alignment Alternative could include service delays, rerouting of service and relocation of bus stops for bus routes using N Interstate and N Denver Avenues. There would also be impacts to East/West MAX operations due to construction

of track connections just east of the Steel Bridge.

#### **4.11.2 Traffic and Transit Mitigation of Construction Impacts**

Potential measures to mitigate short-term traffic (and transit) impacts could include but are not limited to the following:

- Develop and maintain a program of coordination and outreach with affected business and community interests to oversee development and implementation of traffic detour and access management plans. The plans would help minimize disruption of pedestrian access and local traffic access and circulation. Where appropriate, plans would also support the maneuvering requirements of large trucks.
- Avoid construction during peak travel periods in the peak direction or in the vicinity of the Rose Quarter and Expo Center during evening events when traffic volumes are significantly higher.
- Where appropriate, develop temporary parking to mitigate loss due to construction staging or work activities.
- As appropriate, implement alternative construction techniques to minimize traffic impacts.

#### **4.11.3 Construction Impacts to Freight Railroads**

The reconstruction of the N Denver Avenue viaduct over N Columbia Boulevard and the Union Pacific (UP) Railroad tracks would include temporary structures as required to maintain freight rail service to affected businesses. Construction activities that could potentially disrupt freight rail service would be coordinated with UP and would be timed to avoid critical freight train movements.

#### **4.11.4 Construction Impacts to Navigable Waterways**

The short-term impacts to the navigation in the Columbia Slough from the new bridge would include construction activities such as the installation of falsework, overhead gantries, temporary cofferdams and pile driving. These activities could limit vertical and horizontal clearances in the waterways for short periods.

#### **4.11.5 Construction Impacts to Land Use and Economic Development**

Potential short-term impacts to land use and economic development would be similar to those discussed in the South/North DEIS for the Interstate Avenue Alignment Alternative.

**Regional Impacts** Regional employment and income impacts from construction of the new Full-Interstate Alignment would be less than discussed in the South/North DEIS for the Interstate Avenue Alignment Alternative, because it would be a smaller project with less capital cost.

**Site Specific Impacts** There would be short-term disruption of local access from N Interstate

Avenue to Rose Quarter parking, loading dock and hotel facilities during reconstruction of N Interstate Avenue through the Rose Quarter district. Reconstruction of N Interstate Avenue through the Albina industrial area would cause short-term disruption of truck circulation and access. There would also be temporary disruption of access to North Portland and Kenton neighborhood businesses along N Interstate and N Denver Avenues.

Plans to mitigate short-term impacts to land use and economic development would be developed during preliminary engineering and preparation of the FEIS. The measures could include maintaining access to existing uses wherever possible, implementing access management measures to accommodate movement of large trucks at certain locations, as well as providing visual screening, controlling dust, and advance notification of access or utility service disruption.

#### **4.11.6 Construction Impacts to Neighborhoods**

Short-term impacts to neighborhood areas along, and in the vicinity of construction along N Interstate and N Denver Avenues could result from temporary street closures, traffic reroutes and detours which could increase local traffic congestion and impede access to residences and community facilities. Neighborhoods could also be affected by construction-generated noise, vibration and dust, as well as the potential hazards to pedestrians of proximity to construction sites.

Tri-Met would work with representatives of neighborhoods directly affected by construction to identify issues of concern and potential mitigation measures. Measures could include limiting work hours, traffic management, dust and noise control, temporary facilities to maintain pedestrian access and fencing to maintain pedestrian safety.

#### **4.11.7 Noise and Vibration Impacts During Construction**

Potential short-term noise and vibration impacts and mitigation for the new Full-Interstate Alignment Alternative would be the same as presented in the DEIS for the Interstate Avenue Alternative, except for the industrial area between the Rose Quarter and Kaiser Medical Facility. In this area construction noise and vibration would generally not be disruptive to the industrial uses in the vicinity of the alignment.

#### **4.11.8 Construction Impacts to Geology and Soils**

Potential short-term construction impacts and mitigation related to geology and soils for the new Full-Interstate Alignment Alternative would be the similar to those presented in the South/North DEIS for the Interstate Avenue Alignment Alternative except in the Rose Quarter to Kenton area. No additional geology or soils impacts are anticipated in this area.

#### **4.11.9 Construction Impacts to Water Quality and Hydrology**

The potential for construction-related water quality and hydrology impacts for the new Full-Interstate Alignment Alternative would be highest at the site of the proposed reconstruction of the viaduct across Columbia Slough. Soil would be exposed in this location and would require best

management practices (BMPs); e.g., erosion and sediment control. A Biological Assessment (BA) for sensitive fish species in the Willamette and Columbia Rivers concluded that application of BMPs identified in the BA would minimize potential residual water quality impacts. Application of BMPs would also minimize the potential for adverse water quality impact on wetlands near the Expo Center. Elsewhere, the project alignment within existing street right-of-way minimizes the potential for adverse water quality and hydrology impacts.

Potential BMPs include covering temporarily exposed soils, use of barrier berms, silt fences and temporary sediment basins, as well as special wet-weather rules regarding excavation, dump truck covering and tire cleaning. Protecting existing vegetation along channel banks, or if disturbance cannot be avoided, disturbing banks only during the dry season and revegetating as soon as possible, would reduce potential water quality impacts. A plan to manage vehicle fueling and lubricating and a hazardous materials spill plan would also be prepared.

#### **4.11.10 Construction Impacts to Ecosystems**

Potential short-term ecosystem impacts and mitigation for the new Full-Interstate Alignment Alternative would be the same as presented in the DEIS for the Interstate Avenue Alignment Alternative, with the following exception. In-water construction to replace existing footings in Columbia Slough for a reconstructed N Denver Avenue viaduct would affect the habitat of threatened, endangered or listed fish species. The Biological Assessment for sensitive fish species in the Willamette and Columbia Rivers concluded, and the USFWS and NMFS concurred, that with identified BMPs, residual water quality impacts would be minimal and adverse impacts to sensitive fish species would be avoided. This document would have to be updated during the FEIS and Preliminary Engineering phase to acknowledge the revised designs.

No new or additional parkland resources are affected by the new Full-Interstate Avenue Alignment Alternative. Overlook Park would experience increased noise levels due to N Interstate Avenue realignment. The noise levels would exceed the ODOT's traffic noise impact criteria. The increased noise levels would not be considered a "constructive use" of the park, because of the lack of active or passive uses in the area of the park affected by increased noise. The existing noise levels at the park are at or exceed ODOT traffic noise standards, so the one to two dBA noise increase would be barely perceptible.

#### **4.11.11 Construction Energy Impacts**

Potential short-term energy impacts for the Full-Interstate Alignment Alternative would be similar to those presented in the DEIS.

#### **4.11.12 Construction Impacts to Hazardous Materials**

If hazardous materials are encountered during construction of the Full-Interstate Alignment Alternative, mitigation measures would be the same as the DEIS. Confining the new Full-Interstate Alignment Alternative to existing right-of-way along N Interstate and N Denver Avenues would minimize the potential for encountering hazardous materials.

#### **4.11.13 Construction Impacts to Public Services and Utilities**

Potential short-term impacts on public services and utilities during construction of the new Full-Interstate Alignment Alternative, and mitigation measures for these impacts, would be similar to those as presented in the DEIS for the Interstate Avenue Alignment Alternative except in the area between the Rose Quarter and the Kaiser Medical Facility. In this area, the impacts to public services and utilities would be primarily within the right-of way of N Interstate Avenue.

#### **4.11.14 Construction Impacts to Air Quality**

Short-term air quality impacts and potential mitigation measures for the Full-Interstate Alignment Alternative would be similar to the impacts as presented in the DEIS.

#### **4.11.15 Construction Impacts to Historic, Archaeological and Cultural Resources**

Potential short-term impacts on historic, archaeological and cultural resources for construction of the new Full-Interstate Alignment Alternative, and mitigation measures for these impacts, would be similar to those identified in the DEIS for the Interstate Avenue Alternative. Confining the new Full-Interstate Alignment Alternative to existing right-of-way along N Interstate and N Denver Avenues would minimize the potential for impact to historic, archaeological and cultural resources.

#### **4.11.16 Construction Impacts to Parklands**

Potential short-term impacts on parklands for construction of the new Full-Interstate Alignment Alternative, and mitigation measures for these impacts, would be similar to those presented in the DEIS for the Interstate Avenue Alignment Alternative.

## 5. Historic, Archaeological and Parkland Resources

### 5.1 Identification of New Resources

Identification of historic and cultural resources for the DEIS Interstate Avenue Alternative was previously completed and documented in the DEIS. The historic and cultural resources in the area associated with the new Full-Interstate Alignment Alternative north of the Edgar Kaiser Medical Center would be similar to the resources associated with the DEIS Interstate Avenue Alternative. Identification of new potential historic and cultural resources within the area of potential effect of the Full-Interstate Alignment Alternative between the Rose Quarter Transit Center and the Edgar Kaiser Medical Center along N Interstate Avenue was done through a field review of the new alignment corridor by the project staff and a review of the following three documents:

- *Cornerstones of Community: Buildings of Portland's African American History* (1997),
- *Historic Resources Inventory* published by the City of Portland Bureau of Planning (1988); and
- The *Regional LRT System Plan/Bi-State Corridor Preliminary Impact Assessment* (1985).

In the area between the Rose Quarter and Kaiser along N Interstate Avenue, three new resources have been identified as potentially eligible for listing in, or currently on the *National Register of Historic Places*. These historic resources are listed in the City of Portland's Historic Resources Inventory. The resources that have been identified include:

- warehouse located at 2289 N. Interstate Avenue (inventory no. 4-443-02289) - potentially eligible
- warehouse located at 2262 N. Albina Avenue (inventory no. 4-010-02262) - potentially eligible
- Smithson and McKay Brothers Building located at 955 N Albina - on the National Register list

The two potentially eligible resources may be eligible for the National Register of Historic Places under "criteria C," which means they are properties "that embody the distinctive characteristics of a type, period, or method of construction, or that represents the work a master, or that possesses high artistic values, or that represents a significant distinguishable entity whose components may lack individual distinction."

### 5.2 Impacts to New Resources

Impacts to historic resources with the Full-Interstate Alignment Alternative would be similar to the impacts identified in the DEIS for the Interstate Avenue Alignment Alternative except in the area between the Rose Quarter Transit Center and the Edgar Kaiser Medical Facility. In the area between the Rose Quarter and Kaiser, where three new resources have been identified, a preliminary evaluation of effect has determined that there would be "no effect" from the Full-Interstate Alignment Alternative, because the light rail improvements would be completely within the existing right-of-way of N Interstate Avenue.

Impacts to other historic and cultural resources with the new Full-Interstate Alignment Alternative would be similar to the impacts as identified in the DEIS for the Interstate Avenue Alignment Alternative and are identified in Chapter 6 of the DEIS

Early coordination with the SHPO has been initiated with respect to identification of new resources and project affects associated with the new alternative. SHPO concurrence on eligibility on the newly identified resources and completion of a formal determination of effect will be completed during the preparation of the FEIS. During the preparation of the DEIS, the SHPO staff reviewed and approved the methodology and findings for the portion of the new Full-Interstate Alignment Alternative north of the Edgar Kaiser Medical facility.

### 5.3 Parklands

There are no new or additional parkland resources as a result of identification of the new Full-Interstate Alignment Alternative, other than those described and evaluated in the DEIS. Overlook Park would experience a slight increase in traffic noise from existing conditions. This increase of one to two dBA would be considered barely perceptible to a person with normal hearing. There are no active or passive park uses in the affected area. Although this park could be considered impacted because of the slight increase of noise, due to the lack of passive or active uses in the area, the noise increase does not cause a use or a constructive use of the park.

## 6. Financial Analysis and Evaluation of the Full-Interstate Alignment Alternative

This chapter presents the financial analysis and evaluation of the Full-Interstate Alignment Alternative. Section 6.1, Financial Analysis, provides information to judge the fiscal feasibility of building and operating the corridor alternatives. Section 6.2, Evaluation of Alternatives discusses this alignment alternative in relation to those already studied in the DEIS.

### 6.1 Financial Analysis

This section assesses the financial feasibility of the Full-Interstate Alignment Alternative. The analysis is divided into two elements: the Project Capital Financial Analysis and the System Fiscal Feasibility Analysis.

#### 6.1.1 Project Capital Financial Analysis

The Project Capital Financial Analysis focuses on how to pay for the construction of the Full-Interstate Alignment Alternative. Between now and the year 2015, Tri-Met will have other capital costs that are not associated with the Full-Interstate Alignment Alternative. These other capital costs are accounted for in the System Fiscal Feasibility Analysis. The results of the Project Capital Financial Feasibility Analysis are based on the assumptions and methodology described in the South/North Corridor DEIS.

##### 6.1.1.1 Project Capital Costs

Table 6.1-1 shows the project capital costs for the Full-Interstate Alignment Alternative. Costs are shown in 1994 dollars (1994\$) and year-of-expenditure dollars (YOES). Year-of-expenditure dollars were calculated by inflating the 1994 dollar costs by the appropriate inflation index for each cost category based on a detailed construction schedule. As shown, the Full-Interstate Alignment Alternative would cost approximately \$350.0 billion (YOES). This cost includes the cost of borrowing approximately \$59 million to make up for potential gaps between federal appropriations and construction expenditures.

**Table 6.1-1**  
**Summary of Project Capital Costs for the Full-Interstate Alternative**

	Full-Interstate Alternative
Project Capital Cost in 1994 Dollars <sup>1</sup>	\$223.4
Inflation To and During Construction Period	\$117.6
Finance Costs	\$9.0
<b>Total Project Capital Costs in Year of Expenditure Dollars (YOES)</b>	<b>\$350.0</b>
<b>Interim Borrowing Needs <sup>2</sup></b>	<b>\$58.7</b>

Source: Tri-Met: April 1999.

<sup>1</sup> Costs are in millions of dollars.

<sup>2</sup> This estimates end-of-year borrowing needs assuming that annual appropriations are equal to 70 percent of annual construction costs up to \$50 million. The issuance and interest costs associated with the interim borrowing are included in the Finance Costs.



### 6.1.1.2 Project Capital Finance Plan

In November 1994, Tri-Met district voters approved a \$475 million general obligation (GO) bond to construct the South/North Light Rail Project, contingent upon the availability of Federal matching funds. Because the funding plan and project scope had changed from that presented to the voters in 1994, Tri-Met sought re-approval of the bond amount in November 1998. This time, the voters rejected the use of \$475 million of GO bonds for the project. Thus, GO Bond revenues are no longer available for any segment of the South/North Light Rail Project, including the Full-Interstate Alignment Alternative.

Table 6.1-2 shows the current finance plan to meet capital costs of the Full-Interstate Alignment Alternative. The paragraphs which follow describe each of the revenue sources.

**Table 6.1-2  
Summary of Capital Financing Plan for the  
Full-Interstate Alternative**

	Full-Interstate Alternative
<b>Project Capital Cost<sup>1</sup></b>	\$350.0
<b>Project Revenues<sup>2</sup></b>	
New Starts Federal Funds – U	\$246.0
Regional STP Funds – A	\$24.0
Regional Compact Funds – U <sup>3</sup>	\$80.0
<b>Total Project Revenue</b>	<b>\$350.0</b>
<b>Interim Borrowing Needs</b>	<b>\$58.7</b>

Source: Tri-Met: April 1999.

Note: STP = Surface Transportation Program.

<sup>1</sup> Costs and revenues are in millions and year-of-expenditure dollars.

<sup>2</sup> U = this revenue is currently unavailable, and A = this revenue is currently available.

<sup>3</sup> The Regional Compact consists of contributions from Tri-Met and the City of Portland.

**Section 5309 New Starts Funds.** Section 5309 grants are discretionary Federal funds available for bus capital improvements, new fixed-guideway transit systems and extensions to existing fixed-guideway systems. A portion of these funds, commonly referred to as New Starts funds, are expressly authorized for the construction of major fixed guideway projects such as light rail. The maximum share, as a statutory matter, that New Start Funds can pay toward a light rail project, under TEA-21, is 80 percent of the total project cost (20 percent is the minimum allowed local matching fund contribution to a project).

The amount of federal authorization that may be available for a Full-Interstate Alignment project is a function of the project's merit and cost, the general availability of federal authorization at the time the Full Funding Grant Agreement (FFGA) is being approved and the cost, merits and authorization requirements of other projects which are competing for authorization. As a practical matter, the amount of federal authorization potentially available for a project is difficult to predict.

The capital finance plan assumes that \$246 million of New Start funds would be authorized for the project. To date, Congress has authorized \$25 million for a South/North LRT Project segment.

**STP Funds.** STP funds are flexible Federal funds allocated to the Oregon Department of Transportation (ODOT) on a formula basis. ODOT then allocates a portion of its STP funds to metropolitan regions within Oregon by formula. STP funds allocated to the Portland region are programmed for specific projects by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, the regional Metropolitan Planning Organization. In January 1997, JPACT recommended and the Metro Council approved Resolution No. 96-2442, which committed STP funds to the South/North LRT Project. \$24 million of these funds are planned to be used for the Full-Interstate Alignment alternative.

**Regional Compact Funds.** The funding plan anticipates the creation of an \$80 million regional funding compact wherein Tri-Met and the City of Portland would provide local funds to match New Starts Funds and STP funds committed to the project. The plan assumes that \$50 million of that total would come from Tri-Met's general fund. It is anticipated that Tri-Met would issue revenue bonds to contribute its share. The remaining \$30 million would come from the City of Portland.

### 6.1.2 System Fiscal Analysis

This analysis focuses on whether there are adequate resources to operate and maintain the entire transit system, including operations of the Full-Interstate Alignment Alternative, between now and the year 2015. The System Fiscal Feasibility Analysis is based on the assumptions and methodology described in the South/North Corridor DEIS.

#### 6.1.2.1 System Costs

Table 6.1-3 summarizes the corridor O&M costs for the No-Build Alternative and the Full-Interstate Alignment Alternative. As shown, the Full-Interstate Alignment by Tri-Met would not negatively impact the O&M costs for C-TRAN's bus system. Thus, the systems analysis discussed below focuses solely on Tri-Met's costs and revenues.

**Table 6.1-3  
Summary of Full-Interstate Alternative O&M Costs <sup>1</sup>**

	No-Build Alternative	Full-Interstate Alternative	Difference from No-Build
<b>Costs <sup>1,2</sup></b>			
LRT	\$0.0	\$6.9	+ \$6.9
Bus – Tri-Met <sup>2</sup>	\$68.3	\$68.2	- \$0.1
Bus – C-TRAN	\$13.2	\$13.2	\$0.0
<b>Total<sup>3</sup></b>	<b>\$81.8</b>	<b>\$88.3</b>	<b>+ \$6.8</b>

Source: Tri-Met: April 1999.

<sup>1</sup> In millions, with year 2015 service levels and in 1994 dollars.

<sup>2</sup> Includes general systemwide administration costs.

### 6.1.2.2 System Revenues

System revenues are based on the assumptions similar to those described in the South/North Corridor DEIS. The key assumption is that payroll tax revenue growth will average 7.2 percent per year beginning in FY 03.

### 6.1.3 Conclusions

#### 6.1.3.1 Cash Flow Analysis of the Tri-Met System

System costs and revenues were projected over a 16-year period based on the key elements of this analysis as described in Section 6.1. Table 6.1-5 summarizes the detailed system cash flow table for the Full-Interstate Alignment Alternative. The table illustrates how system revenues, costs and working capital are projected on a year-by-year basis.

In this study, an alternative is fiscally feasible (on a systemwide basis) if ongoing revenues would suffice to meet the estimated total system costs and maintain a sufficient beginning-year working capital to meet two months of operating costs. While two months of working capital is the minimum standard, Tri-Met has a goal of maintaining a working capital reserve of, at least, three months of operations. Table 6.1-4 summarizes year-by-year beginning working capital results for the Full-Interstate Alignment Alternative.

**Table 6.1-4**  
**System Fiscal Feasibility Test Beginning Working Capital**  
**FY 1999 through FY 2015 for the Full-Interstate Alternative**

Fiscal Year	Beginning Working Capital <sup>1</sup>	Months of Operating Expense
1999	\$74.5	4.6
2000	\$68.2	3.9
2001	\$63.6	3.5
2002	\$65.9	3.4
2003	\$71.3	3.5
2004	\$63.1	2.9
2005	\$60.0	2.6
2006	\$56.8	2.3
2007	\$52.8	2.1
2008	\$58.5	2.2
2009	\$67.5	2.4
2010	\$106.8	3.7
2011	\$140.7	4.6
2012	\$167.2	5.3
2013	\$179.0	5.4
2014	\$194.2	5.6
2015	\$214.6	5.9

Source: Tri-Met; April 1999.

Note: FY = fiscal year.

<sup>1</sup> In millions and year-of-expenditure dollars.

**Table 6.1-5  
Summary of Detailed Cash Flow for the Full-Interstate Alternative**

I. Description	FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Total	
<b>System Costs/Revenues</b>																			
<b>System Costs</b>																			
System Operating Costs	196.0	208.4	219.5	234.2	245.0	262.1	279.9	293.4	307.0	322.0	337.9	347.9	363.4	380.7	398.0	417.2	436.5	5,052.9	
System Capital Costs	63.9	31.0	37.7	39.4	48.5	47.3	48.8	54.8	53.2	55.7	35.0	51.0	78.1	98.5	109.2	115.8	161.3	1,065.2	
<b>System Revenues</b>																			
Payroll Tax/State In Lieu of Tax	137.7	147.7	160.0	171.5	183.7	196.6	210.5	222.4	241.4	258.8	276.8	296.4	317.4	339.9	364.0	389.8	417.5	4,197.1	
Passenger Fares	40.9	41.9	45.0	47.1	50.1	51.4	56.8	58.5	63.1	65.0	70.2	72.3	77.0	79.3	84.3	86.9	92.3	1,041.2	
Federal Operating	21.2	19.9	21.5	23.1	24.7	25.5	26.2	27.0	27.8	28.6	29.5	30.4	31.3	32.2	33.2	34.2	35.2	450.5	
Federal Capital <sup>1</sup>	34.7	5.2	12.4	16.1	4.7	10.7	9.8	10.7	10.9	11.1	11.3	6.5	12.6	7.7	7.9	8.0	8.2	153.7	
Other	19.2	20.0	20.7	21.2	22.1	22.1	22.3	22.5	22.7	23.4	24.4	27.2	29.7	31.8	33.0	34.4	36.1	413.6	
<b>General Fund Result</b>	<b>(6.2)</b>	<b>(4.7)</b>	<b>2.3</b>	<b>5.4</b>	<b>(8.2)</b>	<b>(3.1)</b>	<b>(3.2)</b>	<b>(4.0)</b>	<b>5.7</b>	<b>8.9</b>	<b>39.3</b>	<b>33.9</b>	<b>26.5</b>	<b>11.8</b>	<b>15.2</b>	<b>20.4</b>	<b>(8.4)</b>		
<b>Working Capital Reserve</b>																			
Beginning Working Capital	74.5	68.2	63.6	65.9	71.3	63.1	60.0	56.8	52.8	58.5	67.5	106.8	140.7	167.2	179.0	194.2	214.6		
Months of Operating Reserve	4.6	3.9	3.5	3.4	3.5	2.9	2.6	2.3	2.1	2.2	2.4	3.7	4.6	5.3	5.4	5.6	5.9		
<b>II. Project Capital Reserve</b>																			
<b>Project Capital Costs</b>																			
Construction		6.4	67.1	104.4	127.3	35.7													340.9
Finance		1.1	0.0	1.0	2.3	3.3	1.4												9.1
<b>Total</b>		<b>7.5</b>	<b>67.1</b>	<b>105.4</b>	<b>129.6</b>	<b>39.0</b>	<b>1.4</b>												<b>350.0</b>
<b>Project Capital Revenues</b>																			
Federal New Start			47.0	50.0	50.0	50.0	49.1												246.1
STP Funds		5.3	6.7	6.0	6.0														24.0
Regional Compact Funds		2.2	13.4	49.4	14.9														80.0
Interim Borrowing					58.7	(11.0)	(47.7)												0.0
<b>Total</b>		<b>7.5</b>	<b>67.1</b>	<b>105.4</b>	<b>129.6</b>	<b>39.0</b>	<b>1.4</b>												<b>350.0</b>

Source: Tri-Met: April 1999.

Note: All figures are in millions of year of expenditure dollars. FY = fiscal year; GO = general obligation; STP = surface transportation program.

<sup>1</sup> Projected amount of federal operating funds expended during fiscal year; does not show carry over.

As shown in Table 6.1-5, the Full-Interstate Alignment Alternative would maintain a two-month or better working capital reserve throughout the planning period. Therefore, the standard for financial feasibility is met with the Full-Interstate Alignment Alternative. Tri-Met would also maintain a three-month or better working capital reserve between FY99 - FY03 and FY10 - FY 15. During the intermediate period between FY04 and FY09, the Working Capital Reserves trends down as certain bus capital facilities are upgraded and then trends upwards as the projects are completed and payroll tax revenues continue to grow. The growth in Working Capital Reserves between FY10 - FY15 demonstrates the long-term stability of Tri-Met's ability to achieve its 3-month working capital goal.

While a system revenue shortfall is not projected by the year 2015, conditions could change. Given that reasonable levels of beginning working capital are projected to exist, it is very likely that any deficit would be of a magnitude that could be met by standard management techniques, such as adjusting fares or altering the rate of service increases.

### **6.1.3.2 Capital Plan Feasibility**

Table 6.1-4 shows a detailed project capital cash-flow for the capital plan for the Full-Interstate Alignment Alternative, illustrates several critical points.

Based on an assumed maximum annual appropriation of \$50 million per year and the availability of the local funds discussed earlier, the Full-Interstate Alignment Alternative would require a total authorization of Federal New Starts funds of \$246 million. However, even if federal money is authorized, it still must be appropriated to make funds available for the project. Because, the appropriation would be subject to Congressional decision-making, it is likely during the years when a large appropriation is required that the amount of New Starts funds appropriated to a project would be less than what it needs.

Under these circumstances, the Regional Compact funds would be advanced to backfill any shortfalls in annual federal appropriations. As a result, it is predicted that by FY 2003 the Regional Compact would be fully depleted, requiring an interim borrowing program to sustain the optimum construction schedule. Funds that would be borrowed on an interim basis would be repaid with New Starts funds appropriated at a later date, but in the interim the project would incur some interest costs. The implementation of such an interim borrowing program would require the establishment of a credit guarantee program. In the case of the Full-Interstate Alignment, the interim borrowing program would have to support about \$59 million dollars of debt.

Interim borrowing could be avoided by extending the construction schedule to have it match Federal New Starts appropriations. If the construction schedule were extended, the added costs of inflation would likely exceed the interim borrowing costs and would, therefore, increase the overall capital cost of the project. However, this approach could be necessary to avoid a borrowing need that would exceed the region's capacity to guarantee repayment if Federal funding authorizations were insufficient.

#### **6.1.4 Finance Plan Implementation**

Implementation of the financing plan depends on the region's ability to institute the Regional Compact. It further depends on Tri-Met's ability to successfully secure a sufficient level of authorization of New Starts funds to demonstrate an ability to construct the project. The region would adopt a detailed financing plan after completion of the negotiations with FTA regarding the amount of Federal authorization and other FFGA provisions.

### **6.2 Evaluation**

#### **6.2.1 Context**

In the DEIS, the Evaluation Chapter presented the effectiveness, cost-effectiveness, equity and major tradeoffs of length, alignment and terminus alternatives under consideration for the South/North Corridor. By making distinctions at the alignment alternative level, it is possible to capture the differences between the Full-Interstate Alignment Alternative and the other alternatives evaluated in the DEIS.

#### **6.2.2 Trade-Offs Between the Full-Interstate Alternative and the DEIS Alternatives**

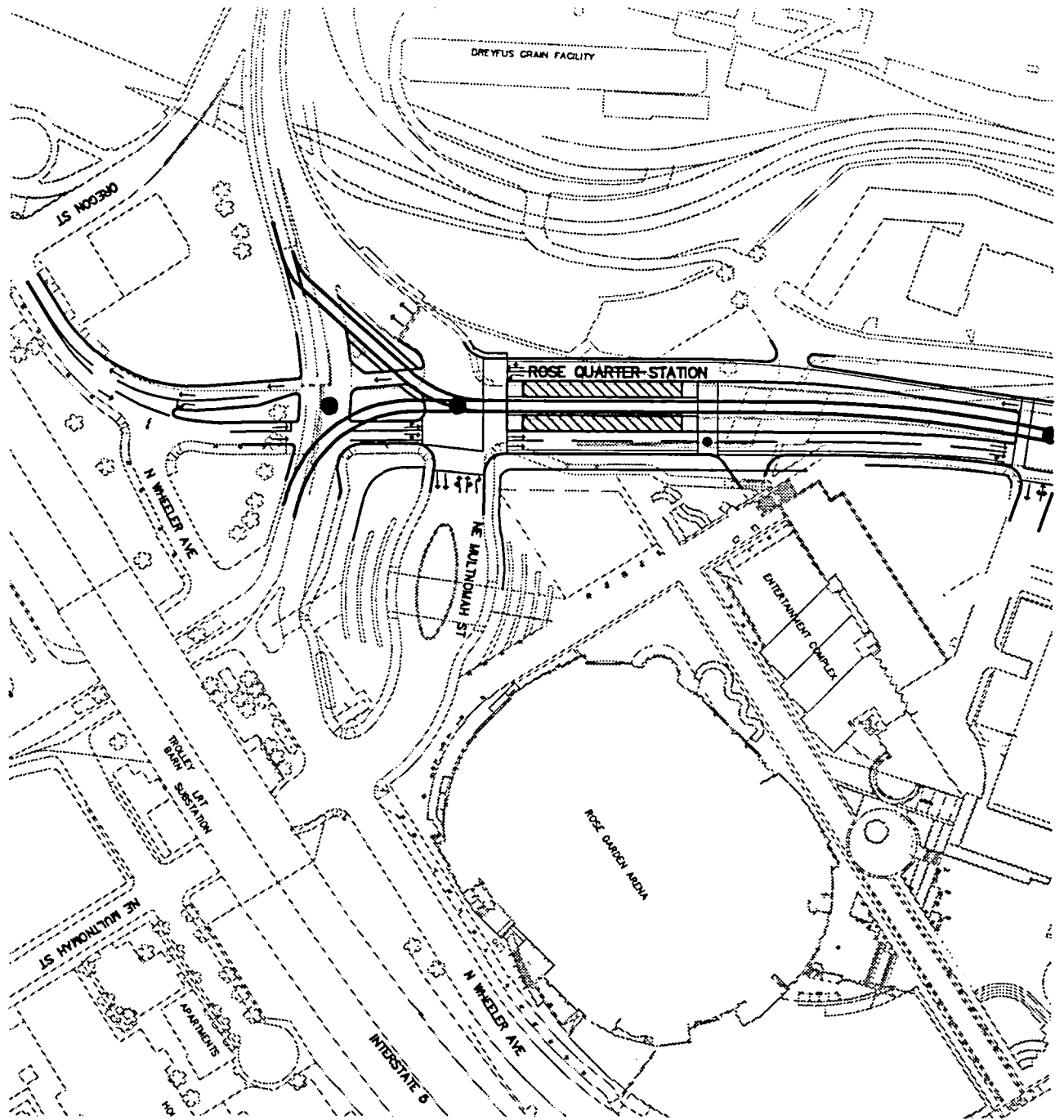
The major tradeoffs between the Full-Interstate Alternative and the DEIS alternatives occur in the areas of capital cost, displacements, and number and location of stations. The capital cost of the Full-Interstate Alignment Alternative is \$46 million (\$1994) less expensive than the comparable segment of the alignment chosen as the LPS between the Rose Quarter and Expo Center. This difference would be \$81 million in year of expenditure dollars. The Full-Interstate Alignment Alternative would result in between 71 and 148 fewer residential and business displacements than the DEIS Alternatives. The Full-Interstate Alignment Alternative would have one less station than the DEIS Alternatives, and would not provide as direct access to Emanuel Hospital or the Eliot neighborhood as the DEIS Interstate Avenue Alignment. A new station at N Russell and N Interstate would provide better access to the Albina Industrial Area and the area to the west of Emanuel Hospital.



***Appendix A***

**Conceptual Designs  
Rose Quarter Station  
Expo Center Park-and-Ride Facility  
Cross-Sections**



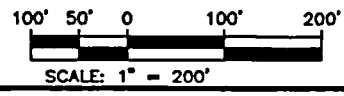


**FIGURE A-1  
ROSE QUARTER  
CONNECTION TO EXISTING LIGHT RAIL**



This drawing represents a conceptual design portrayal. Alignments, stations and LRT facilities are currently under study and may change.

- EXISTING SIGNAL
- NEW OR MODIFIED SIGNAL
- ▨ LRT STATION PLATFORM
- ▬ GATED CROSSING
- ▬ STEPS/RAMPS
- ▬ WALL



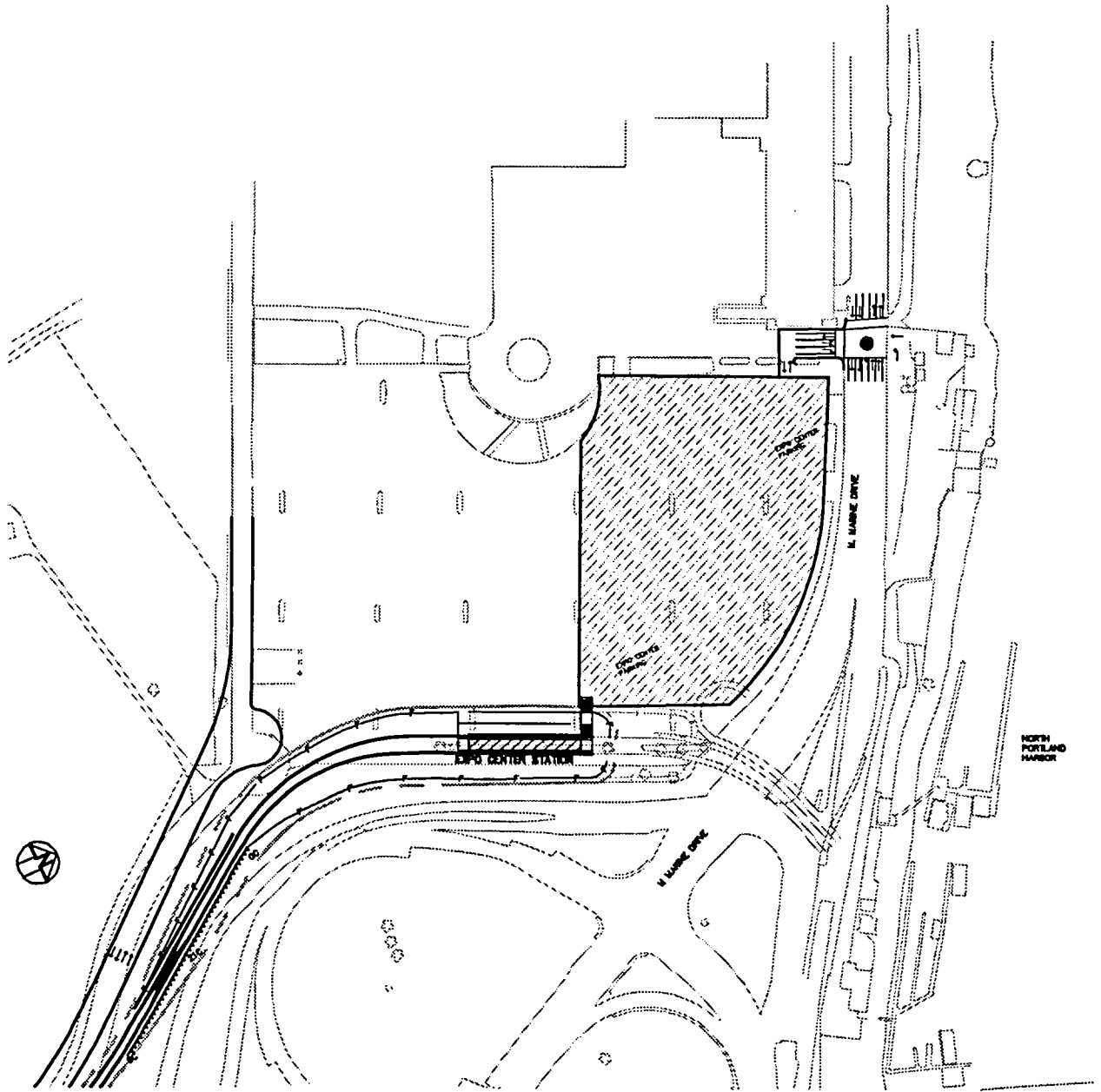


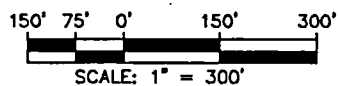
FIGURE A-2  
EXPO CENTER  
PARK-AND-RIDE FACILITY

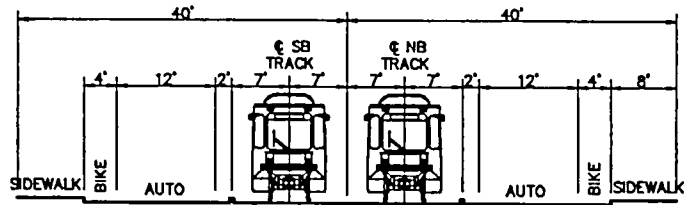
**South  
North**  
Transit Corridor Study

**TRI-MET**

This drawing represents a conceptual design portrayal. Alignments, stations and LRT facilities are currently under study and may change.

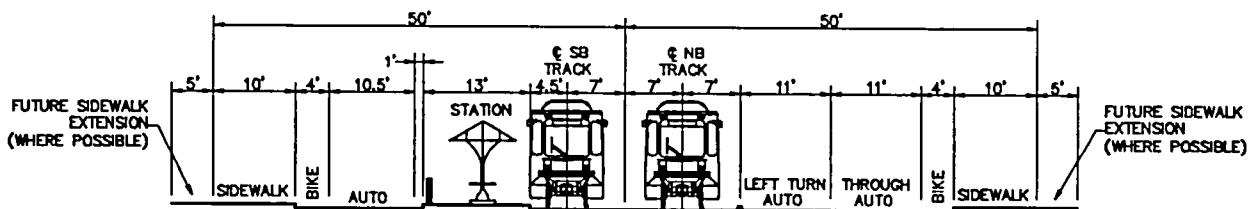
- EXISTING SIGNAL
- NEW OR MODIFIED SIGNAL
- ▨ LRT STATION PLATFORM
- ▣ STEPS/RAMPS
- GATED CROSSING
- ▬ WALL





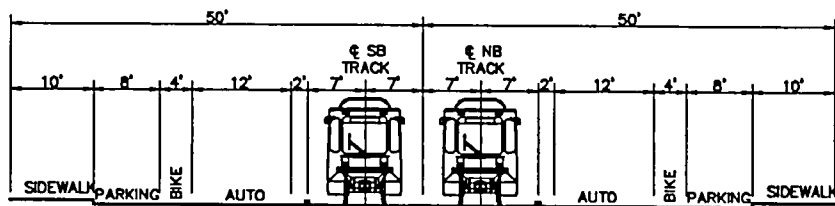
INTERSTATE AVE  
NEAR MISSISSIPPI AVE

D  
AI-07A



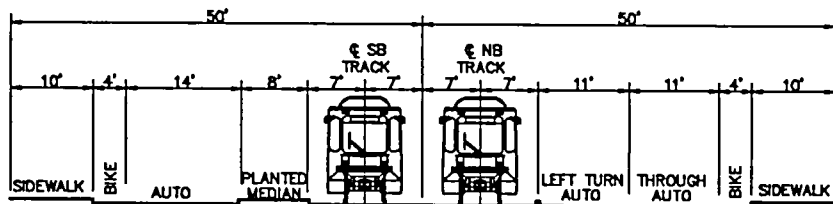
KAISER TO KENTON - TYPICAL  
SIGNALIZED INTERSECTION W/ STATION

A  
PP-AI-10



KAISER TO KENTON - TYPICAL  
BETWEEN SIGNALIZED INTERSECTIONS

B  
PP-AI-10



KAISER TO KENTON AVE - TYPICAL  
SIGNALIZED INTERSECTION W/OUT STATION

C  
PP-AI-10



FIGURE A-3  
INTERSTATE MAX  
CROSS-SECTIONS

- EXISTING SIGNAL
- NEW OR MODIFIED SIGNAL



LRT STATION PLATFORM

— GATED CROSSING



STEPS/RAMPS



WALL

This drawing represents a conceptual design portrayal. Alignments, stations and LRT facilities are currently under study and may change.



SCALE: 1" = 300'

***Appendix B***

**Visual Simulation  
Interstate Avenue at N Dekum Street**

## Visual Simulations North Portland Segment

Note: This simulation was prepared to illustrate the new alignment alternative for the South/North Supplemental Draft Environmental Impact Statement (SDEIS). This appendix includes one simulation for the alignment alternative studied in the SDEIS that best illustrates the North Corridor study area alternative. This illustration is based on a preliminary level of design (approximately 5%) and is subject to change.



Figure B.1  
*Existing Condition*

• View from N Interstate Avenue at N Dekum Street, looking south



Figure B.2  
*Full Interstate Alignment Alternative (Visual Simulation)*

• View from N Interstate Avenue at N Dekum Street, looking south

*Appendix C*

**Environmental Justice Compliance**

## ENVIRONMENTAL JUSTICE COMPLIANCE

This appendix describes how the Full-Interstate Alignment Alternative compares with the alternatives previously studied in the DEIS with respect to environmental justice. The neighborhoods served or affected by the new alignment were all included and evaluated in the DEIS analysis. Therefore, this appendix focuses on the differences in impacts and benefits to low income and minority neighborhoods with the Full-Interstate Alignment Alternative compared to the DEIS alternatives in the same neighborhoods.

In the DEIS analysis the potential adverse human health effects from the project alternatives were related to noise and vibration impacts, displacements and neighborhood quality impacts (traffic, noise, vibration, displacement and visual effects). The new Full-Interstate Alignment Alternative would be located entirely in the existing right-of-way of Interstate Avenue, dramatically reducing the displacement impacts from as many as 133 residential and 40 commercial to zero. There would be seven more noise and/or vibration impacts to residences or businesses in low income and minority neighborhoods compared to the alignments previously studied. These additional impacts are to structures that would have been displaced with the DEIS alternatives. Traffic impacts could be somewhat greater in the portion of the alignment along North Interstate in the Lower Albina Industrial area (in the Eliot Neighborhood) as well as the area between the Edgar Kaiser facility and commercial district in Kenton.

The Full-Interstate Alignment Alternative would provide one less station in the Lloyd Neighborhood (north of the Rose Garden arena) and a different station location in the Eliot Neighborhood compared to station locations previously studied. The station in the Eliot Neighborhood at North Interstate Avenue and North Russell Street would provide somewhat less direct access to the residential area of the neighborhood, than the stations evaluated in the DEIS. If the Locally Preferred Strategy were amended to include the Full-Interstate Alignment Alternative and the alignment was to become the first portion of the South/North corridor proposed for construction, it would provide improved transit access for a higher concentration of low income and minority neighborhoods compared to other segments of the corridor as studied in the DEIS.

Overall, the new Full-Interstate Alignment Alternative has significantly fewer impacts to low income and minority neighborhoods compared to other alignments studied in the DEIS and would provide similar access to stations along most of the alignment. Therefore, there would not be disproportionate impacts to low income and minority neighborhoods with the new Full- Interstate Alignment Alternative.





***Appendix D***

**Other**  
List of Recipients  
List of Preparers  
Glossary

## D.1 LIST OF RECIPIENTS

### **Federal Agencies:**

Advisory Council on Historic Preservation  
Department of the Army, Portland District  
Corps of Engineers  
Federal Emergency Management  
Administration  
Federal Highway Administration  
Federal Railroad Administration  
National Marine Fisheries Service  
US Army Corps of Engineers  
US Coast Guard  
US Department of Agriculture  
US Department of Commerce  
US Department of Energy  
US Department of Interior  
US Department of Transportation  
US Environmental Protection Agency  
US Fish and Wildlife Service

### **Native American Tribes:**

Confederated Tribes of the Grand Ronde  
Confederated Tribes of the Warm Springs  
Confederated Tribes of Umatilla  
Confederated Tribes of Siletz  
Columbia Inter-Tribal Fish Commission  
Nez Perce Tribe  
Yakama Nation

### **Oregon State Agencies:**

Office of the Governor, State of Oregon  
Oregon Department of Agriculture  
Oregon Department of Energy  
Oregon Department of Environmental Quality  
Oregon Department of Fish & Wildlife  
Oregon Department of Geology and Mineral  
Industries  
Oregon Department of Land Conservation &  
Development  
Oregon Department of Transportation  
Oregon Department of Water Resources  
Oregon Division of State Lands  
Oregon Economic Development Department

Oregon Geology & Mineral Industries  
Department  
Oregon Office of Energy  
Oregon Public Utilities Commission  
Oregon State Board of Geologist Examiners  
Oregon State Historic Preservation Office  
Oregon State Library  
Oregon State Parks and Recreation  
Department

### **Washington State Agencies:**

Office of the Governor, State of Washington  
Washington Department of Fish & Wildlife  
Washington Department of Natural Resources  
Washington Land Use Study Commission  
Washington State Department of Ecology  
Washington State Department of  
Transportation  
Washington State Historic Society  
Washington State Office of Archaeology and  
Historic Preservation  
Washington State Parks & Recreation  
Commission  
Washington Utilities & Transportation  
Commission

### **Regional and Local Agencies/Governments:**

C-TRAN  
City of Gladstone, Oregon  
City of Milwaukie, Oregon  
City of Oregon City, Oregon  
City of Portland, Oregon  
City of Vancouver, Washington  
Clackamas County, Oregon  
Clark County, Washington  
Multnomah County, Oregon  
North Clackamas School District  
Port of Portland  
Portland School District

**Libraries:**

Clark County Regional Library  
Ledding Library  
Fort Vancouver Regional Library  
Multnomah County Library  
Portland State University Library  
University of Oregon Library  
Oregon State University Library

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Arbor Lodge Neighborhood Association  
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Bridgeton Neighborhood Association  
Downtown (Portland) Community Association  
Eliot Neighborhood Association  
Hayden Island Neighborhood Network  
Humboldt Neighborhood Association  
Irvington Neighborhood Association  
Kenton Neighborhood Association  
King Neighborhood Association  
Lloyd District Community Association  
North Portland Neighborhood Office  
Northeast Coalition of Neighborhoods  
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Overlook Neighborhood Association  
Pearl District Neighborhood Association  
Piedmont Neighborhood Association  
Sabin Community Association

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1000 Friends of Oregon  
Alliance of Portland Neighborhood Association for Portland Progress  
Audubon Society of Portland  
Columbia Corridor Association  
Downtown Retail Council  
Historic Old Town  
Interstate Avenue Association  
Kenton Business Association  
Lloyd District Transportation Management Association  
Lower Albina Council  
North-Northeast Business Association  
North Portland Business Association  
Northeast Broadway Business Association  
Oregon Historical Society  
Oregon League of Conservation Voters  
Oregon League of Women Voters  
Oregon Water Resource Council  
Portland Chamber of Commerce  
Portland Community College  
Portland Development Commission  
Portland Metropolitan Chamber of Commerce  
Portland Public Schools  
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Swan Island Business Association  
University of Portland  
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Portland State University  
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### D.3 GLOSSARY

**Alignment:** Horizontal and vertical geometric elements that define the location of an LRT alignment or roadway.

**Alignment Alternatives:** Alignment alternatives specify the general location of light rail alignment choices within a given segment of the South/North Corridor.

**Ambient Noise:** Surrounding or existing noise level.

**Best Management Practices:** The process by which the most environmentally sound methods for construction are employed (such as design with least impact, controlling silt and runoff and construction during least sensitive times of the year, i.e., avoiding nesting or spawning seasons).

**Capital Costs:** Nonrecurring costs required to construct transit systems, including costs of right-of-way, facilities, rolling stock, power distribution and the associated administrative and design costs, and financing charges during construction.

**Decibel:** A quantitative measure of sound.

**Displacements:** Displacements refers to any buildings or parts of buildings that must be acquired for construction of light rail.

**Headway:** The time between transit vehicles at any particular point along the route.

**High Capacity Transit (HCT):** Any mode of transportation (typically referring to public transportation or transportation infrastructure) that enables large numbers of people to travel from one destination to another with faster speeds than single occupancy vehicle travel. Examples of high capacity transit include buses, light rail, High Occupancy Vehicle (HOV) lanes and carpools.

**Land Use Final Order (LUFO):** The Metro Council land use decision designating the entire required right-of-way for light rail construction in one regional action rather than a series of small, jurisdictional actions.

**Level of Service (LOS):** A qualitative measure that represents the collective factors of travel under a particular volume condition. A measure of traffic congestion.

**Light Rail Transit (LRT):** A mode of mass transportation comprised of light rail vehicles that travel on steel tracks and are powered by electricity from overhead wires. This mode is characterized by its ability to operate in both at-grade and/or grade separated environments, usually operating in combinations of 1 or 2 vehicles.

**Locally Preferred Strategy (LPS):** The alignment selected for further study in the Final Environmental Impact Statement (FEIS) after comparisons of several alignments are completed in the Draft Environmental Impact Statement (DEIS).

**Mode:** A particular form or method of travel, such as pedestrian, bicycle, automobile, bus or LRT.

**National Register of Historic Places:** The official list of the nation's cultural resources determined to be worthy of preservation.

**Off-peak:** Those periods of the day where demand for transit service is not at a maximum.

**Operating Costs:** Recurring costs incurred in operating transit systems, including wages and salaries, maintenance of facilities and equipment, fuel, supplies, employee benefits, insurance, taxes and other administrative costs. Amortization of facilities and equipment is not included.

**Operating Revenue:** The gross income from operation of the transit system including fares, charter income, concessions, advertising, etc. Does not include interest from securities, non-recurring income from sale of capital assets, etc..

**Park-and-Ride (P&R) Lot:** A lot near a transit station that provides all-day parking for cars. Park-and-ride lots are located near the fringe of a transit system where feeder bus service is sparse or nonexistent.

**Peak Hour:** The hour of the day in which the maximum demand for service is experienced, accommodating the largest number of automobile or transit patrons.

**Peak Period:** A specified time period for which the volume of traffic is greater than that during other similar periods.

**Platform Hours:** Elapsed time from when a transit bus or train pulls out of the garage into service to when it returns to the garage after completing its service.

**Queue Spillback:** Refers to the number of cars lined up at a stoplight.

**Record of Decision:** Regarding the South/North Light Rail Project, the Record of Decision is the decision on the light rail alignment and funding issued by the Federal Transit Administration upon completion of the Final Environmental Impact Statement.

**Ridership:** Refers to the number of transit riders projected for a specific alignment alternative or segment within a specific time period (such as per day, per AM peak-period, etc.).

**Right-of-Way:** The corridor (horizontal and vertical space) owned by the transit agency for the transportation way.

**South/North Corridor or Corridor:** A subset of the region, defined in Chapter 2 of the Draft EIS as the travel shed that would be potentially affected by the proposed South/North LRT project.

**Terminus:** A transit station located at the end of transit (including light rail) line.

**Tie and Ballast:** Track treatment consisting of a gravel bed with rails and ties.

**Train Miles:** The number of miles an individual train travels within a day of service.

**Transit:** A transportation system principally for moving people in an urban area and made available to the public usually through paying a fare.

**Transit Center:** A station with shelters where a large number of transit vehicles and passengers can be brought together with safety and convenience.

**Travel Time (In Vehicle):** The time required to travel between two points, not including terminal or waiting time.

**"Z" Crossing:** Type of unsignalized pedestrian crossing of light rail tracks in the shape of the letter "Z." Pedestrians are forced to cross first looking toward oncoming trains, then must turn to face oncoming train traffic on the second track.



*Appendix E*

**Agency Coordination**

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
Thirteenth Coast Guard District

915 Second Avenue  
Seattle, WA 98174-1067  
Staff Symbol: oan  
Phone: (206) 220-7270  
FAX: (206) 220-7285

16593  
April 13, 1999

Mr. Dave Unsworth  
Principal Transportation Planner  
METRO  
600 Northeast Grand Avenue  
Portland, OR 97232-2736

Dear Mr. Unsworth:

As you requested, we have reviewed the draft language for Coast Guard issues in the Supplemental Environmental Impact Statement for the South/North Project. We are providing our comments as cooperating agency in this project.

The draft language is largely acceptable for our purposes. We offer the following minor changes to the text. In the first paragraph under **Section 3.4 Navigable Waterways**, the "General Bridge Act" should be cited rather than the "General Bridges Act". Generally, the waterway discussed in this section is customarily referred to as "Columbia Slough" rather than "the Columbia Slough".

If you have any other questions, please call me at (206) 220-7272 or Austin Pratt at (206) 220-7282.

Sincerely,

A handwritten signature in cursive script that reads "John E. Mikezell".

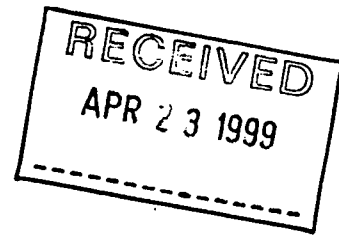
JOHN E. MIKESELL  
Chief, Plans and Programs Section  
By direction of the District Commander



DEPARTMENT OF THE ARMY  
PORTLAND DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 2946  
PORTLAND, OREGON 97208-2946  
April 22, 1999

Reply to  
Attention of:

Operations Division



METRO  
Attn: Dave Unsworth  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Mr. Unsworth:

We have reviewed the draft text from the South/North Corridor Supplemental Draft Environmental Impact Statement (SDEIS). This text addresses impacts associated with the new light rail alternative between the Rose Quarter and Expo Center. Discussions regarding the need to investigate alternatives to avoid or minimize impacts to Wetland "K" and the Columbia Slough are consistent with comments we made on the draft EIS in a letter dated April 28, 1998. We, therefore, have no changes to recommend.

Thank you for your continued effort to keep us informed on this project. Questions can be directed to Ms. Judy Linton at the above address or telephone (503) 808-4382.

Sincerely,

A handwritten signature in cursive script that reads "W. B. Paynter".

W. B. Paynter  
Chief, Regulatory Branch



Printed on recycled content paper  
with 30% post-consumer waste.



06249C-09



**South  
North**

Transit Corridor Study

# South/North Corridor Project

## Supplemental DEIS Public Comment Report

June 1999




U.S. Department  
of Transportation  
Federal Transit  
Administration

## SUMMARY

The comments in this Public Comment Document for the South/North Supplemental Draft Environmental Impact Statement (SDEIS) refer to a proposed alignment in North Portland from the Rose Quarter to the Expo Center. Following publication of the SDEIS, a 45-day comment period was announced via a mailing and newspaper ads (see last section of this document). This document contains comments received from April 30 through the end of the comment period on June 14, 1999.

During the comment period, there were 3 open houses held in locations along the proposed route and a public hearing was held on June 1, 1999. In addition, there were over 35 presentations made to neighborhood, business and other community groups in the north/northeast Portland area. A field office was opened in May at a storefront location along the alignment. It is staffed weekdays from 11 am to 7 pm except Fridays until 5 pm.

Almost 400 total comments were received during this comment period concerning the proposed Interstate Max route. There are duplications due to the fact that many people commented at hearings as well as in writing. Also many sent e-mails as well as letters. The index reflects these duplications when referencing the name.

An additional 69 comments were received specifically in support of a group known as SPIRIT. The comments all supported their effort to seek \$4 million to invest in free transit for youth going to and from school.

The majority of all comments favored the proposed alignment on Interstate Avenue. There were a variety of reasons that people gave in expressing support for the route. The most frequent reason was that light rail supports the region's 2040 growth management plan and goals to preserve the region's urban growth boundary while reinvesting in existing neighborhoods. Another was that light rail is a catalyst for other investment along N Interstate Avenue and would enhance the livability of the local neighborhoods. It was also cited as a fast, reliable, comfortable and affordable transit service and helps preserve environmental quality.

Some of the reasons for expressing opposition to the proposed route were the fact that voters had opposed light rail last November and it should not be pursued because it still uses public (taxpayer) funds. Another objection was that removing a lane in each direction on N Interstate Avenue would cause major traffic impacts. There were concerns about the loss of bus service on N Interstate which people feel is more accessible to elderly and disabled.

Some supporters as well as opponents of the project expressed concern about the use of tie and ballast for track surface and felt it would impede economic development and possibly be a safety hazard for emergency services. Others expressed concern about the source of city funds for the project and were opposed to taking funds from existing urban renewal areas. Another concern was for safety of school children crossing the tracks and safety at the station areas.

## Acknowledgments

### *Public Involvement activities*

Staff and public officials from Tri-Met, Metro and the City of Portland have participated in efforts to inform and involve the public in both understanding and providing feedback about the proposed Interstate Max light rail during this public comment period. In addition to the 3 open houses and public hearing held during this time, efforts have included extensive outreach via neighborhood, business and other community organization meetings; personal meetings with large businesses; property owner meetings; telephone calls; canvassing door-to-door; and drop-in visits to the field office on N Interstate Avenue. The community relations team directly involved in the planning and coordination of outreach activities included:

Carolyn Young, Special Assistant to the General Manager, Tri-Met  
Jan Schaeffer, Community Relations Director, Tri-Met  
Jan Shearer, Community Relations Manager, Tri-Met  
KC Cooper, Community Outreach Manager, Tri-Met  
Matthew Winthrop, Community Relations Clerk, Tri-Met  
Gina Whitehill-Baziuk, Public Involvement Planning Manager, Metro  
Jeanna Cernazanu, Public Involvement Planner, Metro  
Wendy Smith Novick, Outreach Coordinator, City of Portland  
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Lore Wintergreen, Outreach Coordinator, City of Portland  
Teresa Bliven, Outreach Coordinator, City of Portland

### *Media Relations*

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### *Document production*

Jan Faraca, Administrative Secretary, Metro

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Section One

**Public Comments Received at Interstate MAX  
Public Hearing on June 1, 1999**

Received by

Fred Hansen, General Manager, Tri-Met  
Commissioner Charlie Hales, City of Portland  
Councilor Jon Kvistad, Metro  
Councilor Rod Park, Metro  
Councilor Ed Washington, Metro

**Supplemental Draft Environmental Impact Statement  
Public Hearing, June 1, 1999**

**Summary of Oral Comments**

The moderator's opening remarks described the evening's procedure and limited oral testimony to three minutes per speaker.

Ross Roberts, Project Manager, briefly described the Supplemental Draft Environmental Impact Statement (SDEIS) as an added alternative to the Draft Environmental Impact Statement and provided a thumbnail outline of the alignment.

Chris Wrench  
5624 SW Riverside Lane, #11  
Portland OR 97201

Automobile congestion is growing. Building more freeway lanes rips up neighborhoods and destroys the city. Restricted vehicle lanes (HOV) on existing freeways seem to work in places where they have many more freeway lanes than we have here. What to do? Build light rail networks as a solution. (Full written text provided and attached.)

Mike Houck  
Audubon Society of Portland  
5151 NW Cornell Road  
Portland OR 97210

Offers strong support for a light rail alignment that serves north and northeast Portland. This is not a government plot to shove LRT down throats but rather a collaboration between government and citizens who want light rail in their neighborhoods to serve their economic, environmental and transportation needs. He describes the impacts of an auto-dominated transportation system upon the natural environment. (Full written text provided and attached.)

Chris Smith  
Northwest District Association  
2343 NW Pettygrove  
Portland OR 97210

Co-chair of the transportation committee of the Northwest District Association testifying on his own behalf. He supports the alignment because he believes that in the long run it will reduce traffic in his neighborhood. One of the largest traffic problems in NW Portland is the fact that the arterial network is overloaded and cars are getting off arterials and using neighborhoods as commuting routes. Ultimately, investments in our rail network will reduce that by getting cars out of the arterial network, make those networks function well instead of overloading and that will be to the benefit of all neighborhoods in the city. This is a reasonable, responsible alignment, and he encourages its support.

Terry Parker  
1527 NE 65<sup>th</sup> Avenue  
Portland OR 97213

Figure A-2 in the SDEIS shows a park-and-ride lot using existing Expo parking. The Expo Center does not have enough parking now for large events; overflow parking facilities with shuttle buses are being used, and the new Hall D will place a greater demand for parking. Replacement on-site parking needs to be addressed in the EIS, and promoters of large retail shows need to be contacted for their comments. Suggests a park-and-ride in Vancouver with shuttle service as an option. He notes that the SDEIS indicates 500 vehicles per day will be diverted from Interstate Avenue. The EIS must address impacts to other streets, the potential for more air pollution from buses in travel lanes and other potential related issues. Additional, more complete study is needed before proceeding. A full Interstate rail alignment with four vehicle lanes, two in each direction, lessens the impacts on other area streets and should be addressed in the EIS. Doing something is better than nothing, but it doesn't justify what you're doing. This project is not regional thinking; it is more of the same old 'to and from downtown' mentality.

Lenny Anderson  
Swan Island Transportation Committee  
2934 NE 27<sup>th</sup> Avenue  
Portland OR 97212

He offers general comments about why the region should go forward with this project. Growth requires the ability to move goods, and land for development. Where will the road capacity come from to move freight? Few will favor a modest or massive road construction program in north and northeast Portland to accommodate freight movement. There appears to be a simple option—getting more single occupancy vehicles (cars) off the highway by offering a fast, reliable, comfortable and affordable transit option. The Interstate MAX proposal is potentially the most effective option and is within our financial reach. (Full written text provided and attached.)

Craig Flynn  
12048 NE Fargo Court  
Portland OR 97220

He lives in a neighborhood with light rail—this project has nothing to do with reducing congestion. When Interstate Avenue was replaced by I-5, it carried 18,000 trips on it and was considered over capacity. By 2015, according to Metro, Interstate Avenue will have 18,000 trips on it with two less lanes. Doesn't understand how that will help commuters. The real poll was the election last fall; the voters spoke and said no. What it looks like is you didn't like what the people said, so you're going around that. He can't understand why the press, the media, why everyone isn't up in arms about this. Where is all this money coming from? All of a sudden the city and Metro have tons of money for this; the city just had a ballot measure and said they didn't have enough money for a fire station and parks, but now they have tons of money for this. People were talking earlier this evening about adding capacity to roads, but there are no plans for that. This is about spending



money to make bus riders rail riders and possibly adding 4,000 new people for a couple hundred million bucks. Why don't you just add a couple buses? It would be a lot cheaper.

Per Fagereng  
1752 N Holman  
Portland OR 97217

His father-in-law lives close to Interstate Avenue (1752 N Holman), and wife grew up in the neighborhood. She remembers when Interstate was a thriving street, even after the freeway was built. The overwhelming consensus among the neighbors is that they want Interstate to be pedestrian friendly. This light rail plan would nullify that, with stops six to eight blocks apart and businesses between them losing; two auto lanes gone, traffic squeezing into one lane in each direction and onto other streets. The clear solution would be commuter trains to Washington on existing tracks and a streetcar on Interstate with stops every two blocks. Much has been said about federal money. Recently, Tri-Met requested \$16 million from a regional pool of federal funds but received \$5.6 million; consequently, Tri-Met is scrapping its concentrated bus service on SE Division and delaying its plan for Barbur Boulevard. Adult fares will go up in September. There will be no breaks for kids going to school. A youth activist group, "Spirit," says 11 percent miss school because they don't have bus fare. Free rides would cost \$4.5 million annually. Tri-Met says they don't have it, yet Tri-Met will kick in \$25 million for this proposal. This is a terrible way of spending taxpayers money; local agencies will pay \$110 million for this thing—that is money that could be used for all sorts of other things. The basic flaw with light rail is that it tries to be a commuter train and a streetcar at the same time and does a bad job of both.

Kent Hoddick  
Chair, Arbor Lodge Neighborhood Association  
6546 N Maryland  
Portland OR 97217

His organization opposes the current proposal. The majority of the neighborhoods residents are retired or older citizens. Service will decrease for them as they travel on transit. Their reasons for opposing are: the costs of building and operating the system, and it replaces an excellent bus system. The buses being replaced would be shifted to Clackamas to solve their problems. He thinks Tri-Met is doing a financial razzle-dazzle by shifting buses to Clackamas County and that it will still cost us money as future taxes. The tracks and gravel would be a physical barrier limiting access to an area between north Interstate Avenue and I-5. There are major concerns about safety and police and fire access. Removing two lanes of traffic will impact the neighborhood and current businesses. Track treatment will not give us any economic development and probably loss of businesses during the construction phase. The high density infill is not needed and is not wanted. We feel that overall, the quality of life will be decreased. The silent majority in my neighborhood do not want light rail, and they believe a no vote is a no vote.

Dick Jones  
Oak Grove Community Council  
3205 SE Vineyard Road  
Oak Grove OR 97267

Oak Grove Community Council opposes light rail. In November, voters defeated a light rail line. Oregon laws does not determine winners and losers by precinct votes but rather total vote. If Portland wants to replace buses with light rail, that is great; but do not get construction or operating costs from the region or the state as is proposed. Many Urban Renewal Funds are paid by all Oregon residents. The funds coming from areas like STP funds should not be used unless it is only Portland's share. (Full written text provided and attached.)

Ross Williams  
Citizens for Sensible Transportation  
1220 SW Morrison, Suite 535  
Portland OR 97214

His group is a member of the Coalition for a Livable Future. His group proposed expansion of light rail in December from the Rose Quarter to Vancouver. While their proposal was different, clearly this alignment meets the things that the Coalition came up with. The reason Citizens for Sensible Transportation is a part of the Coalition and the reason they are concerned about this issue is because they define their mission as “. . .trying to help citizens create better communities with less traffic.” There really isn't anything we can do to build our way out of congestion. It's something that is with every city in the US, and where cities have attempted to build there way out of congestion, what they found is that no matter what amount of money gets spent on new roads, the congestion remains the same. Those that think other alternatives will eliminate congestion, they won't; but what light rail does is provide a way to get to work, school or where ever without congestion. Further, it will provide opportunity for a group of people who need access to jobs in Washington County or Gresham all along the light rail line where the economic engine of the region for the next 50 years is suppose to be. That's one reason it is needed, to provide that opportunity for the people in that community. This is a 50 year investment, and that makes a big of difference to a lot of people, because light rail will be more friendly to an aging population. Combined with things Tri-Met has planned in terms of expanded transit service, it really begins to provide the kind of network we need to give people an alternative to getting into their cars. If it hadn't been for Ed Washington pushing for hearings last November, we wouldn't be here today, and citizens turning out for those hearings supporting light rail really have made a difference.

Lynn Peterson  
Transportation Advocate, 1000 Friends of Oregon  
534 SW Third Avenue, Suite 300  
Portland OR 97204

Her group is a member of Coalition for a Livable Future, which advocated for a north light rail extension after the November election. They support the findings in the SDEIS for Interstate MAX. Light rail investment in the Interstate corridor meets the region's Regional Transportation Plan policies for transportation investments in the following ways. 1) Involves and provides access to

citizens. 2) Facilitates development of the 2040 Growth Concept by providing the incentive for re-investment in existing neighborhoods within the city, such as Albina and Kenton. LRT on Interstate Avenue would also move the region toward the goal of creating a "main street" on Interstate, offering affordable housing within walking and transit distance of employment and retail. 3) Ensures allocation of resources are driven by land use and transportation benefits by carrying a phenomenal number of trips no longer accommodated by auto on Interstate. While the parallel street system will see some increases in auto trips, the overall decrease in vehicle trips will help meet the goal of reducing reliance on the auto and maintain clean air standards. 4) Protects the region's natural environment and livability of the region. Light rail is one of the many tools we have to meet the regional commitment to the future. (Full written text provided and attached.)

Geri Washington  
Community Activist  
5853 NE 10<sup>th</sup>  
Portland OR 97211

Expresses strong support for the Interstate Avenue alignment. She lists some positive points, beginning with no displacements; cost has been reduced by \$114 million over the South/North alignment (but that doesn't mean it's cheaper); extends all the way to the Expo Center. While she would like to see the alignment extended all the way to Vancouver, she sees this as a necessary first step in the expanding of our transportation system that is a transportation system for everyone. The time to act is now to capture matching federal funds. She offers other points toward the goal of equity. Station development should be done by the community and the surrounding neighborhood residents; development of the line should provide entrepreneurial opportunities and employment to the community, plus it should include complementary east-west bus routes to assure accessibility. With these included as priorities and the promise of zero displacements, this line will serve an important role in our community. This may not be the be-all, end-all solution for getting folks out of their cars or dealing with the air quality problems, but it's a beginning. Urges moving forward.

Serena Cruz  
Multnomah County Commissioner  
1120 SW 5<sup>th</sup> Avenue, #1500  
Portland OR 97204

She supports Interstate Max. She views it as an important alternative transportation decision. It will move folks in north Portland neighborhoods quickly and easily to downtown, which will facilitate access to all the different benefits available from the alternative transportation system. It will benefit folks on both sides of the freeway; many of her neighbors (Boise) are excited about having LRT so close by. In addition to moving folks out of the neighborhood and providing them access to the rest of the region, light rail north will bring people to the community, including Portland Community College's Cascade Campus and to businesses. It will be more than a transportation decision, it will pave the way for redevelopment of Interstate Avenue and create the nexus for other investments, like an urban renewal district along Interstate Avenue. It will facilitate environmental benefits and will create more affordable housing opportunities. Light rail is not just about moving people, it's about facilitating how we want to grow. It's important to acknowledge that not everyone supported the original plan, but it's easier to understand when you look at what

people are facing in north Portland in terms of their tax bills. This does not affect their tax bills, and this is a community where poverty has been prevalent at higher rates than anyplace in our region. What we are doing here is actually reinvesting in this community.

Peter Teneau  
North Portland Activist  
2715 N Terry  
Portland OR 97217

He favors Interstate Avenue MAX. He likes light rail because it gets people out of their cars and moves them quickly, cleanly and efficiently. For the same reason, he favors trolleys and commuter rail as well. For a route north up the main axis of the city, light rail makes eminent sense. When driving north on I-5 from Portland Avenue, one can see the congestion with only more to come. He and a few other Arbor Lodge residents formed a working group studying the possibilities and implications of the light rail project. They talked to neighbors, read a lot of reports, went on tours, attended meetings and made our concerns known. Thinks there has been good interaction, and everyone has learned a lot. A good example of citizen participation in a process. He still believes LRT would serve north Portland well and that an all Interstate Avenue alignment with no property displacement would do this best. Look no further than the Kenton business district for the ideal coupling of an LRT station serving transportation needs and a re-energized business hub serving our community needs. North MAX is a good deal. Let's get on with it and on to Vancouver. Supports a station at PIR (Portland International Raceway) and would like to encourage Tri-Met to run a shuttle service to Hayden Meadows and East Delta Park.

Nancy Cushwa  
2715 N Terry  
Portland OR 97217

She heartily supports light rail. Lists personal and maybe frivolous reasons why. Thinks it will beautify Interstate Avenue with 1,200 trees being planted. Trees are one of the most important elements to making a city charming. Hopes new and interesting shops and groceries will be built along the way. She's tired of driving her car to other neighborhoods to shop. She would use light rail to go to some interesting places. In the past, she lived in Boston where she could go all over using MTA and buses. Sees light rail as a tourist attraction—why not use light rail to go to Expo? Visitors in other cities use transit.

Jim Howell  
Citizens for Better Transit  
3325 NE 45<sup>th</sup>  
Portland OR 97213

Citizens for Better Transit enthusiastically endorse and support this project. They feel this is the most important part of what was the original North/South Light Rail and are confident that eventually it will extend to downtown Vancouver where it will become a regional facility. He offers a few suggestions about how to make LRT a little more customer friendly. The Expo Center station is up on an embankment and a distance from buildings, not as convenient for disabled

people as it could be. The problem with this alignment along Interstate Avenue (and all of the past options) is the service to the neighborhoods along Interstate. Currently, residents feel they have good service with the No. 5 bus and that service would be eliminated. To make light rail more accessible to residents of the Arbor Lodge and Overlook neighborhoods, he suggests the addition of "local stops," not fully developed stations but just stops with a shelter, shorter platform and ticket machine. With the addition of four more stops between the main stations, the service could be as good, if not better, as it is today by scheduling limited stop trains and local trains. In Europe, he likes the sod that is used between the tracks and thinks that could work here as well. CBI hopes Interstate MAX gets built.

David Roth  
3322 SE Brooklyn  
Portland OR 97202

He expressed his pride at being "a citizen of Portland, one of the first American cities to say no to the monopoly of the automobile." Expresses appreciation for leadership that Metro and Tri-Met have provided in pushing forward with an alternative means of transportation. He lives in a neighborhood that was saved from freeway development and wants to see other neighborhoods within the city benefit from that kind of decision-making. He sees a problem with misrepresentation in much of the criticism extended toward MAX around the time of the election. He mentioned several statements he finds disturbing because they have had an unfortunate effect upon public perceptions of the effectiveness of light rail. 1) Critics decided Westside MAX was a failure after two months of operation because it hadn't dramatically reduced the number of trips on the Sunset Highway. 2) Critics frequently insist that light rail is a 19th century form of transportation in contrast with the internal combustion engine (also invented in the 19th century). 3) Critics have insinuated that eastside MAX is already at its maximum capacity when it's only running a schedule with trains 10 to 15 minutes apart. 4) The fallacy that improvements in the efficiency of highways are essentially independent of light rail. Light rail is a convenient alternative transportation mode that would make congestion pricing useful.

Robert Mawson  
Association for Portland Progress  
520 SW Yamhill #1000  
Portland OR 97204

He read a statement in support of pursuing the Interstate Light Rail project coupled with bus improvements for the south leg of the South/North transportation corridor. Extending light rail north may provide the added benefit of spurring redevelopment in a portion of the central city that has suffered from a lack of investment for a number of years. This alignment, along with the proposal to improve bus service south of downtown Portland to Clackamas County, is responsive to the will of the voters expressed in the November election and recognizes that the region must address the mass transit needs of these corridors. (Full written text provided and attached.)

Calvin Jay  
Student, Portland Community College, Cascade Campus  
1904 NE 58<sup>th</sup> Avenue  
Portland OR 97213

He doesn't like to spend money if he doesn't have to, but believes that you have to spend money to get something done. He sees light rail as a long-term investment. Northeast Portland is becoming a nicer area, and citizens need to look to long-term solutions to continue that process. As a student, he hears of the need for a greater urban campus. In order to do that, there needs to be transportation alternatives so that students can get to and from PCC Cascade. A lot of students who do not have cars would probably be in favor of having light rail. It's time to stop looking at the short term--it will not get any cheaper as time goes by. The time to strike is now.

Rebecca Douglas for Catherine Ciarlo  
Bicycle Transportation Alliance  
1117 SW Washington  
Portland OR 97205

The Bicycle Transportation Alliance is a member of Citizens for a Livable Future and supports the proposed Interstate Light Rail project. To create transportation choices, we need to make investments in infrastructure that supports ways of getting around other than getting into cars. Traffic congestion in north Portland is just going to get worse in coming years, bringing more frustration, health impacts, and air quality problems for area residents. These problems need innovative solutions, not just adding lanes to existing congested thoroughfares. Light rail is one of those solutions, and when combined with other alternatives, the Interstate Light Rail project can provide true mobility for people in north Portland. (Full written text provided and attached.)

Larry Jones  
George's Corner  
5501 N. Interstate Avenue  
Portland OR 97217

Owner of a 62-year-old business on Interstate Avenue. He interprets talk of redeveloping Interstate Avenue to mean you want to eliminate what is already there and start over again. He believes north Portland voted no on light rail in the last election. The Citizens Advisory Committee you picked to study this proposal has no representative from Interstate Avenue business which would be directly affected by this. He does not know where the money is coming from to operate this process after it was voted down. Whose budget--Metro, Tri-Met, the city, the county--there seems to be money to do these studies, but nobody knows where it's coming from. He thinks the proposal is to trade out the No. 5 bus line with LRT. Whenever there's a problem on I-5, the traffic is diverted to Interstate Avenue. Between Going and Lombard, every day, every 30 minutes there is a siren--ambulance, fire, police. This was such a bad idea during the last study that all of the parties agreed there should be a cross over north of Killingsworth, probably on Lombard. If it was such a bad idea then, why is it a good idea now?

Madeline Nosbush  
Piedmont Neighborhood Association  
5765 N. Williams  
Portland OR 97217

Depends on public transportation; supports light rail. Riding MAX is a nice, pleasant experience. If this civilization is going to survive the pollution and the congested traffic problem, we will have to find an alternative solution, which she thinks is light rail. Briefly, she outlined her personal experience with buses and MAX. Her doctor had moved from downtown to Hillsdale - TV Highway. First, she took a bus that wandered all over the territory. Then, she rode MAX to the Beaverton Transit Station, transferred to a waiting bus and got to her destination in 30 minutes total, compared to a full hour or more traveling the old way. Urges LRT supporters to go into the community to find out what people in north Portland really want. She suggests that buses could serve Vancouver from the end of the MAX line at Expo. It would take some work to clean out the bugs, but a good bus and max service could be developed.

David Eatwell  
Executive Director, Kenton Action Plan; member, Kenton Neighborhood Association  
2601 N. Willis  
Portland OR 97217

Two basic questions seem to arise: 1) Will it improve Interstate Avenue? Designed and built correctly, a light rail line can become a focal point for the surrounding residential community with new local service and retail businesses within walking distance of homes. On the other hand, light rail may be certain death to some auto-dependent businesses and businesses that continue to survive only because of the depressed nature of the area and low cost of business space rental; and 2) Would it be cheaper and easier to add lanes to I-5? Subsidizing long-term dependence on single occupancy auto travel ignores a number of facts. No city in the US has been able to keep up with increased traffic demands by building new roads and freeways. The automobile always expands to exceed capacity, and the per mile cost of road construction far exceeds cost of the same amount of capacity in mass transit. Future higher costs of driving will make auto travel more difficult for lower and fixed income residents. Delaying mass transit system construction will only increase the cost. Interstate MAX line will not solve all of the problems of transportation in this rapidly growing city, but it will play a major part in meeting the demands of north Portland's residents in the decades to come. In the future, when I-5 and Interstate auto lanes are stacked, the light rail trains will still be running on time.

Sybil Merrels  
King Neighborhood Association  
815 NE Roselawn  
Portland OR 97211

King Neighborhood Association supports the proposed north light rail. She and Jennifer Siebold have raised issues about environmental justice and how they relate to the north light rail, primarily regarding the disproportionate load of toxicants, including air toxicants from transportation and industrial zoning and how they pertain to health issues. They appreciate the proposal with no

displacements that goes closer to Vancouver, running through an area in need of revitalization. She stressed that revitalization is about rebuilding what is already there. This is a good first step, do not be swayed by the nay-sayers, especially those who do not live in the area. Portland has been a national leader on issues of land use driven growth, transportation, environmental justice and community involvement. She encourages continued community involvement improvement. (A letter from Jennifer Siebold detailing specific environmental justice points was submitted and is attached.)

Frank Gillespie  
BP Station at Interstate & Killingsworth  
5429 N Interstate Avenue  
Portland OR 97217

He has operated his BP station for about 40 years and says his is the largest BP station in the US. They pay probably \$180,000 to a quarter of a million in state, county and federal road tax. He said they bring two or three tanker trucks down the street for gas every day, and they serve 1,500 to 3,000 cars a day. He thinks putting light rail on Interstate Avenue after it was voted down is ridiculous. Suggests that the Interstate Avenue alignment is not the common sense place for light rail. Interstate is a big road and too many cars will be displaced. He advocates putting it on I-5 where it belongs.

Steve Fosler  
138 NE Stafford St.  
Portland OR 97211

He agrees with Councilor Ed Washington's remarks in this morning's *The Oregonian*, and appreciates Commissioner Charlie Hale's remarks in last week's *Willamette Week*. Light rail is only one part of the region's transportation plan, but it is a necessary and essential part. Without light rail this region's unique transportation strategy cannot work. Only the opponents of light rail attempt to separate it from the larger context of transportation planning and construction projects. Portland is unique, thanks in large part to transportation and land use planning visions and successes. Some people resent our uniqueness and will do almost anything to bring Portland down to a substandard or ordinary level of livability and accessibility, which Portlanders do not have to accept. He promises to keep working to make sure that we do not give up good transportation ideas. Interstate MAX is a good idea. Urges adoption of the SDEIS; appreciates the continued support for north Interstate light rail as an essential component of the city's and the region's transportation system.

Walter Valenta  
President, Bridgeton Neighborhood  
11919 N Jantzen  
Portland OR 97217

Bridgeton is the neighborhood that would also be served by the Expo Station. When you think of the Expo Station, realize there is high density residential development being built within walking distance. As the Expo/Bridgeton Station is planned, there are a lot of complex things going on.



The Bridgeton neighborhood plan is built around the idea of light rail and a pedestrian friendly connection to Expo; the neighborhood is delighted with the plan and officially supports it. Mr. Valenta shared a comment from a 50-year Bridgeton resident, "Sometimes you have to tell them politicians NO, because they'll come back with a better idea that costs less!" And that is what you did. Won him over and swayed the whole neighborhood. There's a way to make I-5 better and also make light rail better so they are not mutually exclusively options. The neighborhood does not like the idea of gravel in the tracks. Mr. Valenta thinks using grass instead is better but would like to see a higher quality paving material used eventually.

Mildred Ollee  
Executive Dean, Cascade Campus, Portland Community College  
705 N Killingsworth  
Portland OR 97818

PCC's Cascade Campus, is a growing institution that serves a broad community base with an annual enrollment of 10,000 students. Many use public transportation, many have multiple roles including being parents who use public transportation to drop their children at day care in addition to getting to school. If all our students drove to school, we would not have parking capacity and would be obliged to building parking without really thinking of the buildings that are needed to offer classes. Investing in light rail is a positive investment for students and also for the community. Public Transportation is very important to all of our locations. Light rail will connect this campus to the entire region and enable people to leave their work centers and come to courses and programs that are offered at Cascade. This will provide the kind of efficient transportation they need to expedite training opportunities. Today this section of Killingsworth is undergoing a real rebirth in the community with new businesses, Jefferson High School, and a newly renovated library. She asks for support of Light Rail.

Roger Troen  
4226 N Montana  
Portland OR 97217

Has lived two blocks from Interstate Avenue since 1936. Now, he can cross Interstate Avenue about anywhere he wants to. He objects to ballast rail construction. He suggested going to 90th and Burnside to see what ballast looks like--he thinks it is the ugliest part of the entire state. You have not heard from the people, he said. You have been hearing from people who are of a special class--that is the contractors, the developers that are going to get subsidized by putting up apartment houses the way they've done along Burnside and the special people like yourselves who are up in government that want to increase your empires or whatever it is that you feel that you've got to do to get more control. Serena Cruz was here this afternoon and she got to have her say--she's also part of the special class. I'd like to point out that when you put this railroad down Interstate, you're going to ruin four neighborhoods that I know of, Widmer, Overlook, Arbor Lodge and Kenton. The downtown area of Kenton will be wonderful, but beyond the downtown there will be gravel--big rocks. Belgian paving blocks are very valuable in this city. You put them downtown where the special class of people live but for the rest of us, we're going to have gravel. Grass in the median will go beautify other neighborhoods first, before north Portland. It's time

folks wake up and understand what's going to happen for the next four years. It's going to be a torn up avenue.

Deborah Zessick  
2034 N Killingsworth  
Portland OR 97217

She has been a lifelong resident of north Portland and currently resides three blocks west of Interstate. In November 1998, voters turned down north/south light rail. The results of this election should be respected, and the people who hold elected positions should be aware of this. She believes that the Interstate Avenue Alignment proposal should be put before the voters. Regarding the alignment on Interstate Avenue--there is Swan Island traffic, there is the run-off from I-5, and now density will have to be increased to justify the light rail and eliminate two lanes of traffic. It's irresponsible. She said it's the silliest idea she's ever heard. She said she and others do not put elected officials in positions of power to usurp the system. Elected officials' opinions regarding transportation matters do not outweigh those of the general population. She thinks the opinions of elected officials and some citizens should not outweigh the results of an election.

Bob Tiemen  
2700 W Powell Blvd., #C-117  
Gresham OR 97030

He makes several points. In the context of public transportation, the argument is buses versus trains, and not trains versus cars. He's heard many good arguments about how flexible buses are compared to trains. If ridership changes in an area, the number of buses can be changed but that really can not be done with trains. Regarding the precinct argument that people in north Portland voted for this. If you want to use that argument, then Bill Sizemore can be sent to be governor of some precincts. Several have mentioned the article by Ed Washington who writes about the federal dollars that might go elsewhere, 'Would you rather your contributions went instead to some other mass transit project in some other state?' In other words, if it's going to be wasted, let's waste it here.

Ted Piccolo  
1501 N Hayden Island Drive  
Portland OR 97217

He quotes highlights of an Orange County, California Grand Jury decision of May 27, 1999 that agrees with the thinking of the opponents of Portland light rail. The Orange County Transportation Authority's Board of Directors is scheduled to decide whether or not to proceed with construction of a light rail system in the central corridor. The grand jury has studied the process for that decision and found the process wanting. The national experience with urban light rail system's ability to solve traffic congestion, air pollution and related urban problems has been poor. Based on the last 12 LRT systems developed in the US, Orange County can expect the following, according to the grand jury. Light rail will have negligible impact on traffic congestion and is inflexible once in place, while bus routes can be adjusted; light rail ridership figures will be biased and erroneous in favor of light rail; it will not spur development along light rail corridors--tax

subsidies encourage development; light rail will not improve commuter travel times, energy conservation, safety, traffic congestion and air pollution; nor does it attract a lot of people to get out of their cars. If light rail was having significant impact on development, it would follow that the areas best served, the downtown areas, would be thriving with rising employment share and lower office vacancy rates. Both unemployment and office vacancy rates in the downtown continue to be higher than in the suburbs. Light rail is not a catalyst for private development except where governments provide subsidies to developers.

Alan Hipolito  
Director of Environmental Programs, Urban League of Portland  
Steering Committee, Coalition for a Livable Future  
4907 N Williams  
Portland OR 97227

You've heard testimony about reasons to support this MAX line, such as improved environmental quality, improved transit service and improved economic development opportunities. He describes his group's main perspective: Community revitalization is different from redevelopment in that it proceeds from a community-based vision that seeks to build capacity and partnerships and mobilize resources to make the vision a reality. It does not lead to displacements. Governments must view communities not as just an assortment of problems, but as a collection of assets as well. Meaningful community participation in light rail decision-making is fundamental to the project's chances of success. Shared commitments to this ideal is the reason mainstream environmental and transit organizations stand alongside environmental justice advocates and N/NE Portland's traditional economic development interests. These coalitions are the future of the region's growth management strategy. He praised outreach efforts seeking to engage residents and organizations in discussions and not gain adherence to a preconceived design. Realization of these commitments will require dedication on the part of the several interest groups. A model to deliver smart growth efforts is being made here for environmental justice in communities throughout the US. His group's continued support of light rail depends upon clear promises to continue the commitment to meaningful community involvement and just transportation.

Steve Rogers  
Land Use Chair, Eliot Neighborhood Association  
533 NE Brazee  
Portland OR 97212

The most radical change in the Interstate proposal is the part of the alignment through Eliot Neighborhood, which was not explored with Eliot citizens before being made. The route fails to serve Eliot's core residential area and the high density residential zoning created for a light rail route by the Albina Community Plan, voted by the Portland City Council. It fails to serve Emanuel Hospital and the Broadway/Weidler corridor. Instead, it has a station at Russell where it will serve two taverns (previously mentioned) and a handful of residents in an already built-out industrial area. The Central City Plan forbids high density zoning of residential and retail in Lower Albina. Following a presentation in April by Metro and Tri-Met staff and a joint Land Use Committee/Board meeting in May, the Eliot Neighborhood has taken the following position. If this proposed light rail alignment goes in, Tri-Met should not take any money from the Oregon

Convention Center urban renewal funds to build this line because money has been spent on an experimental pilot project on a MLK streetscape in Eliot that needs to be completed. If LRT is built, it needs to preserve and maintain the existing truck access to the Lower Albina area. Build the proposed overcrossing before starting construction on light rail. Keep existing bus service in the Eliot neighborhood as through routes. There needs to be a detailed planning process throughout the light rail project that has community involvement. Improve pedestrian access to the Interstate and Russell station, and provide feeder bus access along Russell to serve the core residential area, Emanuel Hospital and the business core.

Carl Flipper  
Coordinator, Humboldt Target Area  
Interstate MAX Advisory Committee  
7134 N Alta  
Portland OR 97203

The Humboldt Target Area is a commercial revitalization initiative for Killingsworth and Albina corridors in the Humboldt Neighborhood, a collaborative effort of the Humboldt Neighborhood Association, the Coalition of Neighborhoods and the Bureau of Housing and Community Development. The target area he represents is adjacent to the area proposed to be redeveloped and revitalized for this project. They believe that their target area will benefit from the Interstate MAX project along with N/NE neighborhoods. The Humboldt Neighborhood Association Board of Directors voted unanimously on May 24 to support the project. He voiced two concerns: 1) Funds to be used as the city's match should not be diverted from projects that have already been obligated under the Urban Renewal Program to a major redevelopment initiative underway in the urban renewal area along Martin Luther King Boulevard; and 2) Tri-Met proposes major improvements along Interstate Avenue. They want to insure that neighborhood residents are permitted to participate in the business development and job opportunities created by the improvements. (Full written text provided and attached.)

Mark Kirchmeier  
Interstate/Albina Avenues Urban Renewal Area Committee  
7320 N Hurst  
Portland OR 97203

They support the new LRT proposal. Light rail would fulfill many regional 2040 goals and be a cornerstone of an Interstate/Albina Urban Renewal area. Portland City Council's challenge will be to come up with its \$30 million share. Mayor Katz has informed us of her proposal to support our urban renewal area vision, all be it, using mostly subsequent tax base increment to fund light rail rather than fund redevelopment. They are anxious to learn more about the specifics of the mayor's proposal, and hope to help the mayor and council develop that to ensure that a large share of the URD money is earmarked up front for redevelopment and here's why. A Portland Development Commission study two years ago indicated that LRT would economically help Interstate, it would work best with wise public investments such as an urban renewal area. 2) The 1993 Albina Community Plan recommended redevelopment in the entire nine-neighborhood association, including Interstate and Albina avenues. Their committee supports that the priority for the past six years has been MLK Boulevard redevelopment. Now that the area is starting to thrive, except for

Interstate and Albina, they suggest those areas need help now with both light rail and a redevelopment-oriented urban renewal area.

Eric Andersen  
2326 N Baldwin  
Portland OR 97217

He likes living in an historic close-in neighborhood close to work. His neighborhood was developed before the days of the automobile and in its early days, people walked and rode streetcars. He thinks it's unfortunate that the streetcars were discontinued and now we have to spend so much money to get them back. One of the unfortunate things that happened to his neighborhood because of that is that there is this great little downtown with businesses that have bars on their windows and that board up their windows. They are businesses that don't serve the local neighborhood and the residents that live there, they serve automobiles. He supports light rail because he thinks it will revitalize his neighborhood, get people out walking again and bring businesses that support a more pedestrian way of life. He likes that in some Portland neighborhoods people don't need to own a car, because public transit is adequate to meet the transportation need.

Rex Burkholder  
1912 NE 11<sup>th</sup>  
Portland OR 97212

He supports the continued efforts to bring light rail to N/NE Portland and the Interstate Avenue alignment. In his work, he hears mostly support in the community for the positive changes that an investment like light rail would bring. There are also some concerns from both sides of the aisle that need to be addressed concerning how this project is built and who benefits from it as it is built and when it is finished. He fears what the alternative is -- he's heard numbers while serving on a citizen advisory committee for Metro, that to widen the bridge to Vancouver would cost \$200 million. In looking at an expansion of I-5, cost is only one part of the concern there; traffic would be increased in the area and increase pollution. There are many documented cases of asthma in school children who live near freeways. He cites personal experience with the removal of auto lanes on a road and how it can actually improve the livability of a neighborhood. He lives two blocks off NE Broadway. Broadway and Weidler used to be eight lanes, four in each direction. Now, it's three lanes plus bike lanes and wide sidewalks with people walking on them; whereas 20 years ago when he moved to the neighborhood, people did not walk on the sidewalks because there were very few businesses. It was a highway. Now it's a place where people get out and see their neighbors, and businesses are thriving as well. (Full written text provided and attached.)

Burt Hansen  
2156 N Wigant  
Portland OR 97217

Favors the north light rail, and he is not particular about what the median would be made of. His favorite portion of the north light rail on Interstate Avenue would be anything closer to Main Street than what is there now. Right now, there are a bunch of hotels near his house. It wasn't that many

years ago that he was chasing bums out of his bushes, and prostitutes and johns out of their cars in front of his house. Portland Police have done a lot to stay on top of that but he isn't sure what it is really costing, with all the patrolmen. He favors putting that real estate to a higher and better use than hotels that rent by the week and dump people into the street when they can't pay. People have mentioned that this was voted down not too long ago, but that measure was so huge and encompassing that anybody could find a reason not to vote for it. This measure is a lot cleaner. People always praise public transportation in foreign countries. It's not free, and it doesn't just happen overnight. People pay taxes to invest in it, and they use it. LRT isn't going to get rid of the congestion. They need to quit building town homes downtown and office complexes in the suburbs. Jobs should be downtown and homes in the suburbs with mass transit links to take a chip at congestion. The days of living in Vancouver and commuting in 20 minutes to work in Hillsboro are gone. They can't make the highways wide enough to make that happen again. In gridlock congestion, light rail compares more favorably than the bus.

Alan Peters  
Owner, Portland Conference Center  
Board member, Lloyd District Community Association  
300 NE Multnomah  
Portland OR 97232

His group, Lloyd District Community Association, will meet tomorrow morning to take a position on Interstate light rail. He helped write the motion. The community association would like to continue to support a regional light rail system. They were faced with making a \$10 million gift to the system. He's not sure what has happened to that at this point, and that, he said, is the point--it's the process that concerns them. Although there have been meetings and subcommittee meetings and meetings to write a motion, they cannot seem to come up with the support you would want. They have more questions than anything. They question what benefit it would be to their district. The transit station doesn't serve the district at all, and they don't know how someone would get from the station to the convention center because there is no transfer. They're very concerned about the gravel that would be in front of the Rose Quarter, probably one of the greatest developments in their district. It (Interstate MAX) seems to be a lesser project than what they would like to see.

Speaking for himself, he resents the way the process seems to be rushed and that some of the questions that the district, the community and he has have not been answered.

Nancy Bethurem  
1725 N Schofield St.  
Portland OR 97217

She and her husband are taxpayers. Although she is not well, she was at the hearing she said, because public officials will not do their jobs and listen to the people. She asks, how many times must we be here on this issue before you get the message that we don't want this light rail. We just voted it down. Just accept it, the developers and all those other people just accept it and find other alternatives. Why do you keep putting us in the NE area through this nonsense. If you people up there on the panel go behind the people's back and slap us in the face again, she says she and her

husband will lose their home of 15 plus years and others will too. If she loses her home, so should you lose your home and see what it feels like when you have to go out there and try to find someplace which you will not be able to afford. Who are you and what right do you have to destroy people's homes/businesses at enormous cost in many ways, make huge messes plus more. You have no right. She said she was really tired of the constant assault on people's cars. What gain do each of you get to go against the will of the people? Is it profitable? Is it your position? She's not buying into the lies. Property taxes will be increased and rents will be increased. People will be driven out due to the enormous cost. Low income and poor fixed incomes will be drastically affected. Why doesn't anyone care? Don't any of you people care that we're going to lose our homes? She said she did not have the means or position to go out and just simply relocate. Please leave us alone. Please leave our neighborhoods alone. They are just trying to live and survive, she said.

Fred Nussbam  
AROTA  
6510 SW Barnes Rd.  
Portland OR 97225

He called himself one of the special people. He represents Association of Oregon Rail and Transit Advocates, Portland chapter, a special interest group that makes no money from light rail. They are interested in the greater common good of the Portland area, of the state and Northwest. Mr. Nussbam said he is a 39 year resident of the Portland area. He has lived in almost every quadrant of the city; he previously lived in the Overlook neighborhood for a couple of years and he knows what Interstate Avenue is like in that area. He didn't like it when he lived there and thinks something could be done and that light rail will help. The Portland chapter of AORTA has had a rough history with the light rail project recently. Many of the Portland chapter members voted against light rail, although they are not against light rail; they are very supportive of the north segment now. They think this has become a project worth supporting, serving the area that needs the most attention in terms of transportation, and they think revitalization of neighborhoods will be a good bi-product. They have some concerns, including financing, and they would like to see another alternative carried forward in the EIS process that does a complete Milwaukie to downtown Vancouver. They want to see that option kept alive, and finally they want the downtown Portland area addressed in a long- term plan for how to deal with light rail when it is successful.

Jeff Reed  
Arbor Lodge neighborhood  
6545 N Concord Avenue  
Portland OR 97217

Supports the Interstate Avenue Alignment and views it as an integral portion of the region's transportation puzzle. He has a couple of concerns. One is about the gravel grade crossing. He does not feel that is appropriate for an urban landscape. He understands that the folks living between I-5 and Interstate have concerns about feeling isolated, and he thinks they are right to have those feelings. A lot of what people feel is based on what they see, and he thinks that a gravel grid crossing would add to the visual discontinuity on Interstate. The idea of grass is interesting. He thinks it should be a solid surface at least between Kaiser on the south and Argyle on the north--it

doesn't need to be fancy, it doesn't need to be brick. The other concern is about the businesses along Interstate. Concern needs to be directed toward maintaining existing businesses. He hopes that every help will be extended to them so that none of those businesses are lost. Personally, he loves to walk, but there is not much to walk to in the Arbor Lodge neighborhood and quite frankly, Interstate Avenue is ugly right now. He thinks LRT would enhance Interstate and make it much more conducive to walking. He thinks that tying this to revitalization funds is the key to bringing in the kind of growth that he wants to see in his neighborhood.

Don Arambula  
Chair, Kenton Neighborhood Association  
8224 N Fenwick  
Portland OR 97217

The Kenton Neighborhood Association supports light rail and the Interstate Avenue alignment. Over the years, the Kenton Neighborhood has supported light rail, and they view the current alignment as the best of the proposals. It has eliminated displacements and maintained the level of service. As a result of recent discussions with Tri-Met and Commissioner Charlie Hales' office, some creative solutions to the issue of track treatment can be resolved during the preliminary engineering phase of the project. The most important thing to think about is creating a legacy for the future for the region and that has to deal specifically with land use integrated into the transportation. A major investment in the land use component is vital north Portland. It's one thing to say that we're going to create an investment but it's another thing to plan it and to do it correctly. He thinks that first starts with station area location planning. He advocates refining the Albina plan, a good starting point from a policy standpoint. In Kenton, we see an opportunity to reinvest in our community. It is no coincidence that we haven't seen an investment since 1960 when the I-5 was built. Kenton has a series of storefronts that businesses are using as warehouses. That doesn't serve the community or what we'd like to see as the future for the neighborhood. The Kenton Neighborhood supports the Interstate MAX proposal and hopes to work with Tri-Met staff in refining the alignment and station area planning.

Barbara Fisher  
Piedmont Neighborhood  
7204 N Mississippi  
Portland OR 97217

She definitely supports the light rail. Please build it. Currently, she commutes to work in downtown Portland. She used to live in Parkrose and rode MAX every day. Now she lives on the No. 4 (bus) line, which pales in comparison. She would love to be able to walk over to Interstate to ride MAX, and she would definitely walk the extra blocks. She has visited other cities where there are transportation systems that work, and she agrees with what others have said today, that it is a better experience when you travel to those cities. Very recently she visited the Los Angeles area where they have removed the grassy areas on the freeways to put in toll lanes. It looks horrible and scares away tourists. Please let Portland learn from cities that make mass transit work—they use trains and subways and other non-car alternatives to keep things moving when the roads don't work.



Dain Nestez  
Piedmont Neighborhood  
839 N Buffalo  
Portland OR 97217

He supports the light rail proposal. He and his roommate run in the Overlook Neighborhood and take routes that get them off of Interstate as soon as possible. He has attended one of the community advisory meetings, and staff from Tri-Met and Metro came to his neighborhood association meeting to provide an overview of what the project would do for Interstate Avenue. Widened sidewalks and trees planted would make it more pedestrian friendly like they did with the Broadway area. He thinks that would be a tremendous asset to the community as a whole. It would create a neighborhood treasure that would be just outside the downtown area. He is very concerned about the growth of the area. The 2015 growth projections outline the impacts to side streets as well as I-5 and Interstate. Traffic is not going to get any better so what are the options? Either we have light rail in 2015, or we have failure rates at all the intersections--unsafe intersections because of all the car and truck traffic. Now is the time to invest in a better plan for light rail going north from downtown Portland. One day, he hopes to be able to take light rail from his home to downtown, or to Hillsboro to visit friends, or to the airport. Light rail takes us one step in the direction of better air quality in downtown Portland.

Terry Vanderkooy  
3725 N Massachusetts Avenue  
Portland OR 97227

He was born, reared and currently lives in north Portland. He considers himself a "north Portland boy" and loves the neighborhood. He is Development Planning Manager for the City of Gresham, where he's worked for about 13 years, a couple of years after the light rail line was built. It was difficult to find a supporter of the MAX light rail line 15 years ago. A typical reaction was, "What a waste of money!" and "It's never going to do any good!" or "They should have built the freeway," and so on. Now, if there is criticism, it's, "Why didn't we build it to historic downtown," or "Why wasn't it built to Mt. Hood Community College?" Just now we are seeing some of the economic benefits of the light rail line on the east side, which is why my main message to you tonight is that I do support strongly the investment in the future. There was not an immediate payoff in Gresham, and I don't think you see it on the west side although it may be quicker. Last week, Gresham received a site design review application for 300,000 square feet of mixed use retail/commercial service development immediately west of Gresham City Hall on the light rail line. It's been a long time coming; there's a large number of quality town home developments, 400-800 units on the west end of that civic neighborhood area; there's been an alternative high school built in the past year; several apartment and town home ownership-type developments. It pays off but sometimes it takes some time. Although he has some mixed feelings about the Interstate alignment, over all he's very supportive of it. His home is one block from what would be the Overlook Station. He thinks it will be a big benefit to the neighborhood.

Cynthia Swaski  
4005 N Colonial  
Portland OR 97227

Previously, she lived in a city with good public transportation, and she depended upon it. She voted in favor of light rail in the last election, but she does not support the Interstate Avenue Alignment because of its negative impacts on her neighborhood. She lives in the Overlook "triangle" portion of the Overlook neighborhood, a community of approximately 150 families. The neighborhood is unique in that it is only accessible via Interstate Avenue. The other sides of the neighborhood end at the bluff overlooking Swan Island and are cut off from access. There are only six streets by which they can enter and exit the neighborhood. The proposed LRT plan will prohibit accessing homes on half of those streets when they are traveling north and prohibit exiting again when they are traveling north. This is an incredible restriction of access and, she believes, will slow the arrival of emergency responders, such as police or fire. Light rail will also significantly impact traffic flow at Interstate Avenue and Going Street, mostly truck traffic entering and exiting Swan Island. Since the No. 5 bus would be eliminated, people would be forced to walk an additional three to five blocks to LRT stations. For elderly, handicapped and people carrying packages, this will be a significant inconvenience. With the reduction of lanes on Interstate Avenue, traffic will be displaced onto Denver Avenue and other parallel streets by 58 percent according to the report. She's not sure how that improves the quality of her life as a north Portland resident. She is concerned about the short and long-term impact upon the quality of life in in her neighborhood and opposes this particular mass transit plan.

Phillip Goff  
Bike Advisory Committee  
1955 NW Hoyt #24  
Portland OR 97209

He was skeptical of the South/North project, especially the south portion on the alignment and the rebuilding of the downtown transit mall. Bringing MAX to the north makes the most sense economically. It will produce the most ridership that does not begin with a cold start auto trip to a park-and-ride. He has one primary comment regarding the Interstate alignment and that has to do with bike access. Because there will be no park-and-rides south of the Expo Center or PIR, Tri-Met should do everything possible to increase access to the transit stops for non-auto trips. Certainly that means bus transfers and walking trips to the station. Considering the relatively moderate density and the gridded streets of N/NE Portland within two miles of Interstate Avenue, luring cyclists to the new MAX line should be paramount. Having a few ribbon racks or a few bike lockers at each station will not cut it in north Portland. It is not unreasonable to expect that dozens of cyclists may be using some of the chosen stations on a given day. It is important that Tri-Met do whatever possible to encourage bike use by providing the appropriate infrastructure at the station platforms. He describes bike station models that have been successfully used in Europe, Japan and tried in the Los Angeles light system at Long Beach. The bike-oriented rail stop should be designed in conjunction with the city's implementation of other elements of bike infrastructure. The north MAX alignment should be considered the center of a bicycle travel shed, and a system of bike lanes and boulevards should enable cyclists to safely and efficiently reach the MAX stops on

Interstate. It is an historic opportunity for Metro, Tri-Met and the City of Portland to reinforce the region's commitment to both light rail and bicycling.

Adam Mayer  
340 NE 100<sup>th</sup> Avenue, Apt. G  
Portland OR 97220

He opposes light rail. He lives in the Gateway community. Last year, Measure 26-74 lost in all 13 of the Parkrose and Gateway precincts. It was defeated by as much as 70 percent in two of the precincts, and by more than 60 percent in seven others. As a registered voter, he is concerned that his elected officials will not listen to his opinion. Light rail does not bring development. Go to 99th and East Burnside; go through the Gateway community and you will find empty lots. He is not opposed to mass transit. He was born and raised in New York City, he did not know how to drive until he moved to Oregon. He is no stranger to buses and trains, yet, mass transit does not work well in New York City. As a taxpayer, he is concerned about how much more of his money will be spent. He opposes north light rail because there are better options; one is to use buses. They cost less, can move more people and can travel various routes. He also supports SB 858 which would allow private jitneys or taxis. These taxis would operate under government regulation such as safety, licensing and insurance. This will help reduce congestion and at the same time, will not cost the taxpayers any money. People love driving cars. People will not stop driving. Please look at other alternatives to light rail. They are just as effective and will cost less. Please respect the decision of the voters.

Alex Flagg  
Overlook Neighborhood Association  
4015 N Concord Avenue  
Portland OR 97227

During his life, he has never lived more than three blocks from Interstate Avenue. To reduce Interstate to one lane, will cause horrendous traffic congestion especially during rush hours and even at non-peak hours. The street is always busy and always requires two lanes. The presumption that people will abandon I-5 in order to ride the train is rather full of fallacies. To get to the train station, there has to be effective transit. There is no difference really between this light rail alignment and the No. 5 bus route. If you wanted to reroute more traffic into Kenton, you could change the bus routes. You cannot change the course of a light rail system. His other concern is that while this is supposedly a zero displacement plan, he does not believe there would be no displacements throughout the course of this project, namely economic displacements through gentrification. In the course of his studies at college, he went through Chicago's Urban Study program where students examined a neighbor similar to his own. Over the course of five years which began with increased public transportation and economic development along those lines, people began to be displaced from their homes by increased property taxes, increased property values and an influx of wealthier people. This project will displace numerous families--elderly and some of the lower income families throughout the neighborhood. They need to be respected because they have lived there, in some cases, more than 20 years.

Steve Flagg  
Overlook Neighborhood Association  
4015 N Concord Avenue  
Portland OR 97227

He is not totally opposed to light rail, however he opposes the Interstate Alignment because it will severely restrict access to a neighborhood which only has one direction of ingress and egress. He is worried that because of increased congestion, the neighborhood will be stranded in the event of emergencies as well as every day coming and going and, thus, reduce the preferability for living there. The Interstate line will only come to its full fruition if it goes to Vancouver. Without the line into Vancouver, the Expo Center is a dead end that has such a long payback that it isn't going to produce any real benefits for this region. There are no park-and-ride lots for this alignment, so the people who will have to drive in from St. Johns or the rest of the area that is suppose to be served by this line will end up parking on the side streets. If the alignment goes forward, he suggests moving the tracks to the east side of the traffic lanes, thus allowing the vast majority of people in north Portland to access Interstate without having to cross the tracks, and three-quarters of the Overlook neighbors to access the neighborhood without having to cross the train tracks.

Gary Hansen  
State Representative, Dist. 17  
6917 N Vincent  
Portland OR 97217

He endorses the proposal. North Portland neighborhoods are in a constant state of change (he has been a North Portland resident for 35 years), and there are improvements that need to be made. LRT is an effective way to connect people from north Portland to jobs and economic opportunities throughout the region. Without that connection, there will be an economic barrier to people seeking regional jobs that will live with us for a long time. During his years in the area, traffic congestion has increased dramatically and will not stop until it is addressed. We can't pave our way out; there are no new areas for roads, a third bridge to Vancouver would be devastating to lots of neighborhoods, either on the west through north Portland or farther east into northeast Portland. Increased trips must be addressed some way, and Interstate MAX is the most viable way. There are certainly lots of concerns and details that still need to be worked out, but if we do nothing, we will continue to see incredible pressure build on our streets, roads and highways.

Jerome Cole  
275 NW First St.  
Sherwood OR 97204

He is a small business owner in downtown Portland. He is appalled at the things that "you guys" expect him to pay for and this is one of them. We need to take a serious look at benefits and costs associated with this project and light rail and mass transit in general. The primary benefit cited for this project, that of reducing congestion, simply won't happen for two reasons: 1) Most of the passengers on this new light rail service are going to be passengers who've moved over from bus service; and 2) Any increase--if there is any--is going to be small due to the fact that people don't like riding mass transit. Consider how difficult it is to get simple things done riding the bus or the

rail. He uses an example of buying milk on the way home from work. It is not safe--take a look at the people who ride it. There are only so many times he can have homeless people demand change and steal his newspaper before he gets tired of riding mass transit. It's crowded. Why would you expect anyone would ride this thing who didn't have to. Before we look at building more big boondoggle projects that business owners such as myself are going to have to pay for, we should look at options that actually work, like de-regulating the private transit service. Here in the city, taxis essentially gouge people to the tune of \$1.50 per mile. In New York and Philadelphia, for a buck you can get totally unsubsidized private transit service in the form of jitneys, and they'll take you door to door for \$1. He said it's absolutely outrageous--he can't believe that you expect him to pay for this.

Ray Polani  
Co-chair, Citizens for Better Transit  
6110 SE Ankeny  
Portland OR 97215

There were too many flaws in the South/North Light Rail Project defeated by the voters last fall, but since Multnomah County voters still supported light rail, you appropriately regrouped with the current project. This is a step in the right direction. A north-south light rail is needed, and this can be the first piece. They took the pro view in an April commentary in The Oregonian, supporting a leaner, ride-efficient east side alignment from downtown Vancouver to downtown Milwaukie along with a central core subway. He reviewed some of the Supplemental DEIS cost figures (page 11, Table 2.4-1, "Capital Cost in 1994 Dollars") and thinks 25 percent of the total cost could be saved by reducing expenditures for "Engineering and Administration" and for "Street Reconstruction." He suggests that these savings could pay the cost of the vehicles themselves. The project must go forward, because very likely there will be more money for pavement from the likely increase in state gas taxes and vehicle registration fees constitutionally dedicated to roads only. North Interstate MAX with improved bus service to Milwaukie and Oregon City as committed by Tri-Met for September is a crucial piece of the alternative transportation we desperately need.

Andres Szenasy  
4623 NW Seslar Terrace  
Portland OR 97210

He said he wants to mention a few things; one of them is, how much will the light rail cost? Is it just \$100 million? How much is the federal government going to pay for it? Everybody is saying that the federal government money is free money. Federal money is still taxpayers money. Second thing is, what's going to happen on Interstate? Closing two of the lanes will totally block all of the traffic. He goes there sometimes to visit friends. Now, if there is just one lane open and he's trying to get there at five o'clock, it will take him about 30 minutes from the northwest hills. Now, it takes about 20 minutes. It seems to him people will use it a few times but if they are disappointed with the service they won't continue to use it. It looks really nice and we can tell people we have light rail, but he doesn't use it. Why? Because it is more convenient to get into his car to drive to his destination. Why make it harder if it's convenient to get into your own car and go somewhere. What he would like to see is a computer presentation of this proposal describing exactly how it's going to look so that people can visualize it. Most of the people who came up here

(to speak) were for the light rail. They all had questions. To him, if someone still has questions he is undecided--how can they be for the light rail if they have no idea about some of the major things? They just don't know, but they're saying okay.

Mary Starrs  
1630 N Highland  
Portland OR 97217

She supports LRT. She lives one long block off Interstate Avenue in the Arbor Lodge neighborhood. Everyone else has made the major points that she would have made.

Jerry Ward  
Ward Architecture, PC  
7409 SW Fulton Park Blvd.  
Portland OR 97214

He has been a past advocate of light rail, but reservations have set in, particularly for this proposal. In light of the controversy of north-south light rail, he wants to make three points: 1) He feels this issue should be put to all voters of the metropolitan area. It is a different animal; 2) Money coming from whatever government source is still tax dollars; no matter how Councilor Washington may define it, tax dollars will be used. Metro is simply stealing dollars from several other budgets and saying no new tax dollars will be needed. This is false. The depleted budgets will require tax increases but will be disguised as not being a consequence of Interstate light rail; and 3) It is not good logic to reason that even though north-south light rail has failed three times, you consider only the immediate voting precincts that will mostly use north-south light rail and deduce that light rail is favored. Metro boasts that it is a regional government. They should live by this mandate.

Tom Markgraf  
Piedmont Neighborhood  
211 N Ainsworth  
Portland OR 97217

Build it! It is the right thing to do.

Joseph Doyle  
6119 N Concord Avenue  
Portland OR 97217

He has lived directly behind the Interstate bowling lanes for 17 years. Some 10 or 12 years ago, they put in new street lights along Interstate, and he supposed then that the street was going to be widened. There's enough space on both sides of the street since the parking strips are eight to 10 feet wide, and they could be taken out. There's not much parking along Interstate. He likes the idea of using Interstate Avenue but questions the alignment to Expo. We're forgetting about St. Johns and all the businesses along Lombard, people who need and can use public transportation. Bring it up Interstate, turn it left and run it out Lombard all the way to St. Johns Woods. They are going to build a new jail out there. Then bring it down past the Rose Garden and tie it into the

existing tracks where it can go to Hillsboro, it can go to Gresham, and when you get to 82nd, put a spur there where the train can turn and go down the middle of 82nd all the way south to Clackamas Town Center. In the bay area, they have a magnificent transit situation--it reaches out to all viable neighborhoods and moves people. Even with Bart being as sophisticated as it is, they're still jammed with traffic along the freeways. We're going to have the same thing here. But in the St. Johns area, there's a multitude of people living out there. They have to come in and transfer to go to the Kaiser Hospital. People who live in the Clackamas Town Center area--let's tie this thing together--it's for the use of the people. While we doing it, let's build it with some foresight for the future.

To: METRO

From: CHRIS WRENCH

You can't build freeway lanes without <sup>ripping up neighborhoods</sup> tearing ~~out~~ <sup>out</sup> ~~up~~ <sup>up</sup> areas where people live. And neighborhoods are what make Portland a <sup>healthy, flourishing,</sup> ~~state~~ <sup>surviving</sup> city. This is a 24-hr. city - people live in this city, shop downtown, keep the core healthy and alive. To gut the neighborhoods where they live is to destroy this city.

But automobile congestion <sup>hampering, not only</sup> ~~is~~ <sup>commuters, but also</sup> hurting our economic life - <sup>delaying trucks & preventing</sup> <sup>companies that provide services.</sup> ~~timely~~ movement after 4:45 for ~~commuters~~ <sup>commuters</sup>. ~~Sensitive~~ <sup>What to do?</sup> Build light rail networks!

Those who say restricted vehicle lanes on <sup>- HOV lanes -</sup> existing freeways are the answer have not done comparative research on the places where this seems to work, relative to our situation here. We have many fewer lanes than there are where this method works. And this brings me back to where I started: building more freeway lanes rips up neighborhoods & kills the city core.

Thank you



## Why the region must go forward with the Interstate MAX proposal

Most of us in this room are from or represent folks from North and Northeast Portland, and we share some basic geography.

Our part of the metropolitan area has rivers and their accompanying port and industrial facilities on two or in the case of St. Johns really three sides. These facilities are in many ways the economic engine for the entire region.

Further more, cutting through the heart of our communities is the I-5 freeway, a vital trade link that runs from Canada to Mexico, that carries goods in every direction from the NW's leading warehousing region.

Essential to the economic health of our region is the continued growth of our industrial base; this growth requires two things: 1) capacity to move goods to and from manufacturing facilities, warehouses and docks and 2) land for expansion of those same facilities.

Freight moves by rail or road to the docks and other facilities, and while steps could be taken by our regional authorities to increase the utilization of rail, a huge percentage of the total amount of goods will continue to require roads. And this volume will and must grow. Where will the road capacity come from?

My sense is, regardless of views for or against the Interstate MAX project, few in this room favor a modest, let alone a massive, road construction program in North and Northeast Portland to accommodate this requirement that we move freight. Anyway there appears to be little money for such an undertaking which would require tunnels under residential communities, destruction of precious open spaces and the expenditure of hundreds of millions if not billions of dollars.

Yet on I-5 and the arterials that connect it to industrial and port facilities today, there exists a simple answer to this difficult capacity question. The answer lies with commuters in single occupancy vehicles, the most elastic component of the transportation picture. Simple observation reveals that two single occupancy vehicles take approximately the same lane space as a full sized 18 wheeler. Hence for every two drive alone commuters who make a decision to try a commute option, capacity is created for a fully loaded semi. Therein lies the solution to this problem of moving freight.

The question, then, is how do we persuade---not coerce!--, but persuade, entice even, an increasing number of rush hour commuters to try an option to driving alone? While carpools, telecommuting, flex-time and bicycles can have an impact on commuter choice, a more robust transit system is key to creating significant lane space for freight.

**Lenny Anderson**  
Transportation Options  
lenny.anderson@inetarena.com

2934 N.E. 27th Avenue  
Portland, Oregon 97212  
Tel: 503-460-0211

By offering a transit option that is fast, reliable, comfortable and, finally, affordable both to our communities as a whole and to the individual, we can have the necessary impact on the carrying capacity of major roads and highways.

The Interstate MAX proposal would provide a such significant impact. It would be:

- faster than current transit service between Expo Center and Rose Quarter (14 minutes Vs 27 minutes); comparable to driving the same distance.
- more reliable than current transit service due to dedicated right-of-way and signal preemption.
- more comfortable than current transit service: smoother, quieter and better smelling!
- more frequent than current transit service (10 minute intervals all day weekdays and Saturdays; 6-8 minutes during commute hours; 15 minute service on Sundays and evenings.)

But why not just more buses or a "Rapid bus" system? First, anyone who says just put on more buses has obviously never used either! But why not "Rapid bus?" Fine, we could begin running a #5 Limited tomorrow, indeed we should do so until the trains start running. But remember:

- 1) buses cost more to operate, carrying 1/3 the number of riders per operator.
  - 2) buses get caught in the same traffic as cars and trucks, unless they too have a dedicated right-of-way.
  - 3) we've already invested \$1.5 billion in a rail system that is very popular, running at over capacity during commute hours; why complicate matters.
- And 4) there are federal dollars for light-rail on the table for Portland; almost \$2.50 for every local dollar!

So getting back to where we started, the residents and employees of North and Northeast Portland need a regional commitment to providing a robust transit commute option so that freight can get to and through the heartland of our regional economy. Interstate MAX is potentially the most effective option and is within our financial reach.

Once it crosses the Columbia River to Vancouver, the MAX system's impact will be even greater, and the number of Clark County commuters who join the MAX alternative to driving alone will begin to impact the other key factor in the continued growth and prosperity of our region, the need for more industrial land. Acres of parking lots will be converted into productive uses. But that is another story.

The Interstate MAX proposal offers the most attractive and proven alternative for commuters; ironically, the existing east-west line is criticized for being sold out! A Broadway show that is SRO (Standing Room Only) does not fold up its tent! It expands and goes on the road!, or to be specific, on Interstate Avenue!



## AUDUBON SOCIETY OF PORTLAND

*Inspiring people to love and protect nature.*

June 1, 1999

Fred Hansen, Tri-Met  
Jon Kvistad, Chair JPACT  
600 NE Grand  
Portland, OR 97232

My name is Mike Houck and I am here representing the Audubon Society of Portland. As co-founders and active members of the Coalition For A Livable Future we want to go on record in offering our strongest support for a light rail alignment that serves North and Northeast Portland.

As you know, the Coalition proposed a north-only light rail expansion last December. I have appeared before you in the past to support the Coalition's insistence that light rail remain an important part of our regional transportation mix. The Coalition and its Transportation Reform Working Group has worked hard to assure that the region does not abandon its commitment to provide light rail service to North and Northeast Portland. Many of our members are here tonight to express support for the Interstate light rail proposal.

Light rail and other modes of alternative transit are critical to meeting our region's goal of growing up and not out, while helping protect our urban Greeninfrastructure. More than 30% of all stormwater runoff is generated by the massive amounts of impervious surfaces, which are created by roads, parking lots and other transportation-related facilities. Thousands of acres of fish and wildlife habitat are lost to roadway construction. Steelhead, salmon and other Threatened, and candidate, species under the Endangered Species Act are negatively impacted by our current auto-dominated transportation system.

But, an Interstate light rail alignment is also a question of environmental and economic equity. Our Coalition partners in North and Northeast Portland have worked hard to ensure their community receives the environmental benefits, including healthier air to breath, and economic revitalization that light rail will bring to their neighborhoods. We are here to demonstrate our support for a light rail alignment that will serve North and Northeast Portland.

  
Respectfully,

Mike Houck, Urban Naturalist

5151 NW Cornell Road, Portland, Oregon 97210 (503) 292-6855 FAX (503) 292-1021

*Printed on 100% post-consumer recycled paper with soy ink.*

June 1, 1999

Interstate MAX Hearing Testimony:

My testimony will be short and to one simple point, a government leads by vested authority. This is lacking in your process.


This morning's Oregonian article by Councilor Washington was interesting but frightening. When government does not get the mandate they feel they need they just change the ground rules and move forward saying if we had used this other criteria the results would have been those we wanted. What am I trying to say? In November Metro voters defeated both a Light Rail Line and a Convention Center addition, both are going forward without voter approval. In the case of the Light Rail which is the topic this evening Councilor Washington said it was passed 55% to 45% near the northern route. Perhaps Councilor Washington is unaware Oregon laws does not determine winners and losers by precinct votes but rather total vote. Had opponents known that votes would be counted by "the Metro way" the NO on 26-74 campaign might have been done differently.

Public officials keep asking why is voter turn out so low? A more relevant question should be why is voter turnout so high. When people know their votes only count if it is a vote for what the government wants they just don't bother to vote. Concepts like this 50 years ago caused the problems the Balkan countries have faced ~~since~~ <sup>SINCE</sup> then.

If Portland wants to replace buses with Light Rail that is great but do not get construction or operating costs from the region or the state as is proposed. Examples, use Airport MAX as a match is great if only Portland's Passenger Facility Charge is collected. Many Urban Renewal Funds are paid by all Oregon residents. The funds coming from areas like STP funds should not be used unless it is 'only' Portland's share.

Clearly the needs of Clackamas County where I come from are different than Portland. Starting construction of HOV lanes to Milwaukie would be welcomed. Expansion of bus service along McLoughlin being voiced by Tri-Met is interesting but more bus usage is not part of the McLoughlin Corridor Plan being completed this spring. As a foot note my community Oak Grove made suggestions for transit expansion 5 years ago but no one from Tri-Met has ever express any interest in it.

Submitted by,

  
Dick Jones

3205 SE Vineyard Rd.

Oak Grove Or. 97267

Phone 652-2998, FAX 353-9619, e-mail BULLDOGJONES@prodigy.net

AS PART OF  
A DLCD/CLACKAMAS CO  
TRM GRANT



June 1, 1999

Testimony in support of  
Supplemental Draft Environmental Impact Statement for Interstate MAX.  
Presented to representatives of the  
Metro Council, Tri-Met, and City of Portland.

Lynn Ann A. Peterson

Good evening,

My name is Lynn Peterson, Transportation Advocate for 1000 Friends of Oregon. 1000 Friends of Oregon is a statewide non-partisan, non-profit organization that conducts research and public education on land use and growth issues and provides legal and technical assistance, as well as advocacy for sensible planning policies at the state and local levels. 1000 Friends of Oregon is a member and strong supporter of the Coalition for a Livable Future which advocated for a north light rail extension after the November election. I currently serve as a member of Metro's Transportation Policy Advisory Committee (TPAC).

I am here to state and support the findings in the SDEIS for Interstate MAX that address how light rail investment in the Interstate Corridor meets the Region's policies for transportation investments in the Regional Transportation Plan.

**1. Involve and provide access to citizens.**

The citizen involvement and advocacy for the Interstate MAX line follows a long history of citizen efforts to demand and implement effective transportation systems. Metro should be congratulated on holding listening posts after the November election that went above and beyond the minimum requirements to encourage citizen input. From the listening post in North Portland the citizens were definitely heard to say, "Light rail should be furthered studied to provide more transportation choices in this area." And the vote in the November election backs that statement with Multnomah County voting for the light rail funding.

**2. Facilitate development of the 2040 Growth Concept.**

The idea of west side MAX was developed by citizens to help manage urban growth within the Urban Growth Boundary. The nationally recognized project *Making the Land Use Transportation Air Quality Connection* (LUTRAQ), managed by 1000 Friends of Oregon, was a direct response to a proposed bypass. The study found that the LUTRAQ land use and transit alternative decreased highway congestion on the West-side of the region by 18% and increased the number of trips made on transit and walking or biking by 27% over the Bypass alternative.

The SDEIS furthers the 2040 Growth Concept by providing the incentive for re-investment in existing neighborhoods within the City of Portland that have adopted plans to implement 2040, such as Albina and Kenton. The light rail would also move the region further towards the goal of creating a "Main Street" on Interstate Avenue offering affordable housing within walking and transit distance of employment and retail.

**3. Ensure allocation of resources are driven by land use and transportation benefits.**

For a much smaller price tag than the full alignment proposed in the DEIS, the Interstate line will carry an estimated 44,100 Average Weekday Trips. This is a phenomenal number of trips for a short extension of the line. The real benefit to North Portland is that approximately half of the trips no longer accommodated by auto on Interstate Avenue will move to light rail for their trips. The other quarter of the auto traffic will be diverted to other routes. While the parallel street system will see increases, the highest increase is only 180 vehicles a day. This decrease in the number of vehicle trips will help meet the state and regional goal of reducing reliance on the automobile and improve air quality.

The largest benefit is planning for the future. A further extension of light rail across the Columbia River into Vancouver Washington would reduce the need for additional lanes on I-5 and expanded bridge facilities. This would continue are goal toward reduced reliance on the automobile and maintain clean air standards for the region.

**4. Protect the region's natural environment and livability of the region.**

Most importantly, citizens of the region are unanimous in survey after survey that they want to hold the Urban Growth Boundary tight to preserve farm and forest lands and natural areas. In order to achieve this goal the region must make decisions that continually invest in existing communities, not building expensive new ones further out on the edge.

Light rail is one of the many tools we have to do meet the regional commitment to the future. The Interstate MAX has been shown, through the SDEIS, to meet livability criteria by increasing transportation choice, improving air quality through reduced reliance on the automobile, cost-effective compared to other long-term transportation investments and re-investing in existing communities to achieve the 2040 vision.

As a member of the Coalition for a Livable Future we believe that this light rail expansion will make an important contribution to the livability of the region. We urge you to support it.

Thank you for the opportunity to comment this evening.



June 1, 1999

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*Chair*  
L. Martin Brantley  
*Chair-Elect*  
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Robert Ames  
Daniel O. Bernstine  
Douglas A. Goodman  
Tim Greve  
Connie L. Hunt

Councilor Jon Kvistad  
Metro  
600 NE Grand Avenue  
Portland OR 97232

**Re: Interstate Light Rail**

Dear Councilor Kvistad:

I understand that you are one of the officials presiding over the public hearings on the proposed Interstate Light Rail project. On behalf of the Association for Portland Progress, I want to express our support for the proposal to pursue light rail on Interstate Avenue coupled with bus improvements for the south leg of the south/north transportation corridor.

The proposal to extend light rail north from the Rose Quarter is an opportunity to continue to address the transportation needs of our community for the next century. It will provide the added benefit of spurring redevelopment in a portion of the Central City that has suffered from a lack of investment for a number of years.

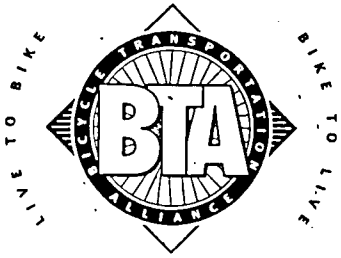
This rail line, along with the proposal to improve bus service south of Downtown Portland to Clackamas County is responsive to the will of the voters expressed in the November election. At the same time it recognizes that the region must address the mass transit needs of these corridors.

I am sorry we could not be with you in person at the hearing this evening. We look forward to working with Tri-Met, the City and the rest of the community to develop the details of this proposal so that it meets our transportation needs into the 21<sup>st</sup> Century.

Sincerely,

Ann L. Gardner  
Chair, Access Committee

520 SW Yamhill Street, Suite 1000, Portland, OR 97204, (503) 224-8684, FAX (503) 323-9186



## TESTIMONY IN SUPPORT OF THE PROPOSED INTERSTATE LIGHT RAIL PROJECT

Catherine Ciarlo, Executive Director, Bicycle Transportation Alliance

June 1, 1999

Thank you for the opportunity to testify this evening. My name is Catherine Ciarlo; I am the Executive Director of the Bicycle Transportation Alliance. The BTA is a member of the Coalition for A Livable Future.

Along with other members of the Coalition, I am here to show our strong support for the proposed Interstate Light Rail project.

The BTA works to promote transportation choices for people. This means, of course, the choice to use a bicycle to get to work, school, or the store. It also means the choice to walk or use transit to meet daily transportation needs. To create these choices, we need to make investments in infrastructure that supports ways of getting around other than getting into our cars and getting stuck on the freeway.

I appreciated Councilor Washington's comments in the *Oregonian* this morning, emphasizing that this project is supported by the people it will serve in North Portland. We already know that traffic congestion in North Portland is just going to get worse in coming years, bringing more frustration, health impacts, and air quality problems for area residents. We also know that these problems need innovative solutions, not just adding lanes to existing congested thoroughfares.

Light rail is one of those solutions. In combination with walking, bicycling, and good connecting bus service, the Interstate Light Rail project can provide true mobility for people -- not just cars -- in North Portland. An investment now will help shape a livable community in the future -- a community where people truly have choices about how to get from one place to another.

Thank you for your consideration.

CREATING SAFE, SANE AND SUSTAINABLE COMMUNITIES (ONE BIKE AT A TIME)

BICYCLE TRANSPORTATION ALLIANCE P.O. BOX 9072 PORTLAND OR 97207-9072 503/226-0676 FAX 503/226-0498 WWW@BTA4BIKES.ORG





# King Neighborhood ASSOCIATION

Date: June 1, 1999  
To: Metro  
Re: North Light Rail

First, thank you for listening to the N/NE community and committing to the North Rail project. King Neighborhood Association supports the proposed North Light Rail extending from the Rose Quarter to the Exposition Center with a Park & Ride at the Expo terminus.

In reviewing the SEIS, documentation of environmental justice issues prioritizing the North section need to be included. In reviewing the **"Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses, April 1998,"** there are unique factors the N/NE community faces that need to be included in the FEIS. Examples of such factors are listed under **2.2.2 Cumulative and Indirect Effects** section of the above document. Some stressors affecting the N/NE Community listed in this document could include:

- number/concentration of point and nonpoint release sources, including both permitted and non-permitted.
- Presence of listed or highly ranked toxic pollutants with high exposure potential (e.g., presence of toxic pollutants included within EPA's 33/50 program).
- potential for aggravated susceptibility due to existing air pollution (in urban areas), lead poisoning, existence of abandoned toxic site.

Source data also needs to be included such as:

- Health data reflective of the community (e.g., abnormal cancer rates, infant and childhood mortality, low birth weight rate, blood-lead levels). Asthma and lung cancer information about our community is essential.
- Occupational exposure to environmental stresses which may exceed those experienced by the general population.

Much of this information is available in **"The Lay of the Land—an Environmental Justice and Pollution Prevention Resource Guide for the Albina Community"** (Dec 1998) produced by Oregon Environmental Council & the Environmental Justice Action Group. The document well describes well the disproportionate impact of industrial and commercial activity on the community.

We are optimistic that the community will experience benefits from the North Rail beyond improved air quality and look forward to this addition. Thanks for listening!!

Sincerely,

Jennifer Siebold  
King Neighborhood Association Board

TESTIMONY OF CARL F. FLIPPER

June 1, 1999

Good evening. My name is Carl Flipper. I live at 7134 N. Alta, Portland, Oregon 97203. I am Coordinator of the Humboldt Neighborhood Target Area - a commercial revitalization initiative and a collaboration between the Humboldt Neighborhood Association, the Northeast Coalition of Neighborhoods and the Bureau of Housing and Community Development. I also serve as a member of the Interstate MAX Advisory Committee.

I am appearing today to voice support for the Interstate MAX Project. The Target Area which I represent is adjacent to an area proposed to be redeveloped for this project. We believe that our Target Area should benefit from this project along with to North and Northeast Portland neighborhoods.

The Humboldt Neighborhood Association Board of Directors voted unanimously on May 24 to support the project.

I have two concerns:

- 1) The source of funds to be used as the City of Portland's match for the project should not be diverted from projects designed to help our community's most needy residents. Northeast Portland has a major redevelopment initiative underway in the Urban Renewal Area along Martin Luther King Blvd. and to divert funding away from this effort will further delay these long awaited development efforts.
- 2) Tri-Met proposes major improvements along Interstate Avenue. We want to insure that people in our neighborhoods are permitted to participate in business development and job opportunities created by these improvements. This will necessitate direct and targeted efforts which to date have not been specified.

In closing, let me reiterate the support of the Neighborhood Association and the Target Area for the project. Transportation is a major concern and a forward-looking community must have forward-looking solutions to transportation issues. We believe the Interstate MAX Project promises long-term benefits to Humboldt and surrounding neighborhoods. However, we want to be assured that the MLK Avenue and other inner-Northeast development is not sacrificed and those most in need of economic revitalization are able to participate in this development.

Thank you.

# Testimony

**Date:** 6/1/99

**To:** Fred Hansen, Tri-Met

Jon Kvistad, Metro

Charles Hales, City of Portland

**From:** Rex Burkholder, 1912 NE 11<sup>th</sup> Avenue, Portland, OR 97212

**RE: SEIS for North Light Rail**

---

I am here to urge your continued efforts to bring light rail to North and Northeast Portland and to speak in support of the new route configuration outlined in the Supplemental Environmental Impact Statement.

This project is a logical and necessary extension of the region's transportation system:

- It addresses critical transportation needs in the most efficient and environmentally friendly manner available.
- It increases access for the many job-disadvantaged, transit dependent residents in this area.
- It is the first step in building transportation options for Clark County residents who work on this side of the river—the Vancouver transit center is a short jump away. The alternative—widening I-5, is unacceptable—costing much more and creating more traffic and pollution, not less.
- It will stimulate redevelopment—housing and jobs—in an area ignored and, worse, sacrificed for the benefit of other parts of the region.

This is not to say that this project is without risks. In my work I have heard from many residents and community activists who have reasonable fears of the change this project will bring. It is essential that the project be designed and built with these concerns in mind.

- Contracting guidelines must include preferences for local businesses. Local residents must be able to participate and benefit from this massive public investment.
- Station area design must be community controlled to ensure that local needs are met, such as space for childcare centers and grocery stores.
- Housing must be kept affordable for existing residents. Land trusts and inclusionary zoning are two possible strategies to achieve this.

Finally, I urge you to continue working with the citizens of this region as this project progresses. This project arose from the ashes of last fall's election because citizens care and worked hard to keep it alive. It is a better project because of this effort, meeting real needs for less money and with less displacement and other negative impacts.

## Written Comments Received at Public Hearing

Subj: (no subject)  
Date: 5/27/99 4:18:12 PM Pacific Daylight Time  
From: KBrandini  
To: KBrandini

I've been a resident in North Portland for the last 5 and 1/2 years. I've watched my neighbors fix up their homes. I've seen young couples and single people able to buy great homes in a neighborhood that continues to improve. I've watched my own house nearly double in value. With the costs of homes rising so rapidly in Oregon, people in search of "their dream" are purchasing in North and Northeast Portland. With that comes an increase in traffic. We need to minimize traffic in our area for many reasons. Number one is safety. The more cars on the streets, the more accidents that will occur. As it is, traffic is at a standstill heading south on I-5 in the morning and north on I-5 in the evening.

Imagine how nice it will be for those who work downtown and don't have to pay parking. Or even those of us who don't, but choose to do their shopping downtown-no driving around looking for a meter or paying the high prices of the garages. Perhaps you want to go to a show at the Expo or watch the Trailblazers at the Rose Garden. Both of those facilities charge a fortune to park at. We will even be able to visit friends and relatives in Beaverton, Hillsboro and Gresham without having to get into our cars and fight the traffic in those directions.

In addition to the reduction of traffic, Interstate Avenue will do nothing but improve. My personal goal is to clean up that street. It's dirty. It's ugly. And it feels unsafe. The proposed light rail will inevitably encourage small businesses such as coffee shops, mini grocery stores, restaurants and giftshops.

I say "why not"? Out of the estimated \$350 million, \$240 million of it would come from Federal funds. If we don't use those funds, another city will.

Help improve North and Northeast Portland. Thank you.

Kathleen R Brandini  
2044 N. Humboldt St.  
Portland, OR 97217  
(503) 289-8370

# Neil Kelly

Thank you for the opportunity to speak today. My name is Tom Kelly. I am the owner of Neil Kelly Company and am here today representing both my firm and the North/Northeast Business Association. I also sit on the citizens advisory committee for North Light rail.

We are unabashed supporters of a complete light rail system and believe North is a very important part of a responsible transportation future for the region. We see the benefits to the economy of the North Portland community, the transportation benefits to the citizens and the very important benefit to our region's air quality. We are convinced that our neighbors to our north will be inspired by this addition to the system and will work hard to complete their part.

We applaud the initiative to implement a new urban renewal district along Interstate Avenue, helping to alleviate most if not all of our concern regarding the shifting of funds from the Lloyd Center/MLK area.

Even being unabashed supporters, we want to help insure that the process of implementation if done wisely. Careful attention needs to be paid to traffic and transit impacts. Businesses impacted by the construction need assistance in surviving the construction period. Attention needs to be paid to the public safety issues surrounding light rail.

Thanks for the opportunity to address you today.

Designers/Remodelers  
Signature Cabinets  
Home Repair Team

804 N. Alberta  
Portland, Oregon 97217  
Telephone 503-288-NEIL  
Fax 503-288-7464  
postmaster@neilkelly.com

Salem 503-370-4400  
Vancouver 360-696-2204

West Side Office  
8101 SW Nimbus  
Beaverton, Oregon 97008  
Telephone 503-288-NEIL  
Fax 503-626-2493

<http://www.neilkelly.com>



T H E U N I V E R S I T Y O F  
**PORTLAND**  
OFFICE OF THE VICE PRESIDENT FOR FINANCIAL AFFAIRS

June 1, 1999

Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Dear Councilors:

The University of Portland wishes to re-affirm its commitment to light rail by endorsing the North Light Rail proposal that the Council is now considering.

As one of the largest employers in North Portland, we are excited that the light rail would provide employees, students and visitors to our campus an alternative method of travel that would reduce vehicle occupancy miles and relieve future pressure for more parking in the neighborhood and on campus.

We are also impressed at how the Interstate Avenue area is one of the most underutilized, low-density, inexpensive land parcels in the region. It is ripe for redevelopment, which with wise planning, will be good for existing businesses, neighbors, the tax base, housing supply, mass transit and nearby institutions such as Portland Community College and the University of Portland.

Sincerely,

Roy F. Heynderickx  
Vice President for Financial Affairs

Scott Adams  
1534 SE 10th Avenue  
Portland OR 97214

To METRO:

Has the feasibility of a ligenhro ("speedy bus") been looked at? The city of Curitiba, Brazil, which is mirrors Portland (1.5 million residents and growing), has developed "speedy buses," subway-like trains of buses that has exclusive lanes along major corridors. The entire system was created for a fraction of the cost that a subway/light rail would have cost, yet it moves at speeds comparable to a subway/light rail. Instead of arguing light rail vs. regular buses, perhaps "speedy buses" can act as a cost-effective, time-efficient solution to traffic congestion and to encourage transit-oriented development.

Thanks

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

This project has great  
promise and may one  
day tie the region  
together when it crosses  
the Columbia and  
becomes a Bi State  
Rail project!

Date

6/1/99

Name

Tuck Wilson

Phone number

775-7003

Address

3509 SE Claybourne

City / State / ZIP

PD X 97202

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I've lived at 1625 N Wygant since 1953. I've seen the freeway built and seen Interstate. It should not be built because there is too much traffic on it. There are 4 lanes of traffic and it is always busy. I do not want to see light rail here. What are you going to do with traffic. It would disturb business places. I drove MAX Burnside 182nd to 102nd and what about those living on

Date 6-1-99  
Name John Ball Jr.  
Phone number \_\_\_\_\_  
Address 1625 N. Wygant  
City / State / ZIP \_\_\_\_\_

it. Who would pay for it? It should be built along the freeway."  
Taken down by BRE Winter

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Great idea, I'm in favor. The Overlook neighbour hood was once serviced by rail transit. (Russell-Shaver line). Overlook is a beautiful neighbourhood but it was not made for many adequate parking for families with two or more cars. One often find families parking on the sidewalk with their second car on the sidewalk with its rear end on the street. Overlook

Date June 1, 99  
Name Robert Sparkes  
Phone number 288-9473  
Address 4126 N Castle Ave  
City / State / ZIP Portland, OR 97217

Needs a good transit system. A good transit system like Toronto, has a blend of rail and buss and subways. buses.

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I now walk  
2 long blocks to catch  
the #5 INTERSTATE BUS,  
with light rail planning,  
I have heard about, I would  
have to walk 4+ blocks  
more to Killingsworth or  
going to catch MAX.  
Exercise is good but the  
additional distance at night  
+ during ice + snow  
is not appealing.  
SAVE the #5  
PLEASE!

Date 6/1/99  
Name TRISH ROLIN (day)  
Phone number 289-2346 / 221-8336  
Address 1936 N. ALBERTA  
City / State / ZIP PORT, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I'M CONCERNED ABOUT  
A LACK OF SERVICE @ THE INTERSECTION  
OF ALBERTA AND INTERSTATE. MY UNDERSTAN  
IS THAT THE #5 BUS WILL BE ELIMINATED  
THIS WOULD BE UNACCEPTABLE. THIS WOULD  
MORE THAN DOUBLE THE WALK FROM  
MY HOME (@ N. ALBERTA & DENVER) TO  
THE PROPOSED TRAIN STOPS (GONGS OR  
KILLINGSWORTH) THE #5 BUS MUST BE  
RETAINED IN ORDER FOR THIS TO BE  
VIABLE. PLEASE SAVE  
THE #5 BUS OR  
SCRAP THE PLAN!

Date 6/1/99  
Name DAVID ROLIN  
Phone number 289-2346  
Address 1936 N. ALBERTA  
City / State / ZIP PORTLAND OR  
97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) <sup>North</sup> LIGHT RAIL IS VALUABLE TO COMMUNITY HOW BUT ITS VALUE WILL INCREASE OVER YEARS & DECADES AS POPULATION INCREASES & CAR COST & CONGESTION INCREASES. PUBLIC WILL ADAPT TO NEW TRAFFIC PATTERNS. ALBINA, GREELEY, DENVER, & VANCOUVER, WILLIAMS ARE CLOSE VIABLE ALTERNATE ROUTES WHICH WILL TAKE PRESSURE OFF INTERSTATE. EXISTING BUSINESSES <sup>ON INTERSTATE</sup> SHOULD BE ASSISTED IN HAVING MAXIMUM ACCESS DURING THE DIFFICULT CONSTRUCTION YEARS BUT THE GREATER COMMUNITY GOOD OVERRIDES POTENTIAL IMPACTS TO PARTICULAR BUSINESSES. LIGHT RAIL IS AN IMPORTANT AMENITY THAT WILL HELP KEEP NORTH PLD THE VITAL ATTRACTIVE COMMUNITY THAT A BROAD MIX OF PEOPLE WILL BE GLAD TO CALL

Date 6/1/99  
Name GERALD LINDSAY  
Phone number 281-5765  
Address 3786 N. MELROSE  
City / State / ZIP PTLD 97227

HOME IN THE DECADES AHEAD.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) First may I say that I do support the N's Light Rail. As the city core increases in population we need to provide for adequate transportation to insure that the city does not find itself in greater road gridlock.

Also, transportation based on a non-renewable resource of crude oil is not responsible planning for healthy city liveability. We must continue to explore ideas for non-polluting modes of transportation and implement plans for

Date 6.1.99  
Name ANITA LINDSAY  
Phone number (503) 281-5765  
Address 3786 N. MELROSE DR.  
City / State / ZIP PORTLAND / OR / 97227

our short-term and long-term transportation needs.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I do feel that this issue should be put to all voters of Metro <sup>It is a different format.</sup> 2) Money coming from whatever government source is still tax dollars - no matter how Councilor Washington may define it. Tax dollars will be used. Metro is simply stealing dollars from several other budgets and saying no new tax dollars will be needed is false. The depleted budgets will require tax increases but will be disguised as not being a consequence of Interstate L.R.  
3) It is not good logic to reason that even though N/S light rail has failed three times, that you consider only the immediate voting precincts that will mostly use N/S L.R., in deducing that L.R. is favored. That is.

Date 6-1-99  
Name Jerry L. Ward  
Phone number 246-0746  
Address 744 SW Faxon Pl Blvd  
City / State / ZIP Portland Or 97219

like taking the presidential race and reasoning Clinton only governs those precincts / states that supported him. Metro boasts that it is a regional government - it should live by its mandate,

Comments due to Metro by June 14<sup>th</sup> at 5 pm

G-1-99

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I AM OPPOSED TO NORTH LIGHT RAIL. IT WAS VOTED DOWN IN THE TRI-COUNTY REGION - METRO SHOULD RESPOND TO THE ENTIRE REGION'S CHOICE NOT A SMALL AREA (UNLESS THAT PROJECT IS PRESENTED + VOTED ON AS A SINGLE REGION PROJECT) DO NOT REPLACE A WORKING BUS LINE WITH A TRAIN!  
AS FOR ECONOMIC DEVELOPMENT, THE MONIES TO BE SPENT FOR TRAINS CAN BE USED TO UPGRADE CURRENT INFRASTRUCTURE ALL

Date G-1-99  
Name GARY J. HANCOCK  
Phone number 955 1772 pg.  
Address 1805 N. PORTLAND BLVD  
City / State / ZIP Portland OR 97217

AMENITIES CAN STILL BE IMPLEMENTED. LAST KEEP INTERSTATE AVE AS A MAJOR ARTERIAL. IT KEEPS N. PORTLAND

Comments due to Metro by June 14<sup>th</sup> at 5 pm  
TRAFFIC OFF I-5 AND IS

OVERFLOW FOR I-5 WHEN NEEDED. ANY

**INTERSTATE  
MAX  
SDEIS**

**Your  
Opinion  
Counts**

Comments (Please Print) ① Politics & oil/auto interests destroyed rail transit. With our increasing population, we need a much more sophisticated transit system. Rail is an important factor. ② N/NE is underserved by Tri-Met, because we are a lower income area & therefore can be neglected. How about some decent levels of investment in our area? We are actual people & deserve better than we've been allowed. ③ Big,

Date 6/1/99  
 Name Holly Pence  
 Phone number 503-289-2756  
 Address 6942 N Williams Ave  
 City / State / ZIP Portland OR 97217

out-of-state companies, with "edifice complex", eating up all space down town. They get major public →  
 Comments due to Metro by June 14<sup>th</sup> at 5 pm

Subsidy, as direct "corporate welfare", huge tax abatements, or embedded social capital (infrastructure, toleration of low wages, etc.) which goes to the pockets of the few. Let's spend public money on a public purpose for a change -

Metro Regional Services  
 Creating livable communities



Interstate MAX Public  
 Attn: Ross Roberts  
 Metro Transportation D  
 600 NE Grand Avenue  
 Portland, OR 97232-271

something that will benefit people.  
 Go Light Rail!  
 [Signature]

**Comments received on the technical room computer during the Public Hearing:**

Pam Judd  
711 SE 42nd #2  
Portland OR 97215

I am in favor of the Interstate extension for MAX. And as editor of the Transit Gazette and one of the coordinators for the effort to start a regional riders' association, I can say that there seems to be good support for a North alignment in this community. Email I receive has all, except in one case, been in favor of such an overall plan. People have had some complaints about the decision-making process, but seem to be supportive of the North extension itself.

---

---

Lisa Horne  
7046 N. Boston Ave.  
Portland OR 97217

Yes, I support light rail on North Interstate Avenue. Local input is crucial to making this project successful especially from residents, property owners, and business operators.

A varied financial package would ensure fair & adequate financing from appropriate sources. I think it is important to explore this new URD proposed by Mayor Katz for Interstate. I'm especially interested in redevelopment potential for resident-serving needs.

---

---

Gregory Taylor  
7046 N. Boston Ave.  
Portland OR 97217

**YES TO INTERSTATE AVENUE LIGHT RAIL!**

Terry Vanderkooy  
3725 N. Massachusetts Ave.  
Portland Or 97227

I strongly support the investment in the North light rail line.. I was born and raised in North Portland, as was my wife. We both attended grade school in North Portland neighborhoods, and when we returned to Portland as a couple, we CHOSE to buy a home in Overlook. We raised our son (now a Junior at Cornell Univ.) and chose a North Portland grade school for him.

The point is that I fully understand the east-side bias and the long-time lack of attention to the inner North Portland neighborhoods.

I am Development Planning Manager for the City of Gresham, having worked there for the past 12 years. When I first took a planning position in Gresham, I heard all of the naysayers and negativism as to the waste of time and money for the Max line to nowhere. Times have changed.

The negatives today are dealing with how the Max line did not go far enough, to Mt. Hood Community College or to the downtown Main Street.

The investment in Gresham is just now paying off. Site Design Review was just submitted last week for a 300,000 square foot mixed use retail/commercial development on the Gresham Civic Neighborhood site, immediately west of Gresham City Hall. Also in the works for the west end of that same site is a multi-family proposal for from 400 to 800 units with parking under.

New developments, residential, commercial, community service and mixed use are being built in close proximity to the light rail line, in the redevelopment of Rockwood and the traditional Gresham core area.

The point is that the investment pays off over time. It took 15 years for Gresham to see significant development close to the spine that the light rail line provides.

The North light rail line can provide the same investment in North Portland. I urge your support.

Nick Scovill  
2133 N argyle  
Portland Oregon 97215

I was unable to stay to make a verbal presentation. I support Light Rail as proposed in the SDEIP report. We employ about 24 employees at our facility. Some live in Vanc. Wa others in North Portland. More employees each year are coming from the NORTH Portland area as a place to live. They would use light rail. In addition, we look forward to economic development for Kenton. It has been noted as a Town Center for the 2040 plan. As a business leader in Kenton and chairman of Kenton Action Plan we have been developing the area for a place to live, work and play in kenton. Light rail would aid us in our work.

In addition, the costs for building this system is reasonable, the design is very efficient and the traffic patterns actually would improve the interstate avenue traffic flow,

We support light rail. Please move forward. Thank you.

Jill Fuglister  
534 SW 3rd, Ste. 300  
Portland OR 97204

I am the Coordinator for Coalition for a Livable Future. As you know, the Coalition proposed a north-only light rail expansion last December. Since then, our member organizations, led by the Urban League of Portland, Citizens for Sensible Transportation, Bicycle Transportation Alliance, AORTA and 1000 Friends of Oregon, have worked with residents to develop a community driven proposal that ensures the region does not abandon its commitment to provide light rail service to North and Northeast Portland. The lead organizations have coordinated input from many of our over 50 member organizations that have expertise on diverse issues, including not only

transportation, but also the environment, housing affordability, economic vitality and urban design, along with input from N/NE area residents in order to address a broad range of community concerns.

The Coalition for a Livable Future believes that the proposed light rail expansion as outlined in the SDEIS will make an important contribution to the livability of the region. We urge you to support it.

---

Wendy Smith Novick  
2804 NE 31<sup>st</sup>  
Portland OR 97212

As a mother of twin two year olds I feel that this project is an important investment in their future. I am concerned about air quality. I want to assure that the air that they breathe in their twenties and thirties is as good or better than the air we breathe now. Light rail is one option that can assist in improving air quality.

I am also a big fan of increasing choices. When my kids were infants-it was not easy to take transit with twins. Unless I packed both girls, one in a front pack and one behind, I could not ride a bus. I love low floor cars! They really improve access for the mobility challenged.

The Interstate MAX proposal is an essential piece to maintaining the livability of our community and I urge this community to move forward and build it, extend it, and use it!

---

Jack Paulson  
111 N.E. Jessup  
Portland OR 97211

As Vice-President of the King Neighborhood Assn. I have seen many of the concerns regarding environmental justice raised and ultimately confronted with respect to light-rail. The current proposal is in line with our concerns and the KNA supports the line with only a few reservations.

The park and ride proposed for the expo center is a step in the right direction but we hope that this is not just a bone thrown in our direction. The S/N max DEIS allowed for the neighborhood streets of North Portland to become informal park and ride lots. This was not acceptable then and will not be acceptable now. We would hope that there will be some provisions for future lots to be created as the need arises.

A strong concerted effort must be made to extend the line to Vancouver if the line is to be successful. Making it easy and convenient and inexpensive for those commuters is a must.

---

Jenny Holmes  
EMO, 0245 SW Bancroft, Suite B  
Portland OR 97201

My name is Jenny Holmes and I am providing these comments on behalf of Ecumenical Ministries of Oregon. EMO is an association of 16 member Christian denominations working together for a better Oregon. We encourage investment in North-Northeast light rail because it will benefit the region and the neighborhoods of N and NE Portland. Better air quality is one key benefit. Neighborhoods along the I-5 corridor are subject to high levels of air pollution from traffic. This pollution will only increase as the Portland-Vancouver area continues to grow. EMO's Patton Home for low-income elderly is located along I-5 in North Portland. Please invest in the infrastructure that will help keep air quality from worsening along this corridor. /Thank you

---

Adrienne Nosedá  
3434 SE Brooklyn  
Portland OR 97202

Three Reasons for supporting North Light Rail Line. One: Personal reason: the air I breath will be cleaner, the streets will work better with less traffic, I can choose to be more environmentally careful, by choosing mass transit. Two: our community will benefit from a well balanced mass transit system. Light rail, especially in north Portland helps one of our oldest, most solid communities. It will offer people who live there a cleaner way to travel. Third: As a member of the Coalition for a Livable Future's Religious Outreach Working Group, we look at the expansion of our light rail system as a direct benefit for the poorest of the poor. People who are economically poor or for other reasons can't afford a car can have a safe and secure way of traveling.

Please support North Line of Light Rail. It will create a better community for all.

Rebecca Lee  
18 NE Sacramento  
Portland OR 97212

AS an Eliot neighbor, I strongly support Interstate Max for a number of reasons.

- 1) The ability to travel to North Portland in a safe way is key. I have been warned against taking the bus up North as it gets sketchy farther up the line. I think North Max and the increased development it creates, will help improve the safety.
- 2) The bike lanes installed along with the MAX are great!
- 3) The environmental impacts are imperative. We need to invest in transportation that is clean, safe and builds our capacity for the future.



Additionally, the following things should be taken into advisement:

- 1) Make the investment into cement ties, instead of gravel and ballast. It is worth the money and will make the development last longer.
- 2) Making sure the building of the line is done in segments to ensure the longevity of existing businesses.

---

KC Cooper  
4680 Dogwood Dr,  
Lake Oswego OR 97035

Over 100 years ago, Portland's City fathers set aside a large tract of land dedicated as a park for the people of Portland. That decision gave us Forest Park--the largest park in an urban area in the Country.

Their forethoughtfulness has given us a precious resource, a gift that has improved the quality of our region.

As it is with light rail--we should not view this in the short term, but realize that this will create a livable region for our grandchildren and great-grandchildren as well. Don't they deserve the kind of consideration that Portland gave us in 1850?

I support the building of Interstate MAX, for now and the future of our region.

---

Kathryn Holland  
8207 N. Edison  
Portland OR 97203

I would like to give my support to North Light Rail. Although it will not go through my neighborhood directly, I believe it will benefit North Portland in general. I am a new resident, and would like to see the community revitalized, and see the rest of Portland acknowledge and pay attention to North Portland.

I believe light rail will provide an opportunity for people to come to North Portland who otherwise may not. This should in turn help make the business community stronger.

Further, I work in Vancouver, and would fully support an extension of light rail to Vancouver to alleviate traffic both ways.

To be brief, I fully support light rail in general and particularly to North Portland.

Good luck!

Sarah Friedel  
1628 N. Prescott  
Portland OR 97217

I write as a 15-year resident of North Portland (I live one block west of Interstate) who commutes daily to Roosevelt High School, who loves North Portland, hates Interstate Avenue, and has personally made a major shift away from the automobile this year. I stand firmly in favor of light-rail development.

North Portland is a place of great beauty which has been sacrificed for the blight of industry and the quick fix. Having suffered the stench of the rendering plant, the poisoning of fish in the slough, and the whine of race cars from the racetrack, North Portland needs to do something good for itself. Light rail is self-care.

Interstate Avenue has nowhere to go but up. It is ugly, full of potholes, and so congested that Overlook residents often drive three or four blocks out of their way to Shaver where there is a light to get onto Interstate. In the 15 years I've lived in Overlook I can recall exactly two memorable improvements to Interstate: Widmer's and Taco Bell (of course we had to wait years while Hot 'n' Now sat falling apart amidst weeds). Light rail cannot fail to pick up the spirit of Interstate.

To move from auto transportation has required personal motivation but it has been greatly encouraged by Portland's pro-bicycle policies. My husband and I, both in our 50s, have begun daily bike commuting to Roosevelt; in fact we have driven only 7 days this year. (Because it was "easy" and we were used to it, we used to sometimes take TWO cars to Roosevelt.) Bike lanes and bike-friendly attitudes have changed our lives for the better. We now have NEW HABITS. Light rail must exist for us to change to it. We will gladly make the shift to light rail; we need our elected officials to take the lead and make it happen!

Thanks for listening.

Elliot Zais  
6942 N Williams Ave.  
Portland OR 97217-1754

I'm a North Portland resident and I am strongly in favor of the North-South light rail line. It would get cars off the road, make it easier for people in North Portland to get downtown and to other parts of the region, and it would improve the air quality. I strongly urge the council to go forward with this project. Thank you.

---

Tom Hampson  
305 S.W. 88th  
PDX OR 97225

While I live in S.W. and have "my" light rail, I worked in economic development in N/NE Portland for four years and am still involved in the community. My experience with light rail has shown that it can be a catalyst for positive development and provide the kind of infrastructure that people of all income can benefit in the near and far term. Light rail, like excellent bus service, air and other transportation modalities are essential to the livability and availability of not only transportation options but economic options. I support the current planning process and the alignment. Thank-you.

---

Betty Walker  
3124 NE 17th  
Portland Oregon 97212

To whom it may concern:

As co-chair of the NE Coalition Land Use and Transportation Committee I would like ou to pass and fund the North light Rail project as currently described.

Our land use committee discussed it and passed a positive recomendation for light rail.

Our concern is that the City of Portland share of the funds not be taken from MLK and Alberta St. Urban Development projects.

In addition to the successful completion of this project we hope the bus service is enhanced at the same time. We felt that when the Max line was built there's consiterable bus service and coordination in putting the transfer points, such as Gateway and Hollywood, but felt that the West side light rail did not carry that.

We would hope that the north light rail project takes advantage of increasing bus service.

In concluding this north light rial is very important for the community generally for business and senior citizens.

**BUILD IT!!!**



Section Two

**Written Comments Received  
At Interstate MAX Open Houses**

Hosted by  
Northeast Neighborhood Coalition  
North Portland Neighborhood Office  
Tri-Met  
City of Portland  
Metro

4 - 8 p.m., Monday, May 3, 1999  
Lorenzen Center, Legacy Emanuel Hospital  
2801 N Gantenbein

Testimony for Interstate MAX Open House

1999 05 03

Kenneth McFarling 7417 S E 20<sup>th</sup> Av, 97202-6213 phone 235 7032

All expenditures from public treasuries flow into pockets of private individuals. Faulty decisions emerge because a majority of the public fails to realize that fact, or more precisely, fails to recognize the significance of that fact.

The significance is this: Whichever commercial interest would benefit from decision makers' choice of the most costly alternative has the greatest incentive to influence further relevant decisions. If that commercial interest is the traditional beneficiary of decisions, it is well supplied with funds to exercise that influence.

With specific regard to provision for travel on land: America is paved with evidence of which commercial interest is the traditional beneficiary.

Freeways (and other arterial roads) demand far more space for rights of way than do railways of equal capacity. If preceding owners are impartially compensated, acquiring space for vehicular arterials costs immensely more than railway space. It displaces immensely more dwelling places, businesses, or both.

Despite that, agencies which decide road alignments concern themselves almost exclusively with conferring advantages on road users.

In contrast, agencies which administer railways content themselves with alignments minimizing impact on land in private ownership; with alignments contorted to skirt around sprawling road interchanges. Commonly, urban railways are relegated to whatever strips remain after road administrators have sated their enormous appetites.

< railways >

Contingent on preserving access within neighborhoods through which they pass, choice of urban passenger railway alignments should more fully emphasize the convenience and comfort of patrons.

(In this regard, the Hillsboro extension alignment from Sunset Transit Center to Millikan Way falls short, owing to total curvature, short radius curves, and travel time longer than necessary.)

The portion of the Interstate route south of Kaiser campus would serve a more important need, and the line would have more potential patronage than the current proposal if that portion were east of the obstruction created by the I-5 freeway. Length thereby added to North Portland route would be considerably less than the Hillsboro extension incurred from rejection of direct line between S W 17th Av and West Portal.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) SUPPORT ALL EFFORTS  
AND PLANS ——— HOPE THIS FLIES !!!  
I WANT LIGHT RAIL WHEREVER IT  
CAN BE PLACED ——— GOOD  
LOCATION — MAKES PERFECT SENSE —  
WOULD SERVE NEIGHBORHOOD WELL W/  
THE LOWEST IMPACT COUPLED WITH  
THE GREATEST GAIN ———

Date 5-3-99  
Name CARRICE ANDERSON  
Phone number 286-2771  
Address 228 N. JESSUP  
City / State / ZIP PORTLAND, OR 97217

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
A) Partnership/coordinate w/ Port of Portland + Metro  
on mitigation ~~for~~ + planning for "Radio Towers" site.  
B) Work to resolve ped. safety problems ~~at~~ (40 Mile Loop)  
at Denver Ave. viaduct / Schmeer Rd undercrossing  
C) Continue evaluating potential for a PIR/Delta  
Park stop. It may be unfeasible/impractical, but  
PIR is in a Master planning process right now.  
D) Stay in touch/coordinate w/ Columbia Slough  
Watershed Council re: Radio Towers  
E) Refer to Pen/ NRMP document (Portland BOP) for  
details.

Date 5/3/99  
Name Jay Mower Columbia Slough Watershed Council  
Phone number 281-1132  
Address 7040 NE 47th Ave  
City / State / ZIP Portland 97218

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am all for it!  
Looks good -

My only concern is to work  
with locals who ride  
Tri-met to (hopefully) ensure  
minimal impact on accessi-  
bility, esp. for older  
citizens, people w/ kids &  
babies, etc.

Date 5-3-99  
Name Jennifer Lillie Cannon  
Phone number 978-1113  
Address 310 N. Jessup  
City / State / ZIP PDX, OR 97217

It's so important to  
get this project in  
North PDX... it's  
definitely time!!!  
Comments due to Metro by June 14<sup>th</sup> at 5 pm  
Great work so far :-)

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
I think the idea of a station at PIR is  
a good one, and would be well used during  
racing events. Are you considering having a  
fully developed station that is bypassed when  
nothing is happening at PIR? would ticket sales  
for MAX be at PIR itself or on the station  
platform?

Date 5/3/99  
Name Karen Williams  
Phone number 774-5628  
Address 7634 SE 32nd Ave  
City / State / ZIP Portland, OR 97202

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Please address how emergency  
VEHICLES (FIRE + POLICE) will navigate Interstate  
Que - especially during high traffic hours - Can  
the tracks be paved to accommodate Fire/Police cars  
Can bike lanes be moved to adjoining streets to  
give more room? Right now - w. sewer construction  
you have a good idea of how I have traffic on  
Interstate functions: It doesn't!! Please address  
the emergency vehicle issue at your next meeting and  
give solutions!!

Date 5-3-99  
Name D. Colmes  
Phone number 289-4267  
Address 6539 N. Montana  
City / State / ZIP 97217

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
I am in full support of light rail on  
interstate.  
Growth in the Metro Area is inevitable,  
and we must make every effort to guide  
that growth for both present and future  
livability. Light rail is a clean, efficient  
transportation solution which addresses present  
and future needs. I support light rail  
because it will also bring attention, ~~and~~

Date 5-3-99  
Name GIFTON CANNON  
Phone number 978-1113  
Address 310 N. Jessup St.  
City / State / ZIP PORTLAND, OR 97217

renovation and energy to  
a neat and close-in  
neighborhood.



Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I'm VERY PLEASED  
with this proposal. GET this  
STATED AS PHASE 1 THEN TO  
VANCOUVER OR OMSI VIA  
THE EAST BANK OF THE WILLAMETTE  
ON PHASE 2

With this project you seem  
to BE FRUGAL: THATS GOOD AND  
Important.

Date May 3 - 1997  
Name KENNETH PETERS  
Phone number 646-5634  
Address 12624 NW BARNES RD #7  
City / State / ZIP Portland OR 97229

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
IS THERE POSSIBLE FUTURE PLANS TO:  
1) HAVE A RAIL SPUR (AT LOMBARD?) TO GO TO ST JOHN'S?  
2) RECONFIGURED BUS ROUTES (EXISTING) TO (LIKE AIRPORT)  
~~THE~~ SERVICE LIKE EMANUEL, PCC?

Date 5-3-99  
Name JENNIFER CHARON-HEALTH  
BROWNFIELD'S  
AWARENESS  
PROJECT  
Phone number 736-6930  
Address 4815 NE 7th AVE  
City / State / ZIP PORTLAND OR 97211

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

We are very happy that there is still  
hope for bringing Max to N. Portland  
and feel very strongly that this will  
assist in revitalizing this community.

Date 5-3-99

Name Rita Hernandez & Mamei Brooks

Phone number 285-6676

Address 2544 N. Watts

City / State / ZIP Portland, OR. 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

THIS IS A SHAM.  
PEOPLE HAVE NOT BEEN TOLD  
ABOUT RAILS, GRAVEL, & TIES -  
EXCEPT IN A COUPLE SENTENCES  
AMONG ALL THE PROPAGANDA PUT  
OUT BY THOSE WHO HAVE THE MONEY  
TO DO IT.

NOR HAVE THEY BEEN TOLD HOW  
TRAFFIC WILL BE DIVERTED TO  
OTHER AVENUES.

Date 5-3-99

Name ROREN TROEN

Phone number 287-7894

Address 4226 N. MONTANA AV.

City / State / ZIP PNV, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I'M LOOKING FORWARD  
TO THIS SECTION OF MAX BEING IN  
PLACE! I AM A TRI-MET RIDER & WILL  
DEFINITELY USE THIS. I'M WONDERING  
WHO WILL BE SERVED BY THE RUSSELL  
STOP? I BELIEVE ADDING A STOP @ PIR  
IS AN EXCELLENT IDEA. THE EXPO STOP  
LOOKS TO BE QUITE A WAYS FROM THE  
EXPO'S ENTRANCE. A TREE-LINED WALKWAY  
FROM MAX TO THE EXPO WOULD ENCOURAGE

Date 5/3/99  
Name PAUL  
Phone number 503-287-6565  
Address CULLY NEIGHBORHOOD  
City / State / ZIP 97218

MORE PEOPLE TO TAKE  
THAT ROUTE.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I favor the concept and think that  
it would be good for north Portland. I am concerned  
about the people living between I-5 + Interstate Ave feeling  
isolated. Part of this will be psychological, "feeling isolated."  
The visual appeal of LTR will have a large impact on  
how we feel. Gravel grade crossings will disrupt the  
visual continuity & add to the feeling of being isolated.  
A solid surface crossing will minimize visual disruption  
& should be used if at all possible. It doesn't have to  
be an expensive surface - plain concrete would work

Date 5/3/99  
Name Jeff Reed  
Phone number 735-1711  
Address 6545 N. Concord Ave  
City / State / ZIP POV, OR 97217

fine. But for the sake of visual  
continuity it should be a  
solid surface.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) This appears to be  
a lower impact - compared to  
1st proposal - get it going while  
the feds still have our funding  
on the books

Date 5-3-99  
Name ERNEST ANDERSON  
Phone number 286-2771  
Address 228 N. JESSUP  
City / State / ZIP PTLD, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am fascinated by  
the fact you are planning to run a  
light rail line from the Rose Quarter  
to the Expo center. Currently the Expo  
center is served only about 25 times a week  
by bus lines and more on weekends.  
What a marvelous way to expand  
service to the Expo center.  
Congratulations!

Date 5-3-99  
Name Paul Bergerson  
Phone number 978-1103  
Address \_\_\_\_\_  
City / State / ZIP \_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

• Need station close to Tillamook St.  
due to all the people that  
work at School & Kerby &  
Water Bureau.

• We are in favor of the Max going  
up Interstate!!!!

• We do NOT want the overpass off

Tillamook. Lower Albina Project

Date \_\_\_\_\_  
Name Van Roden  
Phone number 288-7878  
Address 808 N River  
City / State / ZIP Pdx

• We are a property owner  
• want to be put on ALL mailing  
lists

Comments due to Metro by June 14<sup>th</sup> at 5 pm  
(Albina & Interstate)

4 - 8 p.m., Thursday, May 6, 1999  
Kaiser Town Hall  
3704 N Interstate Avenue

Comments by: Terry R. Parker  
1527 NE 65th Avenue  
Portland, Oregon 97213

This new Interstate alignment is a far better proposal than the original South-North alignments which tore through neighborhoods at a high cost. I can support the concept of using the median of Interstate Avenue with the following modifications to the proposal:

1. Figure A-2 in the DEIS shows a Park and Ride lot using some of the existing parking at the Expo Center. The Expo Center already does not have enough parking for the larger events., some of which take place on week days. Overflow parking at Portland Meadows and the racetrack is regularly being used with shuttle service to the Expo Center. The replacement of Hall D will even place a higher demand for parking. Replacement ON-SITE parking, needs to be addressed in the EIS, and promoters of large shows, especially those that offer retail sales need to be contacted for their comments.

2. Page 21 of the DEIS notes that aproximently 500 cars will be diverted from Interstate Avenue with the preferred proposal. Some of those vehicles will end up on Sandy Blvd.. There is an ongoing study currently taking place on Sandy Blvd.. One option would reduce Sandy Blvd. to one vehicle travel lane in each direction. The object seems to be to create more conjection. The terminology used by the City is "Slowing traffic down". The EIS must specifically address Sandy Blvd. and how it can handle the additional traffic flow (up to 500 more vehicles a day) and the potential impact of more air pollution from busses stopping in travel lanes at curb extensions. It needs to address how to accomodate pedestrians without curb extensions and the removal of those already in place.

The I-5 bottleneck at Delta Park also needs to be addressed in the EIS since some traffic now on Interstate will end up on I-5.

3. Due to the impacts an Interstate Avenue alignment with only two motor vehicle travel lanes will have on other roadways in North and Northeast Portland, the EIS must show a comparison study and cost analysis of: 1. Expanding bus service on Interstate Avenue. and 2. Light Rail on Interstate Avenue with four vehicle lanes (two in each direction).., both of which would lessen the impacts in other areas.

4. This is still not regional thinking. So far what is being proposed is just more of the same old, same old to and from Downtown Portland service. Money needs to be set aside for direct connections from the Rose Quarter Station on the East Side, that bypass Downtown, to Milwaukie, Oregon City, Lake Oswego and the Tigard area.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) WE DEFINATELY NEED A  
TRAFFIC SIG @ N. MONTANA & N. LOMBARD.  
I LIVE ON N BALDWIN BETWEEN THE  
I-5 & INTERSTATE AVE. A SIGNAL WILL  
HELP US GET OUT OF OUR AREA.  
AS PLANNED NOW, YOU EXPECT ME  
TO GO SEVERAL BLKS NORTH TO GET  
ACROSS INT. AVE & THEN TRAVEL  
SOUTH. IT IS NOW VERY DIFFICULT  
TO GET ONTO N. LOMBARD FROM

MONTANA IF ONE NEEDS  
TO CROSS LOMBARD TO  
ENTER FRWY.

Date 5-6-99  
Name DAVID GIBLER  
Phone number 289-8666  
Address 1327 N BALDWIN  
City / State / ZIP PTLD OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Reducing (substantially)  
Interstate Ave to 2 lanes will create  
very difficult traffic problems for both  
residents and visitors.

Spacing of stops is too great for  
senior citizens and people with small  
children or other mobility limiting concerns.

Long range funding of the project  
to completion appears problematic.

Public opinion does not appear to

support this project  
as it does not significantly  
help local problems.

Date May 6, 1999  
Name George Spaulding  
Phone number 283-6999  
Address 1605 N. Willamette Blvd  
City / State / ZIP Portland, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) A park-ride at the  
Expo Center or Delta park would be good.  
Such a facility should be designed  
for the safety of users, - well-lighted,  
good security, etc.

Date 5/6/99  
Name Renee Bergman  
Phone number 289-6505  
Address 3939 N. Marine Dr. Slip 11  
City / State / ZIP PORTLAND, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) "potential Park+Ride  
not enough," Commit.

ES issues need to include ~~cumulative~~  
impact - health of community.  
see ES Guidelines (NEPA p. 137)  
Also valuable would be "Lay of  
the Land" - joint pub by OEC/  
EJAB. It accurately reflects  
disproportionate impact in N/NE

Date 5-6-99  
Name J. Siebold  
Phone number 735-0438  
Address 211 NE Jessup  
City / State / ZIP PORT OR 97211

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_

The park & ride @ ~~the Expo~~ Ctr. seems  
essential. If Vancouver commuters are to  
eventually support an extension into Washington,  
they need to experience the benefits of  
Max into downtown Portland.

Date 5-6-99  
Name Kent Siebold  
Phone number 735-0438  
Address 211 NE Jessup St.  
City / State / ZIP PORT OR 97211

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) DEAR SIRS/MS:

I FULLY ENDOORSE THE NORTH/SOUTH  
MAX LINE ON INTERSTATE AVE.

THIS DEMONSTRATES VISION FOR THE  
FUTURE OF NORTH PORTLAND & THE  
STILL HESITANT COMMUNITY OF CLARK  
CO. WASH. (AS WELL AS DOWNTOWN PDX).

I LIVE IN THE BOISE NEIGHBORHOOD.

I BOUGHT MY HOUSE 9 YEARS AGO, & HAVE  
SEEN SLOW, IMPORTANT IMPROVEMENTS — THIS

WILL BE MONUMENTAL. LIGHT RAIL

HAS WORKED IN GRESHAM, &

HILLSBORO, & WILL IN NORTH PDX. [AS WELL]

CLARK CO. WILL SEE THE LIGHT (AS

COMMENTS DUE TO METRO BY JUNE 14<sup>th</sup> AT 5 PM  
D-D SEATTLE — EVENTUALLY).

THANK YOU, P.T.S.

Date 5/6/99  
Name PETER THOMAS SHERIDAN  
Phone number 282-3934  
Address 4055 N. MICHIGAN AVE.  
City / State / ZIP PORTLAND, OR 97227

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I Support the proposed

Interstate max. alignment. The long  
term benefits outweigh any short term  
inconveniences. <sup>extra</sup> or costs

Date 5/6/99  
Name Mark Darienzo  
Phone number 735 4068  
Address 1634 N Alberta St  
City / State / ZIP Portland OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Good thing for the North area  
The train will  
"decrease the increase"  
of traffic. It will not stop  
the car flow but will help keep  
the increase lower.

Date 5-6-99  
Name Kay L Newell  
Phone number 281-0453  
Address \_\_\_\_\_  
City / State / ZIP \_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I AM 100% in favor of the MAX LINE  
up INTERSTATE AVE. I would use this  
LINE everyday to commute to work  
in the Lloyd Center area. I CAN  
SEE NOTHING BUT AN IMPROVEMENT FOR  
INTERSTATE AVE OVER what is  
currently there. I have lived in  
this area of PORTLAND FOR 10 years  
and its TIME FOR AN IMPROVEMENT.

Date 5-6-99  
Name LINDA KURIGER  
Phone number 286-6054  
Address 6806 N FENWICK AVE  
City / State / ZIP PORTLAND ,OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

This Project is what the North Portland District need to Rebuild Vitality and sense of Community. The Majority of citizens in this Area are working class and will appreciate and utilize any improvement in public transportation. This is long overdue because of opposition by a coalition of effete individuals who oppose any thing governmental.

Date 5/6/99  
Name Joseph C Kuriger  
Phone number 286-6054  
Address 6806 N. Fenwick Ave.  
City / State / ZIP Portland OR 97217

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Light rail makes sense! The streets are getting incredibly crowded (w/cars). Light rail seems faster to me than city bus, plus rail is far more environmentally friendly than gas motor buses.

I believe I would use light rail much more often than I use the bus. And especially if it was extended to all Vancouver and definitely if extended to the airport!!

Date 05/06/99  
Name Lila J. Lockwood  
Phone number 287-9772  
Address 2145 N. Skidmore Ct.  
City / State / ZIP Portland, OR 97217

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I am in complete support of extending public transportation into our community (Cathedral Park/St. Johns) or somewhere close to it.

Support the reduction of pollution and reduction of traffic

Support extending it across the river to Vancouver

Date 5-6-99

Name Kathryn Holland

Phone number 503 283 7770

Address 8201 N. Edison

City / State / ZIP PDX 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I THINK IT'S GREAT!

Date 5-6-99

Name FRED BUTSCH

Phone number 283-4991

Address 2535 N. SUMNER ST.

City / State / ZIP PD7 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

A good plan

I prefer the signalized  
ped-only crossings to  
the z-crossings of the  
earlier plan. Since the  
wide planting strip will be  
lost, it is important to plant  
wide, spreading street trees along  
the curb (Not "columnar" trees).

Date

5-6-99

Name

Douglas Klotz

Phone number

233-9161

Address

2636 SE 43rd Ave.

City / State / ZIP

Portland, OR 97206

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

IN MY LIFE AND I STRONGLY SUPPORT  
THIS INITIATIVE AND LOOK FORWARD  
TO ITS COMPLETION AND  
EVENTUAL EXTENSION TO  
VANCOUVER + ELSEWHERE

Date

Name

GRIK PALMER

Phone number

233-7770

Address

6207 N. COVSON

City / State / ZIP

PORTLAND, OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) As you can see by my address:  
I live in a very affected area. I have  
supported light-rail, but I do not see it  
as a help to arterial traffic, as your "presenters  
imply - but a hinderance to those of us who  
have depended on Interstate Ave. Long term - it  
must address the I-5 congestion, not arterial.  
I know you need Clark Co. co-operation but lets  
keep that as a goal - even an I-205 rail line to  
connect at Gateway or with the airport proposal.  
Or put it next to I-5 so commuters ~~see the advantage~~

I feel the proposal as it sits  
now puts undue costs (not just \$)  
on residents of the adjoining  
neighborhoods.

Date 5-6-99  
Name Carol Cushman  
Phone number 288-3888  
Address 4207 N Colonial  
City / State / ZIP Portland, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I think we should  
build both the Interstate route  
& the Airport Max.  
IF I understand the conceptual  
drawings it appears the stops  
are well planned.  
I hope service will be timed  
to meet the crossing buses  
with close connection times.

Thank you for the  
opportunity to  
comment.

Date 5/6/99  
Name M. Weinstein  
Phone number \_\_\_\_\_  
Address 5806 N. Williams  
City / State / ZIP Portland 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

any other purpose or mailing list



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I strongly support Interstate  
MAX. This is an excellent  
project that will better serve  
my neighborhood of N/NE  
Portland. Bring it on.

Date 5-6-99  
Name Jennifer Ryan  
Phone number 288-0410  
Address 3526 NE 18<sup>th</sup> Ave  
City / State / ZIP Portland, OR 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

This was very informa-  
tive! I'll distribute flyers so more  
will attend 5/12.

I got specific help on my  
neighborhood issues & expectations  
of follow-through. <sup>confident</sup>

Am still lamenting the  
Albina Plan effect of air pollution  
from Swan Island. George Davis  
is a household word + (DEQ)

Date 5-6-99  
Name Judy Griffen  
Phone number (503) 283-4331  
Address 3022 N. Ainsworth St.  
City / State / ZIP Portland, OR 97217

his phone number is  
memorized. JD

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) As a resident of the  
Overlook neighborhood I would  
love to see Interstate become  
a cleaner, safer place for  
pedestrians. With Max there  
would be traffic yes but it would  
be consolidated into only two  
lanes. I would love to take  
MAX to the airport or down-  
town from only four blocks

away from my  
house.

Date 5/6/99  
Name Jane Deslany  
Phone number 287 3215  
Address 4001 N Overlook Blvd  
City / State / ZIP Portland OR 97227

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_

In favor - I think the Max would  
be a great asset

I am a native Oregonian,  
Labor

Date 5-6-99  
Name Tabor Votler / Greg Carrigan  
Phone number 775 3718 / 771-5419  
Address 5843 N. Interstate  
City / State / ZIP Portland, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

(NO MAX)  
This money should go  
to something that we  
Really need.

Date

5-6-99

Name

Frank Gillespie

Phone number

289 8910

Address

5429 N FAYAS St

City / State / ZIP

97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

THE MORE I LEARN  
ABOUT HOW THIS HAS BEEN SHOVED  
DOWN OUR THROATS THE MORE  
SURE I AM GOVERNMENT IS LOOKING  
OUT FOR THE MONIED PEOPLE  
WHO GET THE BUCKS FOR BUILD-

Date

5-4-99

Name

CHRIS ALEXANDER

Phone number

287-7894

Address

4226 N. MONTANA

City / State / ZIP

PORTLAND, OR 97217

ING THIS MOST UGLY  
THING DOWN OUR  
NEIGHBORHOODS.

NO RAIL-PERION

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I BELIEVE ALL THE PEOPLE IN THIS MOVEMENT ARE STUPID OR GREEDY OR BOTH, THE FLYER THAT MENTIONED "WHAT IS IT ABOUT "NO" DON'T THEY UNDERSTAND "HIT IT RIGHT ON THE HEAD. I BELIEVE A RECALL OF OUR OFFICIALS IS IN ORDER.

Date 5/16/99  
Name BILL SHAW  
Phone number 287-2995  
Address 3956 N. MONTANA AVE.  
City / State / ZIP PORTLAND, OR 97222

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) ALL PERSONS CONNECTED WITH THIS PROJECT NEED TO GET NEW JOBS AND ACTUALLY WORK FOR A CHANGE. JUST BECAUSE YOU HAVE A NICE SOFT JOB DOESN'T MAKE YOU AN AUTHORITY ON EVERYTHING.  
A RECALL OF ALL OFFICIALS IS IN ORDER AND I WILL SUPPORT THAT WITH ALL MY MEANS

Date 5/6/99  
Name BILL SHAW  
Phone number 287-2995  
Address 3956 N. MONTANA AVE.  
City / State / ZIP PORTLAND, OR. 97227

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) ALTHOUGH I UNDERSTAND THE CONCERNS OF BUSINESS OWNERS WHO WILL BE IMPACTED BY CONSTRUCTION, ULTIMATELY THIS WILL BE A TREMENDOUS ASSET TO THE AREA. "CARS ARE QUICKER/EASIER" CANNOT BE THE ONLY CONSIDERATION. VIABLE COMMUNITIES ARE MADE UP OF MANY CONSTITUENCIES BESIDES CAR COMMUTERS, ELDERLY, DISABLED, CHILDREN, MULTI-CAREER HOUSEHOLDS WOULD GREATLY BENEFIT FROM THE PRESENCE OF LIGHT RAIL. THE ENSUING GENTRIFICATION OF INTERSTATE AVE. & SURROUNDING AREAS WILL ULTIMATELY BENEFIT BUSI-

Date 5/6/99  
Name KARL SØRENSEN  
Phone number 286-6507  
Address 1920 N. KILLINGSWORTH ST,  
City / State / ZIP PORTLAND, OR 97217

NESS & HOMEOWNERS ALIKE, OPENING UP A WHOLE NEW RANGE OF OPTIONS FOR EVERYONE WHO CAN SEE THE BIG PICTURE. PLEASE FIND A WAY TO BUILD LIGHT RAIL.  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) (1) LIGHT RAIL IS FOR TOURIST-ATTRACTION: DOESN'T DUPLICATE OR IMPROVE ON CURRENT BUS SYSTEM  
(2) LIGHT RAIL DOESN'T PAY FOR ITSELF, LIKE AMTRACK -- ALWAYS NEEDING GOVERNMENT SUBSIDIES!  
(3) WORST OF ALL, IT WOULD DESTROY WHATEVER SMALL ETHNIC COMMUNITY CULTURES EXIST NOW ALONG INTERSTATE

Date 050699  
Name S. MOST  
Phone number 503 288-7692  
Address \_\_\_\_\_  
City / State / ZIP 97217

BOO... LIGHT RAIL

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

WHAT PART OF NO DON'T YOU UNDERSTAND?

YOU ARE NOW TAKING THE LAST ALTERNATIVE  
ROUTE TO THE I-5 FWY (REAR PARKING LOT) AND  
REDUCE ITS CAPACITY BY 50%!

THE REST OF THE WORLD TAKE STREETS OFF  
THE STREETS AND BUILD SUBWAYS BUT ~~FOR~~ <sup>YOU</sup>  
WANT TO TAKE PORT AND BACK TO THE HORSE AND

BUGGY. SHAME ON YOU!

Date 5-6-99

Name JERRY NOTHMAN

Phone number 285-9295

Address 5454 N CHANNEL

City / State / ZIP PDX 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) LIGHT RAIL IS  
ONE OF THE BEST THINGS TO  
HAPPEN IN PORTLAND. TO EXPAND  
IT ONLY MAKES THIS CITY MORE  
LIABLE FOR THE FUTURE. HOWEVER  
THERE IS ONE THING THAT BOthers  
ME ABOUT THE CURRENT LIGHT RAIL  
SERVICE. NO EXPRESS SERVICE  
DURING RUSH HOURS. MANY CITIES SUCH  
AS PHILA, NEW YORK AND CHICAGO RUN

PAULS MRRCAOL.COM

Date 5-8-98  
Name PAUL BARTON  
Phone number 252-2911  
Address 8624 NE HALSEY  
City / State / ZIP PLD 97220

A, B, ~~A~~ EXPRESS SERVICE  
WITH C AS A LOCAL TRAIN.  
ALTERNATING TRAINS STOP  
AT ALTERNATING STATIONS

Comments due to Metro by June 14<sup>th</sup> at 5 pm

THIS MOVES THE TRAIN FASTER GETS THE  
PEOPLE TO WHERE THEY ARE GOING FASTER OVER

AND TURNS THE TRAIN CARS OVER FASTER.

ATTNc UP PASSENGERS BECAUSE THEY CAN NOT  
GET ONTO AN ALREADY OVERCROWDED  
CAR. THIS FRUSTRATED THE  
PASSENGER INTO WAITING ADDITIONAL  
TIME AND MAY CAUSE HIM OR  
HER NOT TO RIDE AGAIN.



Metro Regional Services  
Creating livable communities

SAME THING FOR PEOPLE IN WHEELCHAIRS  
THEY ALSO GET PASSED UP BECAUSE THE  
CAR IS TOO FULL.

Interstate MAX Public Comments

Attn: Ross Roberts  
Metro Transportation Department  
600 NE Grand Avenue  
Portland, OR 97232-2736

I THINK WE ARE WELL OVERDUE  
FOR EXPRESS SERVICE ON MAX

THANK YOU

4 - 8 p.m., Thursday, May 12, 1999  
Kaiser Town Hall  
3704 N Interstate Avenue

Just of all layout good. And thanks for several days/hours from which to choose.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Living, as I do, at Webster St. and N. Interstate and having lived in cities with subway and extensive mass transit, I am very pleased to see the extension of the proposed line to Kenton to Pike and Expo. A great way to include those communities! We use the bus and will be glad for MAX  
A concern I do have - although - due to the widening of the road, of course there are many wonderful old trees which will be removed. Big trees (and lots of them) are the hallmarks of the more liveable (and expensive) areas of our city. I would like to know what plans there are for replanting as many (if not more!) and trees that are as big as possible?  
Also I am concerned about a quiet line!

Date 5-12-99  
Name B. Holzapfel  
Phone number 714291 Webster  
Address 280 9739  
City / State / ZIP PDX OR 97217

replanting as many (if not more!) and trees that are as big as possible?  
Also I am concerned about a quiet line!

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE

MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

- ① Consider parking rather than tie & Ballast for Interstate - costs more but will be more in keeping with a pretty unjagged "blond" when the street is developed.
- ② PIR Station is a good idea for serving PIR & P&E Delta Park Shopping center - though shuttle service should be provided from the PIR station to E Delta Park. PIR SHOULD NOT SERVE AS A PARK RIDE LOT UNDER ANY CIRCUMSTANCES Having and continuing to be involved in the many issues in PEN1 (Old Airport land) I have many reasons for opposing this as would other environmental advocates of long standing.

Date 5/17/99  
 Name PETER TENEAU  
 Phone number 978-0119  
 Address 2715 N TERRY  
 City / State / ZIP \_\_\_\_\_

- 3. The old Interstate Route is fine & I fully support it as I have been working on this project for 5 years at an Aiken Lodge and am a Kenton resident.



Metro Regional Services  
Creating livable communities.

4. Trees Trees Trees - plant as many as you can Orange in Kenton by I not just at stations

5. Cook the Kenton station as closely to the Kenton district as possible.

33 cent  
postage  
needed

- 6 Consider as important good pedestrian & bicycle access across the Col Blvd & Slough structures. Just to the west of the Slough crossing will be a new rowing park (but bank Interstate MAX Public Comments and since there is limited recreational access on the Slough this point for a launch is extremely important. Also

Attn: Ross Roberts  
Metro Transportation Department  
600 NE Grand Avenue  
Portland, OR 97232-2736

we (Kenton & other N Portland residents) would like access of Pen 1 which when the PIR master plan project <sup>is</sup> completed will be an attractive place to go ~~even~~ for wildlife watching & pursue other than playing golf or watching auto races. This area is after all part of Kenton neighbors ad.

MAX  
SDEIS

Your  
Opinion  
Counts

- 7. The Russell Station will come into its own ~~route~~ in the future if left out of heavy use right away. It's a good location and avoids taking such a big bite out of Elliott
- 8. Let's build this Baley up to Vancouver - this will happen when they wake up

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am in favor of the  
proposed light-rail line down Interstate Ave.  
this route makes sense and would benefit the  
community. I'm in favor of reducing the  
traffic lanes on Interstate Avenue because  
cars and trucks travel too fast along the road.  
It's currently dangerous to pedestrians.  
I believe this line would slow traffic  
down & force through traffic back onto I-5  
where it belongs. I believe the light-rail

Date 5/12/99  
Name Bruce L. Solberg  
Phone number 282-3926  
Address 4074 N. Massachusetts Ave  
City / State / ZIP Portland, OREGON  
97227

line would also do much to  
knit our neighborhoods together,  
by making Interstate Avenue a  
more pleasant place to be.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
I AM TOTALLY IN FAVOR OF THE INTERSTATE  
LIGHT RAIL. I BELIEVE IT WILL ENHANCE THE  
LOOKS OF THE AREA AND ENHANCE THE EXISTING  
BUSINESSES AND WILL PROMOTE NEW BUSINESSES  
PLUS MULTICASE PLANNING.

I will try and promote LIGHT RAIL AS  
MUCH AS POSSIBLE. TRAFFIC MOVES VERY  
RAPIDLY ON THIS STREET ESPECIALLY THE HEAVY  
TRUCK TRAFFIC, AND LIGHT RAIL WOULD SLOW

Date 5-12-99  
Name Steve Mikalson  
Phone number (503) 282-3926  
Address 4074 N. MASSACHUSETTS,  
City / State / ZIP Portland, OR, 97227

THIS TRAFFIC DOWN.  
THE PROPOSAL LOOKS  
GREAT!

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) EXCELLENT PLAN AND PRESENTATION. JUST ONE SUGGESTION: I THINK THE PROJECT SHOULD CONSIDER THE OPERATION OF EXPRESS TRAINS SO RIDERS COULD GET WHERE THEY'RE GOING FASTER. TO DO THIS I SUGGEST BUILDING A CENTER SIDING AT THE PORTLAND BLVD. STATION, SO AN EXPRESS TRAIN COULD PASS A LOCAL TRAIN MAKING ALL THE STOPS. RIDERS COULD TRANSFER TO AND FROM EXPRESS TRAINS AND LOCAL TRAINS TO ACCOMMODATE THEIR PARTICULAR TRIPS

Date 5/12/99  
Name GEORGE STARR  
Phone number (503) 252-1514  
Address 909 NE 114 AVE  
City / State / ZIP PORTLAND, OR 97220

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I Live 3 houses from Interstate 3 BLKS N. of Fred Meyers - I think the max on Interstate is a great idea! I've been commuting via bus for 16+ years & the train would be a wonderful addition to my commute routes & perhaps reduce congestion & the smog near the I-5 corridor.

Date 5/12/99  
Name MARYANNE SANFORD  
Phone number 503-735-0191  
Address 1404 N. FARRASUT  
City / State / ZIP Portland 97217  
MARYANNE @RAINBEAUX.NET

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) tolls on I-5 bridge to Ore  
Weekdays \$ 5.00 Per Car am PM & 205 bridge  
Encourage Employee shoppers - EVENTS games  
at both stadium & Rose garden special on -  
Waterfront Parking Leave freeway for TRUCKS  
business people on weekday from 4:30 To 7 pm  
both North & South bound as well Travelers  
To Pdx & train depot & support both Pdx  
airport & North corridor That ease I-5 frwy  
clog. during rush hrs some for 205 north

Date 5-12-99  
Name John R Bartles  
Phone number (503) 240-3366  
Address 9333 N Lombard St. #23  
City / State / ZIP Portland Ore 97203

after mall is open. I see  
it as go ahead Project  
Talk Clark Co. Again  
max to Vance mall!!

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I Like what I see  
with this new plan but I'm sorry the  
Dancing BARE will still be standing  
I'm concerned abt. the old trees  
being cut down and am wondering  
how easy it will be to get to Kenton  
via Terry, Winchell & the other streets  
North of Winchell -

Date 5-12-98  
Name NANCY CUSHWA  
Phone number 978-0119  
Address 2715 N. Terry  
City / State / ZIP Portland, OR - 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Definately better than  
South/North LRT, but absolutely have  
tolls on I-5 & I-205 bridges to discourage  
single occupant vehicles.  
Educate business, neighbors & schools about  
transportation alternitives.  
God Bless.

Date 5/12/99  
Name Steve Klausman  
Phone number 665-3494  
Address 1461 N.E. Paropa Ct  
City / State / ZIP Gresham OR 97030

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) As  
My concerns is the impacts on community  
resources. Hopefully, the planner will look  
to improve conditions along the right-of-way.  
Jobs should be first offered to residents  
and near residence of North and Northeast  
Portland. Jobs that have futures beyond  
the construction stages.  
At the meeting this evening where are  
the people of color working on this project?

Date 5/12/99  
Name Chris Poole-Jones  
Phone number 281-5979  
Address 1206 NE Knott St  
City / State / ZIP Portland, OR 97212

Where are people from  
North/Northeast Portland employed  
on this project. Is there opportunities  
for business (community)? Looks fine

Comments due to Metro by June 14<sup>th</sup> at 5 pm  
but....

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) THIS CORRIDOR IS NEEDED,  
THERE SHOULD BE A SPECIAL TROLLEY  
LOOKING BUS TO SHUTTLE WORKERS  
TO SWAN ISLAND. THERE SHOULD BE A  
SHUTTLE / MOVING SIDEWALK / COVERED SIDE-  
WALK AT THE EXPO. EXPO SHOULD REWARD  
MAX RIDERS (RETURN TRIP FREE). CITY SHOULD  
BUY SE CORNER PTLD BLVD FOR PARK &  
RIDE. LONDON + PARIS BOTH HAVE TRAINS  
TO AIRPORT WHICH WORK VERY WELL, WE

Date 5-12-99  
Name DAVID GREENE  
Phone number WK 661-2389 / 283-7990  
Address 6326 NE MAULONY AVE  
City / State / ZIP PORTLAND, OR 97211

SHOULD TOO. RUSSELL STATION  
SHOULD ATTEMPT LOOK OF OLD  
ALBINA. S. KAISER SHOULD HAVE  
COVERED + LIT WALK FOR PATIENTS.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

PIR STATION SHOULD HAVE MOTORSPORTS THEME, POSS HISTORICAL. PTLD BLVD STATION SHOULD ALERT RIDER TO ROSE GARDENS. F-M E. LOT COULD BE PK+RIDE

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Traffic reduction  
needs to be a main priority  
for the future of the Portland  
metro area. The west side  
light rail was a good example  
how we <sup>want</sup> need faster & clean  
modes of transportation.

The light rail will run thru a  
part of the city which is very  
under used, giving a chance  
to develop & revive  
the economy of  
N. Portland.

Date 5-12-99  
Name Julia Zallar  
Phone number 283-4951  
Address 936 N. Killingsworth C.  
City / State / ZIP Portland OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) INTERSTATE MAX DEMANDS  
A WELL THOUGHT OUT + THIRTY PROJECT,  
I OVERWHELMINGLY SUPPORT THIS PLAN

Date 5-12-99  
Name DAVID DEFAUW  
Phone number (503) 282-0561  
Address 6029 NE 7<sup>th</sup> AVE.  
City / State / ZIP PORTLAND, OR 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I feel Interstate Ave  
is the wrong street to place Max on.  
The area from Overlook Blvd to Going St.  
has only Interstate Ave, to get into or  
out of the neighborhood. There will be too  
much traffic + congestion if there are only  
2 traffic lanes after completion of the  
project; Not to mention the horrible  
situation during construction. Emergency  
vehicles will be handicapped by this, as well

Date 5-12-1999  
Name Kathleen Powell  
Phone number 287-4874  
Address 4216 N. Court Ave  
City / State / ZIP Portland Or 97212

as the above mentioned community  
If you must put Max in - even  
though voted down by the election  
process - put it along I-5.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

<sup>I</sup>  
Comments (Please Print) RAIL LINE TO BE MOST USEFUL  
AND MEANINGFUL MUST GO ACROSS THE RIVER TO  
VANCOUVER, IN A COUPLE OF YEARS VANCOUVER  
WILL BE READY TO CONNECT WITH PORTLAND.  
THIS CONNECTION WILL MORE THAN DOUBLE RIDERSHIP  
IF HIGH DENSITY AREAS SUCH AS ELIOT NEIGHBORHOOD  
AND EMANUEL HOSPITAL RECEIVE NO BENEFITS.  
THE BROADWAY-WEIDLER CORRIDOR DERIVES NO BENEFIT  
FROM THEIR SHARE OF COST.  
IF NECESSARY PARKING IN FRONT OF BUSINESSES  
IS ELIMANATED.

Date MAY 12 - 1999  
Name JERRY PETROFF  
Phone number (503) 282-4077  
Address 4235 NE WISTARIA DR  
City / State / ZIP PORTLAND-OR 97215

IF RAIL TRACKS SHOULD BE  
BUILT IN THE STREET (AS DOWNTOWN)  
AND NOT ON TOP WITH ROCKS (AS GRESHAM)  
IF VIBRATION WILL CAUSE DAMAGE TO  
VINTAGE BUILDINGS - WILL ENTAIL  
Comments due to Metro by June 14<sup>th</sup> at 5 pm  
COST OF DAMAGES TO METRO.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
I'm curious about the location of  
the Overlook stop - it is in front  
of 2 non-medical buildings of  
Kaiser Permanente - there are 4  
very busy medical offices 1 block  
south of the planned station -  
As a KP employee & health  
plan member I would suggest  
consideration be given to locating the  
stop 1 block south

Date 5/12/99  
Name SANDRA KITE  
Phone number 236 9880  
Address 2801 SE 22<sup>nd</sup> ave  
City / State / ZIP Portland OR 97202

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I think a streetcar  
would work better on Interstate.  
Then use existing track for  
commuter trains to Vancouver  
and beyond.

Date \_\_\_\_\_  
Name Pert Agovens  
Phone number 237 4004  
Address \_\_\_\_\_  
City / State / ZIP \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

The Interstate alignment is better than  
any I-5 alignment for redevelopment,  
streetscape improvements, land use integrity,  
and lack of displacements. The quick and  
sure rise of this proposal is pretty impressive.

A concern: I hope redevelopment  
can be pursued without targeting the motels.  
I believe seedy motels from the '40s can  
be compatible with light rail in the year 2000.

Date 5-12-99  
Name Peter Wmch  
Phone number 247-3630  
Address 8306 N. Edison St.  
City / State / ZIP Portland, OR 97203

A redevelopment proposal:  
Ainsworth St. and Prescott St.  
between Interstate and Maryland ave  
much wider than necessary. The  
City should sell r.o.w. for  
Comments due to Metro by June 14<sup>th</sup> at 5 pm  
trend-setting development.

Section Three

**Written Comments**

(Comment Cards, Letters and Faxes)

Kay Newell 4-27-99  
 3910 N Mississippi Ave  
 Portland, Or 97227 281-0453 fax 281-3408

Ross Roberts  
 Metro 600 NE Grand Ave  
 Portland OR 97232 797-1900 fax 797-1929

Dear Sir,

I want Light rail to come to our area.

Are you aware that a group of people are trying to deny some of us the right to be able to use light rail with ease?

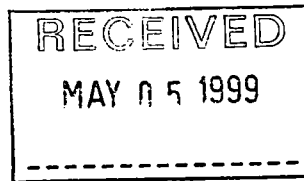
The Overlook Neighborhood wants to destroy the bridge across from Kaiser hall which leads into the Boise Neighborhood. With out this bridge the people who want to ride light rail have 9 more blocks walk to reach a stop. That is a long way.

Many of our people do not have cars. My son can not drive and needs to go to Kaiser once a month. That's 18 extra blocks every time. The teen girls 2 houses down can not run at the Overlook park. My 60 year old typist would ride light rail and take 30 minutes off of her daily trip to work. But with out the Failing street Bridge to cross the freeway she would have a 9 block walk. No time saver at all.

Please ask the city to keep our Failing street Bridge. The feeling on this side of the freeway is "Why should we support a light rail if we are not able to use it. There are people who will fight to keep light rail out if the Boise Neighborhood is not able to use it. The Failing Street Bridge is our only way to the Light rail Eliot and Humbolt Neighborhoods have close stations. Keep our access open. Ask the city to keep Failing street Bridge.

Sincerely,

Kay Newell



Howard Ballestrem  
1421 N. Killingsworth  
Portland OR 97217  
May 2, 1999

Ross Roberts  
METRO  
600 N.E. Grand Avenue  
Portland OR 97232

Subject: Interstate MAX Light Rail Proposal

Dear Sir:

Back in the '70s, I attended numerous hearings regarding the now defunct Mt. Hood Freeway and the I205 freeway. In the final I205 design, right of way for a light rail line from Oregon City to Vancouver WA was included.

When the South/North light rail concept was first presented to the public, I was surprised to find another corridor proposed through north Portland instead of an I205 alignment to eastern Vancouver WA where growth had been significant. The south portion was nothing more than a political urban renewal project that did nothing to relieve congestion on SE McLoughlin Boulevard to Oregon City

The north corridor with an I5 alignment to Vancouver WA was a convincing alternative to move commuters quickly and relieve congestion on I5. However, when Clark County/Vancouver WA rejected their share of the project, it became obvious to me that the north segment in any form that does not cross the Columbia River is a **WASTE**.

Thus, the Interstate MAX to the EXPO Center is nothing more than another political urban renewal project going to nowhere. The only beneficiaries being the City of Portland and the Kenton neighborhood consuming federal dollars for a local project.

If Tri-Met or other entities think we need improved transit service in north Portland, then let's add more buses/ routes or even build a streetcar line similar to the central city line now under construction downtown.

Eliminating two traffic lanes on Interstate Avenue will only add to traffic problems on alternate streets. Some of these alternate streets either already have or are under consideration for "traffic calming" devices (speed bumps etc.)

In view of these facts, it is obvious to me that the politicians and bureaucrats in this area are determined to force the urban population out of their cars and onto public transit in spite of our preferences or **VOTES**.

It also confuses me how a city that claims it cannot afford to fix the streets and fill potholes has so many million "extra" dollars to commit to airport MAX, the central city streetcar, and an Interstate MAX line. Where are their priorities???????????

Very truly yours,



6618 NE 26th Avenue  
Portland, Oregon 97211  
May 4, 1999

Mr. Ross Roberts  
Metro  
600 NE Grand Ave.  
Portland, OR 97232

Dear Mr. Roberts:

Since I will not be able to attend your Open Houses this month, I decided to write and give some suggestions that your committee might like to consider:

1. I feel very strongly that the MAX light rail system should be extended to Vancouver, Washington, since it seems to be the bedroom of many people working in the Portland area. However, since I understand that they vetoed the extension, and are the ones who are using and polluting our streets, they should:

a. Pay 25¢ or 50¢ toll fee to cross the Interstate Bridge into Portland, which would help pay for upkeep of our roads, or

b. Park their cars at the Portland International Raceway and take the MAX light rail system into town.

2. To decrease the heavy flow of traffic north and south, I would recommend that a large parking place be built at the Portland International Raceway, so that Vancouver commuters can park their cars there when coming into Portland, using the MAX light rail system in and out of Portland downtown.

You might consider these suggestions as a feasible solution to the north/south traffic problem. Later on you might also want to consider a spur of the MAX line going to the Portland Airport, since the traffic to the airport is very heavy.

Sincerely,

Mrs. Gerda M. Keller

RECEIVED

MAY 7 1999

EXECUTIVE OFFICER

May 4, 1999

Executive Officer Mike Burton  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

RE: North Portland Light Rail

Dear Mr. Burton:

I would like to take this opportunity to let you know of my strong support for efforts to build a North Portland light rail line to the Expo Center.

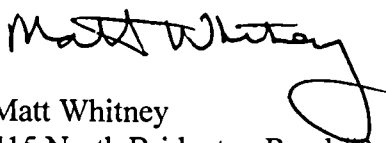
I am an active member of the Bridgeton Neighborhood Association and through that group our neighborhood has developed a neighborhood plan that has been approved by the Portland City Council. Our neighborhood plan encourages pedestrian and bicycle transportation alternatives and sensible infill developments in order to keep the character of our North Portland riverside neighborhood intact.

With the completion last year of the Roth Estates row house development we have seen the addition of over 100 new families to our small neighborhood. Now, with the new North Harbor condominium and apartment development nearing completion we expect to see another 230 condominiums and 140 apartments occupied by the year 2000.

All this new development will make the Bridgeton neighborhood one of the most densely populated neighborhoods in Portland. The Bridgeton neighborhood is located within 1/4 mile of the Expo Center light rail station..

If our neighborhood and North Portland is to succeed we must have light rail.

Sincerely,



Matt Whitney  
415 North Bridgeton Road #2  
Portland, Oregon 97217-8009

May 4<sup>th</sup>, 1999

Mayor, Vera Katz  
1221 SW 4<sup>th</sup> Avenue  
Portland, Oregon 97204

RE: Light Rail Extension to North Portland

Dear Mayor Katz:

I am writing you in the hopes that you will reconsider your support for the Light Rail Extension to North Portland. The following is my list of reasons against this project:

1. This extension only goes to the Expo Center and not to Vancouver Washington. The voters in Washington have spoken and they voted down Light Rail in Clark County. I seriously doubt that commuters, from Vancouver, will park at the Expo Center and board Max to Portland. They are already on the freeway to Portland, so why get off the freeway and then take a slow train commute into Portland. We need to get them out of their cars in Vancouver, not in Portland, to ease the congestion problem.
2. The Light Rail line eliminates bus service on Interstate Avenue with rail stops at Kaiser Permanente, Going Street, Killingsworth Street, Portland Boulevard, Lombard Street, Kenton and the Expo Center only. For example, if you use to catch the number 5 at Interstate and Ainsworth, you would then have to walk an additional 5 blocks, North or South on Interstate Avenue, to either Portland Boulevard or Killingsworth Street. This means if you had to walk 5 blocks to catch the number 5 on Interstate and Ainsworth previously, your walk time will double from 5 to 10 blocks in order to reach the Light Rail Station. This is not only ridiculous but, obscene to the residents of North Portland. There are too few stops to help those who have trouble walking. I know that for some of the residents the bus is their only form of transportation, I think it is unreasonable to expect these people to take an extended walk just to reach a Light Rail Station, for some 5 blocks is a long enough walk. If these people are unable to make the long trek to reach the Light Rail Station on foot, these people will be forced to rely on friends and relatives to ferry themselves from appointment to appointment.
3. The Light Rail Extension plans don't call for any Park and Ride Stations at Going Street, Killingsworth Street, Portland Boulevard, Lombard Street or Kenton. For those residents who find it too far to walk and want to drive to one of these Light Rail Stations, they would be forced to park on nearby neighborhood streets in order to walk to the Light Rail Station. This impact alone will no doubt cause area businesses to lose off street parking to commuters. I don't believe that neighborhoods should be used by commuters as a "PARKING LOT" in order to use Light Rail.
4. I believe that development along and around Interstate Avenue is vital to North Portland. However, I don't believe building Light Rail is the way to bring development to the area. The bus service along Interstate Avenue is fast, convenient and minutes to downtown. This alone is a plus for development along Interstate Avenue BUT, to replace it with a Expensive Light Rail System that is slow and has limited stops is a poor use of Public Funds and a bad selling point to the area. I would think with all the talent that City Hall has within it's grasp, that someone could think of a better way to help develop North Portland.

I urge you to rethink your position and vote against this proposal. I have always been a supporter of Public Transit and Light Rail however, this proposal is too expensive, serves too few people and is a waste of the Taxpayers money.

Sincerely,

John L. Hartsook  
Patricia Hartsook  
Stephen C. Hartsook  
1816 N. Jessup Street

Jean Crozier  
1734 N. Jessup Street

Elsie Saice  
1806 N. Jessup Street

cc: Ross Roberts, Metro Transportation Department

**PALMER WIRFS**  
& ASSOCIATES

RECEIVED

MAY 13 1999

Producers of  
America's Largest  
Antique & Collectible Shows

4001 N.E. Halsey • Portland, Oregon 97232 • (503) 282-0877 • Fax (503) 282-2953 • email: cpalmer@transport.com

May 10, 1999

Ross Roberts  
Metro  
600 N.E. MLK Blvd.  
Portland, OR 97232-2736

Dear Mr. Roberts:

I attended the open house last Thursday regarding the light rail proposal to the Expo Center. As a tenant, I have some concerns which I have addressed to Jon Kvistad and Ed Washington in the enclosed letter. One of the Metro representatives suggested that I send a copy to you as part of the public testimony on this project.

Sincerely,



Chris Palmer  
Palmer/Wirfs & Associates



PALMER WIRFS  
& ASSOCIATES

Producers of  
America's Largest  
Antique & Collectible Shows

4001 N.E. Halsey • Portland, Oregon 97232 • (503) 282-0877 • Fax (503) 282-2953 • email: cpalmer@transport.com

May 10, 1999

Jon Kvistad  
Metro Council  
600 NE Grand Ave.  
Portland, OR 97232-2736

Dear Mr. Kvistad:

My name is Chris Palmer. My company, Palmer/Wirfs & Associates, has been a tenant at the Expo Center since 1981, producing three Antique & Collectible shows each year as well as the annual Christmas Bazaar. Our four shows occupy between 160,000 and 300,000 square feet (1000 to 1700 booths). We also produce similar events at the Tacoma Dome, Cow Palace and the Oregon Convention Center, all on the same scale.

Please forgive me if I cram too much into this letter. I will try to make it as brief as possible. First, I should mention that Chris Bailey, Mark Williams, and the MERC commission are aware of our concerns, but your name keeps cropping up as being the person who is spearheading the planning efforts at Expo, so here I am.

The tenants at the Expo Center, at least those events of any size, have really felt the parking crunch since Hall E was constructed three years ago. I've been hoping that somehow we were working to *increase* the number of parking spaces, but it seems like the projects that are potentially in the works will actually *decrease* that number.

Unfortunately in my case, the shortage is critical enough that we have had to make a choice: since we issue 4,000 exhibitors' badges, we counted spaces and decided that we could accommodate *either* our exhibitors or our attendees. To protect the show, I have had to institute mandatory off-site parking for our exhibitors, the very people who are responsible for 80% of our income. We depend on the largess of Brian Ferryman to rent us his parking lot (Portland Meadows), and Dale LaFollette for his parking lot at PIR, assuming that they are available. Then we spend between \$10-12,000.00 on shuttle transportation. Then my husband and I stand out in the rain as we open, to make sure our exhibitors and contractors (such as Aramark and building personnel) don't park in the Expo's lot. As you can imagine, our exhibitors get a little testy about leaving their vehicles several miles away from the show for many reasons; security (they carry money and/or merchandise), handicapped (our exhibitors are older), they have pets, need to rest, etc. But with our efforts, we now only have to close the lot for brief periods on opening day.

This is not just the concern of one large show. In addition to our four shows, there are several other big shows that have had to go the same route in order to function. Plus with the new exhibit space, we now have multiple events taking place, where no one promoter can step forward to handle the overflow.

# PALMER WIRFS & ASSOCIATES

Producers of  
America's Largest  
Antique & Collectible Shows

4001 N.E. Halsey · Portland, Oregon 97232 · (503) 282-0877 · Fax (503) 282-2953 · email: cpalmer@transport.com

I attended the open house last Thursday night at the Kaiser Town Hall for light rail to Expo. And while I applaud your efforts, and no doubt some of our attendees will ride light rail out to the shows, I don't believe that public transportation is the complete answer to our problem. We have produced our 800 booth show at the Oregon Convention Center since the year the Convention Center opened. After the first two years, we closed the box office on the light rail side of the Convention Center, because we just didn't get any activity at that entrance. This is despite the fact that parking in that area is very tight.

Also, each year for our Christmas Bazaar (an event that draws 40,000 people in six days), we request Tri-Met service to the Expo Center. In order to get this service, Tri Met requires us to advertise it, which we do. Unfortunately, these busses run empty day after day. I believe that part of the problem is the inconsistency of the service; the people just don't expect it out there. I think another part is that people feel that they can't manage on a bus with a lot of packages. Also, the Expo Center is fairly isolated and the parking lot is very scary after dark. Whatever the reason, even though it's offered, our attendees do not ride Tri Met.

With its main focus being consumer events, for a variety of reasons, people drive their cars to the Expo. But they don't necessarily drive alone. I think the Expo Center figures 2.4 people per vehicle on average. When I did a quick survey of other exhibit halls on the West Coast of comparable size, the Expo Center comes out with the smallest ratio of parking spaces per square foot of exhibit space. My inquiries did not include convention centers since the dynamics of conventions and consumer events are so different.

Last year I worked to help defeat the jail project because of parking and traffic concerns. I watch with extreme concern when I see anything that impacts the number of parking spaces. The new replacement of Hall D will be very welcome once it is completed, but we will live through a year of upheaval, relocating exhibitors and living with a large hole in the middle of the show. And when it's done, even with the new parking areas at the west end of the lot, by the time all the landscaping is in and revised footprint of Hall D is there, it sure looked to me like we'd end up with about the same number of parking spaces.

Next is the light rail proposal. One of Metro's representatives at the open house said he guessed that we would lose as many as 500 parking spaces to the station if it ends up in the Expo parking lot. He backed off on that number when he saw my dismayed reaction, but even the loss of 50 spaces is an issue. I understand that PIR is being considered as an alternative Park and Ride and light rail station, which would benefit us assuming we were allowed to use it, but we'd still have to get riders from there to the Expo Center. The Park & Ride idea at Expo should probably be looked at from an event perspective. There are several events that run Thursday-Sunday.

Lastly is this amphitheater thing. I realize that it's in an embryonic stage, but please, please consider the main business of this building and don't compromise its success by ignoring this critical shortage of parking space. Our goals, yours and mine, are in alignment; we want to grow the Expo Center into not only the *largest* exhibit space on the West Coast, but the most modern and the most user friendly to its tenants and attendees. Using that Expo property to develop an amphitheater takes away from the number of parking spaces that we currently have.

# PALMER WIRFS & ASSOCIATES

Producers of  
America's Largest  
Antique & Collectible Shows

4001 N.E. Halsey • Portland, Oregon 97232 • (503) 282-0877 • Fax (503) 282-2953 • email: cpalmer@transport.com

Coincidentally, I am one of a five-member Facilities Committee for the Clark County Fairgrounds so I am up to speed on the Q Prime Amphitheater. The implication in the Oregonian article on Friday was that the Clark Co. venue was going to specialize in Metallica concerts. Clark County's realistic goal is to provide for all cross-sections of the market, offering all types of music and all sizes of concerts. We have X number of dates to fill and they can't all be blockbusters with capacity crowds.

The bottom line to me, and I believe that I speak for all of the large shows at Expo, is that we have to protect the future business potential of that building by providing enough places to park. People don't soon forget being turned away at the parking lot when it fills. They tend not to return. And this is the building that our property taxes support and which the community also supports when they attend events there. Even though it is not as documented as the convention and trade show business, the consumer event industry does generate dollars in the community. Our July show alone fills more than 1,000 room nights.

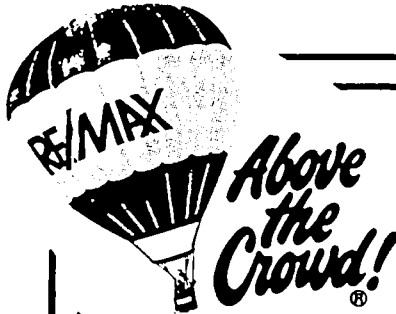
I thank you for listening to me say my piece. We are your anchor tenants. We don't come to your building just once every five years; we are there year around and have been for many years. The building is successful because we're successful. I'm talking about Michael O'Loughlin, with O'Loughlin Trade Shows whose company produces the Sportsmans Show, the Home & Garden Show, The Boat Show and RV Shows, Jerry Klinger with the Auto Swap Meet and Ken Glass with Rose City Gun Shows. Maybe not an especially prestigious lineup, but we do deliver the goods. As Ed Washington said, the first priority is for Metro to make money. We're all for that, but we can't strive for growth when that growth is capped by something as basic as the number of parking spaces. Parking spaces that are revenue producing.

Again, thank you for listening. I'm sure any of the tenants would be willing to meet with a metro representative should you feel the need for our input.

Sincerely,

Christine Palmer  
Palmer/Wirfs & Associates

Cc: Ross Roberts  
Mark Williams  
Jeff Blosser  
Chris Bailey



bob hennessy, CRS  
member of  
"Hall of Fame"

RECEIVED

MAY 19 1999

EXECUTIVE OFFICER

May 18, 1999

Mike Burton  
Executive Officer  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2763

Dear Mike,

Last November voters within the Tri-Met District boundary defeated a property tax bond measure which would have provided local funding for a light rail line running from the Clackamas Regional Center to North Portland.

I am aware of renewed interest on the part of some Portland business and community leaders to build a modified light rail project within Interstate Avenue right-of way from the Rose Quarter to the Expo Center.

The region has targeted Clackamas County for a substantial amount of new growth in the next twenty years. Clackamas County cannot continue to develop and meet long range planning goals without a number of major new roads and transit improvements.

The McLoughlin Blvd./Hwy 224 corridor is currently one of the region's most congested routes. I would urge Clackamas County, Metro, and Tri-Met to begin work on developing an alternative high capacity transit service connection from the Clackamas Regional Center and Milwaukie to the City of Portland as soon as possible.

Capital improvement projects in the McLoughlin Blvd./Hwy 224 Corridor I feel should have priority include:

1. Additional capacity improvements (like High Occupancy Vehicle lanes) on McLoughlin Blvd.
2. Grade separating the Harmony/Linwood/Railroad Ave. intersection from the UP/SP main line, and,
3. Additional capacity and signal work on Hwy 224.

I believe the additional transportation capacity including improved transit service to Clackamas County should remain a regional priority.

Sincerely,

Bob Hennessy

Cc: R. Wyden, G. Smith, D. Hooley, E. Blumenauer

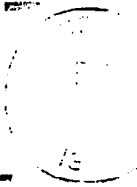
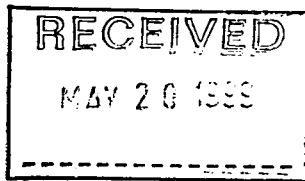
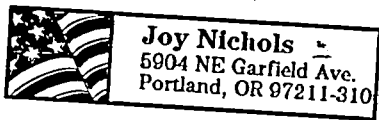


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10121 s.e. sunnyside rd., suite 150  
clackamas, oregon 97015  
phone: (503) 659-1550 fax: (503) 659-2605  
each office independently owned and operated

Re: North South lite Rail. We voted it  
down once; how many more times do we  
have to prevent your proposed fiasco?

On your N. S. lite Rail - No-No-No!!

Sincerely,  
Joy Nichols



Ross Roberts  
Metro  
600 NE Grand  
Portland, OR 97232



Pointless to come to your meetings — we voted NO on Interstate Ave light rail. Actually we meant NO. I live in North Portland — more than any of the powerful "supporters" of the rail can say.

This project is going to be a nightmare for this part of the city bringing no boon — will not diminish traffic — been on sunset lately?

No wonder there is voter apathy —

Bernice Eng

Eng  
4134 N Michigan



Kass Roberts  
Metro  
600 NE Grand  
Portland OR 97232

01



FAX

FULL SPEED AHEAD FOR  
THE INTERSTATE MAX  
PROJECT!

john hart  
5906 North Moore  
Portland, Oregon 97217



NOW'S THE TIME.

THANK YOU.

Number of pages to follow \_\_\_\_\_

(503) 289-3477

fax 289-3542

E-mail/ hartosb@europa.com

JOHN H. SCHENK  
REAL ESTATE BROKER AND CONSULTANT

FACSIMILE TRANSMITTAL SHEET

TO: Ross Roberts FROM: John Schenk  
 COMPANY: Metro DATE: 5/24/99  
 FAX NUMBER: 797-1929 TOTAL NO. OF PAGES INCLUDING COVER: 1  
 PHONE NUMBER: \_\_\_\_\_ CC: Paul Larson - IXL & Bg3

SUBJECT: Public Comments Request - distributed MAX Public Hearing

- URGENT
- FOR REVIEW
- PLEASE COMMENT
- PLEASE REPLY
- PLEASE RECYCLE

NOTES/COMMENTS:

IF this line is intended to be the integral part of a light rail line to Vancouver --- new bridge over Columbia, etc., STEP UP AND SAY SO NOW.

IF NOT, how can Metro possibly justify spending the millions of taxpayer dollars to build a line to serve an area that is the least traffic impacted of all of metro Portland? No matter who spins the numbers, or how, any honest cost-benefit analysis would conclude with a NO-BUILD bottom line. Metro credibility?

4511 N. CHANNEL AVENUE  
PORTLAND, OREGON 97217  
TELEPHONE (503) 285-9111 / FAX (503) 240-2256



March 31, 1999

City of Portland  
Mayor Vera Katz  
1120 SW Fifth Avenue  
Portland, OR 97204

Dear Mayor Katz:

The University of Portland wishes to re-affirm its commitment to light rail by endorsing the North Light Rail proposal that the Council is now considering.

As one of the largest employers in North Portland, we are excited that the light rail would provide employees, students and visitors to our campus an alternative method of travel that would reduce vehicle occupancy miles and relieve future pressure for more parking in the neighborhood and on campus.

Toward that end, we are interested in the feasibility of a University-sponsored shuttle service at the proposed Portland Boulevard station and the campus.

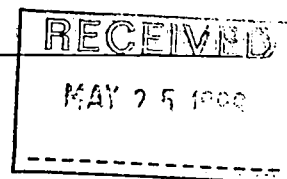
We are also convinced that the Interstate Avenue area is one of the most underutilized, low-density, inexpensive land parcels in the city. It is ripe for redevelopment, which with wise planning, will be good for existing businesses, neighbors, the tax base, housing supply and nearby institutions such as Portland Community College and the University of Portland.

Sincerely,

Roy F. Heynderickx  
Vice President for Financial Affairs

**DOUGLAS J. KELSO**

1174 NE 76TH AVENUE  
PORTLAND, OR 97213



May 24, 1999

Mr. Ross Roberts  
High Capacity Transit Manager  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232

Dear Mr. Roberts:

Following are my comments on the South/North Corridor Project Supplemental Draft EIS.

**2.2. Screening and Selection Process:**

The third paragraph of this section incorrectly states the facts. The measure rejected by the voters in 1998 was not "a ballot measure that would have reaffirmed the region's 1994 authorization to sell Tri-Met General Obligation bonds, to be repaid with local property tax revenue." A correct description of the 1998 measure would be "a ballot measure that would have permitted Tri-Met General Obligation bonds authorized by voters in 1994 to fund a shorter light rail alignment than authorized in 1994." (Or similar language.) Legally, the 1994 authorization is still valid. However, the authorized funds may be used only for a project that extends to both Clackamas County and Clark County.

**2.3.1. Capital Improvements**

**(a) Build Station Platforms for Future Expansion**

All light rail stations on this line should be built to accommodate 400 to 600 foot trains at some point in the future: true "high capacity transit." Obviously, it will be years before we can run 400 foot MAX trains through downtown Portland. To do this will require either a grade separated alignment (subway or elevated line) or a major change in downtown traffic patterns (closing key streets to create 400 foot "superblocks"). Either solution will require much planning and money.

However, Tri-Met should plan ahead when building the Interstate MAX line. Every station should have expansion "built in" to the line. In practical terms, this would mean a 200 foot station platform adjacent to a 400 foot long planted median. In the short term, the medians cost little -- the loss of a handful of parking spaces on one side of the street. In the long term, they will allow for inexpensive platform expansion, without the need to rebuild or realign any track.

This will not be a problem at most stations. However, the current design limits the platform south of Killingsworth to a 200 foot standard, and the proposed Russell Street Station is also limited to 200 feet. The obvious solution, in both cases, is to alter traffic patterns to eliminate some left turns. (This can be done at Russell with little problem. South of Killingsworth may present more difficulty.)

**(b) Triple-Track Selected Stations**

In anticipation of the day that light rail will serve Vancouver, this line should be built "express ready." An express MAX is simple in concept: use selected "triple-tracked" stations and careful timing to allow express or limited trains to use the system. With proper signals and timing, a third track will allow an express/limited train to pass the "local" train stopped at the station platform. I recommend triple-tracking three stations along the envisioned line.

The Expo Center station should be triple-tracked. Today, as the end of the line, it will allow trains to accumulate during peak hours. In the future, as a little-used station on the way to Vancouver, it will allow express trains to pass "local" trains stopped at platforms.

In addition, triple-track *one* of the following stations: Lombard, Portland Blvd., or Killingsworth (I recommend Portland Blvd., since Lombard and Killingsworth are obvious "limited" stops). A triple-track would require the loss of left turn lane on Interstate at *one* signalized intersection. However, that trade-off will allow properly timed limited/express trains to bypass local trains during peak hours.

Finally, build the Rose Quarter station with three tracks and two platforms (much as the existing Rose Quarter station was designed) to allow bypass service.

Limited service between downtown Portland and downtown Vancouver can operate at speeds competitive with an express bus. The project design should therefore be flexible enough to accommodate future limited trains.

**c) Eliminate PIR Station From Further Consideration**

The only apparent function of the PIR station is to serve raceway events. I suggest shuttle buses from the Expo Center Station to serve PIR, together with a wide, well-lit, paved, tree-lined walkway between the two sites.

I am also concerned that people using Delta Park might be confused about the hours of operation. Some people will probably wait there, only to see train after train rush by without stopping.

Finally, opening the station only during events could prove disruptive to schedules throughout the system. The proposed light rail line will need to be carefully timed to share downtown track with up to three other lines (Airport MAX, East/West MAX, and Vintage Trolley). Keeping a tight schedule will be very important. The unpredictable nature of event traffic, particularly in busy times (e.g., Rose Festival) makes "part-time" stations a bad idea.

If the PIR station is built, provide a small park & ride and regular service. However, it would be preferable not to build it at all.

## 2.4 Capital Costs

I recommend purchasing more light rail vehicles than currently planned.

The planned route should terminate at Beaverton Transit Center instead of downtown. The third track and platform at Beaverton Transit Center would allow trains to arrive, change drivers, and depart immediately. In doing so, this line could maintain six minute headways, staggered with existing Westside MAX service. Combining Interstate MAX with existing east/west trains will allow three minute headways between Rose Quarter and Beaverton, effectively doubling line capacity along that segment.

Since taking this line to Beaverton would roughly double travel time, it would require that roughly twice as many light rail vehicles be purchased than presently planned. Economically, it makes sense to order a larger number of cars and benefit from economies of scale.

If Tri-Met has learned one thing from past experience, it should be to err on the side of excess in purchasing light rail vehicles. Tri-Met will need the extra units eventually -- and sooner rather than later.

## 3.1 Transit Impacts

This section needs to take into account the full impact on the shared MAX tracks between the Rose Quarter and points west, including the Vintage Trolley and the planned MAX line to the airport. It also needs to take into account impacts on light rail service between Gateway and Gresham.

Light rail east of Gateway, including the Airport light rail line, may be unable to achieve adequate peak hour service levels if this alignment is built. If light rail to the Expo Center, the airport, and Gresham all share the same track segment downtown, service to Gresham could be materially reduced during peak hours.

One additional problem: frequent headways on all three lines might leave no room for the Vintage Trolley to operate. The need to share track with the Vintage Trolley during off-peak hours could have a detrimental effect on light rail service east of Gateway.

The FEIS should evaluate the impact of the Vintage Trolley upon light rail service and vice versa. The FEIS should also evaluate the light rail system holistically, considering the design and operation of the Airport MAX line together with the Interstate MAX line, with careful attention given to light rail out to Gresham.

If all lines cannot effectively share downtown track, then the FEIS should consider and evaluate solutions. This includes development of the Airport MAX as a shuttle between Gateway and the Airport rather than downtown service.

#### 4.1.2 Impacts to Land Use and Economic Development

A MAX line on Interstate Avenue would support intensified land use within roughly 1/4 mile of each station. In practical terms, this would support zoning to greater development density between I-5 and Denver Avenue throughout the North Portland segment. While the rezoning would have no immediate environmental impact, it could materially increase land values in the area. The present community plans for Albina envision significant "upzoning" east of Interstate Avenue, but not to the west.

To maximize the use of light rail as a development tool, the City of Portland should consider rezoning land on both sides of Interstate. The FEIS should evaluate that redevelopment potential as an impact.

#### Figure A-2: Expo Center Park-and-Ride Facility

Consider alternate station designs that place the transit station closer to the Expo Center. As it stands, the design is similar to Gateway Transit Center -- riders must cross a sea of parking before they reach anything interesting. In the alternative, provide a sheltered walkway with ample planted buffers on each side. Transit riders should have a dry, pleasant, safe walk to the station with no "blind corners" along the walkway created by adjacent parked cars.

#### Conclusion

- (1) Build long medians next to stations for future platform expansion.
- (2) Include judicious "triple tracking" at key stations for future limited and/or express service to Vancouver.
- (3) Purchase additional vehicles to increase peak passenger capacity between Rose Quarter and Beaverton Transit Center.
- (4) Evaluate this line in conjunction with the Airport light rail project to preserve full peak hour service to Gresham and maintain Vintage Trolley service.

I thank Tri-Met and Metro for the opportunity to comment on this project.

Sincerely,



Douglas Kelso

5-28-99

I'm all for light on Interstate  
Ave.

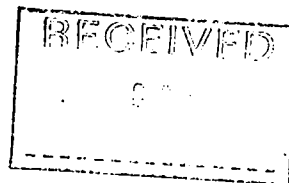
Craig Nordling

1718 N Alberta St.

Portland Or. 97217-3536

OPPS!!!

I want Light Rail



May 31, 1999  
7826 N. Chautauqua Blvd.  
Portland, Oregon 97217  
Linda Minard

Mr. Ross Roberts  
High Capacity Transit Manager  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232

Mr. Ross Roberts,

Another project that is being "DUMPED" in North Portland.

I don't know why local leaders are continuing their headstrong drive toward light rail on N. Interstate Avenue. The voters have said "NO" in three separate elections. North Portland "did not" support light rail in the previous election. Voters in House District 17, where the intended line would be built voted against the measure 54% to 46%.

Light rail increases congestion. Light rail on N. Interstate Avenue would eliminate two lanes of traffic, which is an important arterial in North Portland.

The people(voters) and the Oregon Legislature have repeatedly rejected ways to pay for transportation improvements, such as a gas tax increase, vehicle registration fee increase, and any other type of overall transportation funding.

I have read several newspaper articles about passengers having to get off "MAX" and transfer them to "TRI MET BUSES" or other "MAX CARS". If buses are needed to transport passengers, and we have MAX, isn't that paying double for public transportation?

There have been reports that there isn't enough parking places in the MAX Park & Ride Garages!!

When there is an ice storm, and ice builds up on the over head lines, MAX is out of service and we are back to the buses.

If I wanted to use the proposed light rail from where I live, I would have to catch a bus, then transfer to the light rail at either N. Denver & N. Interstate or at N. Interstate & N. Lombard. Wouldn't it be better for me to stay on the bus?

A question, where is the City of Portland going to get it \$30 million. We have been told no increase in property tax! Does the city have \$30 million just sitting around or do they have a "money tree"!! Probably what will happen is money will be taken away from police, parks, fire, schools, etc., budgets, then there will be a bond measure to vote on the ballots, just an opinion!!

I feel that the main reason North Light Rail is being considered is because of all the traffic from Clark County Washington. Why should the residents of Oregon be given the tab! Washington residents don't care, they said they wouldn't pay for it. Also there isn't going to be much room left at the Expo if they get the new amphitheater.

I feel that light rail is a plot by government and developers to force people into high density housing. It will also create wealth for highrise developers.

I have obtained a copy of South/North Corridor Project-Supplemental Draft Environmental Impact Statement, April 1999. I have read it from cover to cover. There are some good ideas and plans, but I am still against light rail.

Construction of the light rail would result in temporary disruption to the neighborhoods. How many of the committee members of Metro, the Mayor, and City Council Commissioners live in the affected neighborhoods?

There is a time element when using public transportation. If my husband were to use public transportation to and from his job, he would add another 4 hours to his already 12 hour day. He can get to working the morning (between 4:30am & 5:30am) in 5 to 10 minutes. His average time to come home is 20 to 30 minutes, around 4:00pm to 4:30pm.

Lets say this plan gets the okay for the go ahead, will there be enough revenue to maintain the North Light Rail without increasing any fees to the users and the taxpayers?

I could go on and on, but there is no point to continue.

Please consider all of the above when making your decisions? Remember that 2000 is an election year!!

Sincerely,

  
Linda Minard

File: Ross Roberts  
Mayor Katz  
Commissioner Hales  
Commissioner Sten  
Commissioner Salzman  
Commissioner Francesconi



Dear Sir:

I don't understand why light rail on Interstate is even being considered again. We don't want it.

It will cause massive traffic jams on a North South thru street. It will take away one of the best bus services in the city.

What part of no don't you understand. We don't want light rail in North Portland.

If you have any questions feel free to call me at 287-6207

Ann L Peters

4905 N Montano

Portland Oregon

97002 JUN 1999

4903 N Martson  
Portland 972



Jon Shearer

Light rail will not enhance  
North Portland. It will  
take away one of the best  
bus services in the city.

Run the #5 out to the edge.  
Advertise to Vancouver they  
can park & ride. See how  
many take the bus.

The light rail plan doesn't  
take into account the bridges  
over Columbia Ave and the  
slough. There is not enough  
room now. How are you  
going to put a rail line down  
the middle. If new bridges  
are built it will add millions  
to the projected cost.

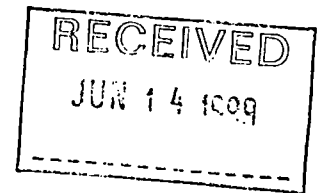
Don't push light rail down  
our throats

Ann J Petrus

287-6207

Tuesday, June 01, 1999

To:  
Ross Roberts, Metro Transportation Department  
600 NE Grand Ave  
Portland Oregon 97232



Re: North Interstate Light Rail Project SDEIS

I was assembling my remarks for today's hearing when I saw Councilor Ed Washington's editorial in this morning's Oregonian. After reading it I can only say that I agree with his viewpoint and I encourage you to read it as well.

Light rail is only one part of the region's transportation plan but it is a necessary and essential part of the regional transportation plan. Without an expanded light rail system this city's and this region's unique and effective transportation strategy cannot work.

I can say with confidence that there is no one in this room and probably no one in this region, who believes that light rail is the only transportation project that is needed. It is only the opponents of light rail who attempt to isolate it by separating it from the larger context of transportation planning and project construction.

The real issue here is that Portland is unique, thanks in large part to our transportation and land-use planning visions and successes.

But there are people who resent our uniqueness -- some of them are here today -- people who will do almost anything to bring Portland down to a substandard and ordinary level of livability and accessibility which is unacceptable here, but which is accepted by default as the norm by nearly all other cities in the country.

We here in Portland know that we do not need to settle for, or accept by default, the substandard or the ordinary.

I for one will keep working, along with the hundreds of others you've heard from in this and other decision-making processes, to make sure that we don't give up on the good transportation ideas which have made Portland unique.

The North Interstate Light Rail Project is one of these good transportation ideas. And many of us will be working all summer to make this an even better community project. As for today, I have carefully reviewed the SDEIS and I urge your adoption of this study. I will keep working to maintain and improve Portland's unique character and livability through this process and through the ongoing expansion of light rail as part of our regional transportation network.

I encourage Metro's, Tri-Met's and the City of Portland's continued efforts in support of the North Interstate Light Rail Project as an essential component of the city's and the region's growing transportation system.

Sincerely,

  
Steve Fosler  
138 NE Stafford Street

Encl.



• STEVE FOSLER, REGISTERED ARCHITECT • THE GALLERIA 401 • 600 SW 10TH AVENUE • PORTLAND OREGON 97205-2734 • PH: 503.241.9339 • FAX: 503.220.0754 • MAX: GALLERIA STATION

RECEIVED  
JUN 1 1999



### IN RESPONSE

Ed Washington

## People's will drives MAX in Portland

**D**o you want to know why the light-rail idea is back on track? Because the people put it there. Not governments. Not politicians. Not planners. It was the people.

Critics claim that the new, shorter, more economical north light-rail line proposal is just some back-door, back-handed attempt by local leaders to force citizens to accept a "boondoggle" by "fiat" ("It's time for region to stop MAX in its tracks," May 26). They claim that officials at Metro, Tri-Met and the city of Portland are trying to sneak some "nasty little secret" by the people of this region. They claim that we are trying to veto the will of the voters.

Let me tell you: The only people trying to sneak anything by you are those critics with their misinformation, misstatements and mean-spirited assaults. The truth is that voters in North Portland have approved a light-rail project three times: in 1994, in 1996 and in 1998. During that last election, 55 percent of the voters who live within a half-mile of either side of the Interstate MAX alignment voted for light rail. Add to that the fact that in Multnomah County overall, the light-rail project passed by 52 percent.

After the defeat of the funding measure for the south-north light-rail line last year, I, as chairman of Metro's Transportation Committee, called for a series of open forums. I invited elected leaders from all over the region. We wanted to know exactly what it is that you want, what you don't want and for what you would be willing to pay. Do you know what we found out? That many people who voted against the funding think light rail is a valuable tool for our transportation system. They voted against that one particular funding plan because they thought it cost too much or it displaced too many people.

We, as a region, could have taken the easy way out. We could have thrown up our hands and accepted the defeat as a sign that people were OK with longer commutes, more traffic tie-ups on I-5, more cars looking for shortcuts through neighborhoods. We could have seen it as a sign that people were OK with smoggy skies and the dirt and the fumes that cause health problems. We could have told the people in North and Northeast Portland, "Sorry, the voters say it's not your turn yet to have a chance at better jobs and cleaner air." We could have waited five or 10 or 15 years and let our children deal with the economic and health consequences. But that didn't happen because that would have been irresponsible.

Instead, we as a region did something radical. We took the defeat as a challenge to find something better. And do you know who led the charge? The people. Business leaders got together with those who live and work in North and Northeast Portland. They decided that there was a better option for where to build the MAX line so that we would not have to displace even one home or one business. They decided there were better places where we could use the line to encourage new development to create the equivalent of 3,800 new jobs. They decided there were parts of the project that could be cut to save money.

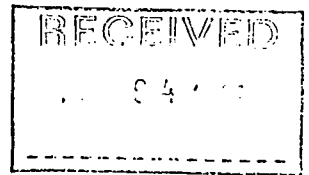
Yes, there are millions of dollars at stake. Current estimates show that the project will cost about \$350 million. Of that, \$240 million would come directly from the federal government. Metro's \$55 million share is also made up of federal funds. While there is no direct property tax to fund this project, those federal tax dollars are still tax dollars that you contributed through gas taxes.

But with the Interstate MAX project, we will get more money back from the federal government than we put in. Would you rather your contributions went instead to some other mass transit project in some other state? The people in North and Northeast Portland say NO! It's their turn to share in the continued successes of this region and to know the economic, social and environmental benefits that light rail can bring.

In the end, this has nothing to do with big government, politicians or secret agendas. It has to do with people and their homes and their jobs and their families. For their sake, cut the rhetoric and look at the reasonable, rational alternatives.

◆  
*Ed Washington is the Metro councilor for District 5, which includes much of North, Northeast and Northwest Portland.*

THE OREGONIAN ♦ TUESDAY, JUNE 1, 1999  
COMMENT



June 1, 1999  
Audrey Walker  
7734 N. Chautauqua  
Portland, Ore. 97217

Mr. Ross Roberts  
High Capacity Transit Manager  
Metro  
600 N.E. Grand Ave.  
Portland, Ore. 97232

Mr. Ross Roberts:

The people (voters) and the Oregon Legislatures have repeatedly rejected ways to pay for transportation improvements, such as a gas tax increase, vehicle registration fee increase, and any other type of overall transportation funding.

A question, where is the City of Portland going to get its \$30 million? We have been told no increase in property tax! Does the city have \$30 million just laying around or do they have a "money tree"? It is very likely to be taken from other budgets such as the police, fire, parks or schools. then there will be a need for a bond measure to replace the money taken for the light rail. It is sort of a case of robbing Peter to pay Paul.

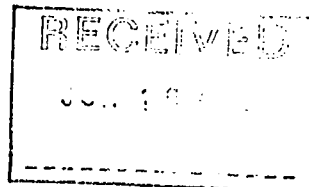
Vancouver does not want the light rail. ODOT made a car pool lane so the Washington people could get home or to work faster at "our" expense. I don't think the people from across the river are going to park their cars and ride the Max. Light rail on Interstate Ave. would eliminate two lanes of traffic, which is an important arterial in North Portland.

There have been reports that there isn't enough parking places in the Max park and ride. Also when there is an ice storm or heavy snow Max is out of service. Then it is back to the buses, so lets just stay with the buses and put any extra money where it is needed.

I don't know if you have anything to do with the amphitheater they want to put at the Expo, but if you are I want to vote against it. In the spring and summer my patio is not the place one wants to be. The noise from the race cars is almost unbearable. An amphitheater would be worse.

PLEASE NO LIGHT RAIL IN NORTH PORTLAND AND NO AMPHITHEATER!!!!

*Sincerely,  
Audrey Walker*



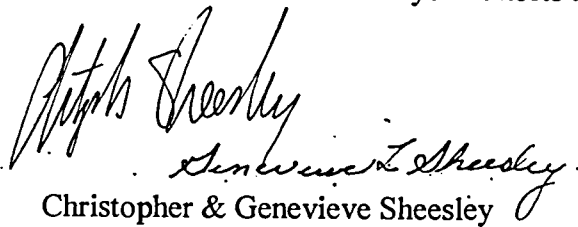
June 2, 1999

Mr. Ross Roberts  
Metro Transportation Department  
600 NE Grand Avenue  
Portland, OR 97232

Dear Mr. Roberts:

We are writing in support of the proposed Interstate Max proposal. While the North segment on last November's ballot was difficult to rally around, this proposal seems to remedy some of the concerns and is one we now support. It sounds like an exciting possibility for North Portland and one that will be immediately beneficial for our family. We would like to make a special request for the inclusion of bicycle-friendly features into the design of the new Max line.

Please share this letter with relevant government officials who need to know our opinion on the matter. Good luck in your efforts and we look forward to taking a ride!



Christopher & Genevieve Sheesley  
6639 NE Rodney Avenue  
Portland, OR 97211

Dear Transportation Dept,

6-2-99  
RECEIVED

JUN 04 1009

I am writing about the proposed  
Light Rail on Interstate Ave.

Considering the cost of Light Rail cars, and the number of businesses that are likely to fail during the construction phase, I would prefer to see an increase in bus service. As a bus rider, I would LOVE to see the #5 bus run every 5, or even 10, minutes.

As a driver, I would really hate to have N. Interstate torn up, and would reject the notion of narrowing it to only one lane; I use N. Interstate a lot.

Thank you,

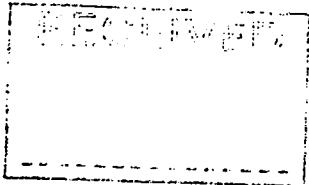
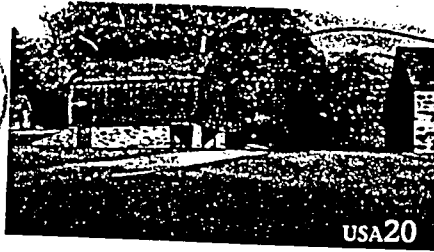
p.s.

Holly Whitney  
2235 N. Alberta St.

The light at N. Interstate & Shaver should change to a 4-way stop, except during rush hour. It is way too long, and hardly any cars use it from the Overlook Neighborhood.

Thanks!

NORMAN ENG  
4134 N. MICHIGAN  
PORTLAND, OR 97217

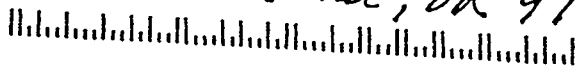


Ross Roberts

Go Metro

600 NE Grand

Portland, OR 97232



I do not like the impact of L.R. on our neighborhood. It will increase traffic on I-5 N and limit access to interstate for auto travel. We moved into this neighborhood 20+ yrs ago because of the ready access to downtown Portland. An alternate route of N Williams or N Vancouver would be better & increase the renewal of that area. Remember - voters said no! to light Rail. Norman Eng



RECEIVED

JUN 04 1999

EXECUTIVE OFFICER

Metro  
600 NE Grand Ave.  
Portland, OR 97232

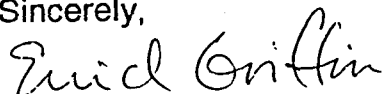
Dear Fellow Humans,

RE: SDEIS

I would like to encourage you to increase the amount of light rail around the Portland area. I use it every day to commute to work and whenever possible, even as a leg to the airport.

Thank you.

Sincerely,



Enid Griffin  
9601 NW Leahy Rd.  
Portland, OR 97229

John N. Berg  
2326 N. Baldwin Street  
Portland, Oregon 97217

June 2, 1999

Received

JUN - 8 1999

Capital Project  
& Facilities

Jan Schaeffer  
TRI-MET  
710 NE Holiday  
Portland, Oregon 97232

Dear Ms. Schaeffer:

I am writing to you about the proposed extension of the MAX line into north Portland.

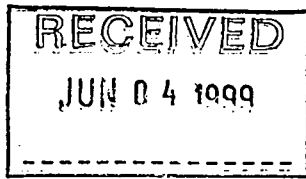
I moved to north Portland two years ago after purchasing my first home. This part of town has great potential. It has the potential to develop into a part of town with the same vitality as Sellwood or Hawthorne. However, north Portland needs help. We need transportation options that will connect us to the city, that will revitalize our Kenton downtown, that will beautify Interstate Avenue. These are things only a MAX line along Interstate Avenue can do.

I have spoken to many of my neighbors about the MAX line and all are enthusiastic supporters. We see it as a chance to get out of our cars and commute by rail or bike to downtown or east or west. We see it as a chance to make Interstate Avenue a place of beauty and function. I know that I would use the MAX to go downtown in the evenings, to go to the airport or to the Expo Center. If the goal is to beautify the city and get people out of their cars, the north extension of MAX is an excellent idea.

I understand that there is a very vocal minority that opposes the north MAX. These people, I understand, were trying to intimidate people at the open meeting on June 1, 1999. So far I have not heard any viable transportation options from these people nor do they represent the majority of voters in Multnomah county or in north Portland.

When I look around north Portland I see busses that are overflowing. This is a part of town that enthusiastically supports and uses public transportation. It is a part of town that will use MAX. I urge you to approve the north extension of MAX. It is time the city and the region invest in transportation options in north Portland. Further, the extension of MAX will transform north Portland into a much more desirable part of town. When that happens, more workers will live close-in thereby cutting down on commuting time and increasing the use of all types of public transportation.

**PLEASE VOTE TO EXTEND MAX TO NORTH PORTLAND!!**



June 2, 1999  
2235 N. Alberta St.  
PDX 97217

Dear Transportation Dept.,

In addressing the proposed light rail on Interstate Ave., I would like to state my opposition to this project for the following reasons:

The disturbance to existing businesses, many of which are marginal though stable, is unacceptable. Interstate is already an auto-traffic problem and would become a nightmare if the number of traffic lanes were reduced. The proposed route would connect trivial destinations, such as the Rose Quarter (no roses, no quarter) and the Expo Center (I know some would like to turn Portland into a tourist mecca, but I just can't see it.) Why not play to Portland's strength as a working class town and help to move people to work, school etc.?

I drive, ride the bus and bicycle and would like to see the implementation of sensible plans which augment all forms of transportation. Increasing the number of bus runs on the #5 and #1 lines would be an improvement, perhaps an express bus connecting North Portland to the NW. And how about some trollies and jitneys?

Sincere thanks!

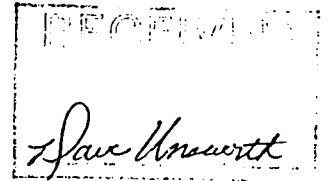
Rayner Ward

RAYNER WARD  
2235 NORTH  
ALBERTA ST  
PDX 97217



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Oregon State Office  
2600 S.E. 98th Avenue, Suite 100  
Portland, Oregon 97266  
(503) 231-6179 FAX: (503) 231-6195



Reply To: 7734.001  
File Name: ER99-411.wpd

June 3, 1999

Ms. Helen Knoll  
Regional Administrator  
Federal Transit Administration  
Region X  
Jackson Federal Building, Suite 3142  
915 Second Avenue  
Seattle, Washington 97174

RE: DSEIS for South/North Corridor Project

Dear Ms. Knoll;

The Fish and Wildlife Service (Service) received your request to review the above referenced document on May 17, 1999. The Service has reviewed the Supplemental Draft Environmental Impact Statement (DSEIS) for fish and wildlife impacts associated with the new light rail alternative between the Rose Quarter and Expo Center.

Even though the document states the subject area between Rose Garden and Kenton is "highly urbanized and includes commercial, residential and industrial land uses with very little vegetation or natural habitat", the Service feels there is opportunity enhance the urban environment by providing naturalized vegetative features to the design. In addition, the Service has the following comments:

1. The Service remains concerned about the potential impacts of the proposed alignment to the wooded wetland designated as "Wetland K", and is willing to participate in future discussions to avoid or minimize impacts to jurisdictional wetlands and water crossings associated with the corridor. Federally listed species that may occur in these areas include: Aleutian Canada goose, bald eagle, Howellia, Bradshaw's lomatium, and Nelson's checker-mallow.
2. In the event the new Full-Interstate Alignment Alternative is selected, in-water construction to replace existing footings in Columbia Slough for a reconstructed N Denver Avenue viaduct would affect the habitat of threatened, endangered or listed species. Federally listed species that may occur in suitable habitat available in Columbia Slough include: steelhead, chum and chinook salmon. When the revised designs have been completed the Service will review and

update the submittal, as well as the previously prepared Biological Assessment for the appropriate BMP's.

Thank you for the opportunity to review the DSEIS for the South/North Corridor Project at this time. The Service reserves the right to provide further comment on project designs and submittals as they become available for review.

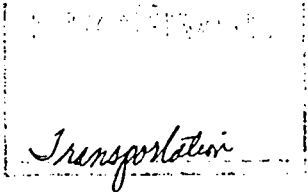
Sincerely,



for Russell D. Peterson  
Supervisor  
Oregon State Office

cc: EPA  
ODFW  
NPS  
Metro

D:\Myfiles\WPDATA\ER99-411.wpd



RECEIVED

JUN 1 0 1999

EXECUTIVE OFFICER

June 4, 1999

Metro Executive Officer Mike Burton  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Councilman Burton:

On behalf of the Bridgeton Neighborhood Association I would like to request your support of MAX and a light rail line to the Expo Center of North Portland.

The Bridgeton neighborhood in it's Neighborhood Plan (adopted by the Portland City Council in November 1998) has a light rail stop at the Expo center as a central component of the neighborhood's Transportation Plan as well as a key component of the Bridgeton neighborhood's Vision Statement.

Through an exhaustive two year effort the Bridgeton neighborhood overwhelmingly approved a neighborhood plan that sought to help Bridgeton to develop into a "vital, environmentally sensitive, pedestrian-oriented river community". The Bridgeton neighborhood's Vision Statement calls for building a "village like character" to the neighborhood and in order to promote alternatives to cars, "a pedestrian and bicycle promenade, (connecting along the riverbank to) a nearby light rail stop which includes bike lockers to support energy-efficient commuting."

Since adoption of our neighborhood plan our neighborhood has seen a tremendous amount of growth and new development. In the past two years more than 50 new row houses have been built and occupied along Bridgeton Road. Currently a condominium and apartment development on the west end, and within ¼ mile of the future Expo Center MAX station, is nearing completion. This new complex will add an additional 70 condos and 140 apartments plus a 110 room hotel to the neighborhood. An additional 180 unit condominium and a second 100 room hotel are also planned for this site. Overall, the Bridgeton Neighborhood will see a population growth exceeding 500% within the next two years!

In light of this ongoing development and expected population growth you can surely understand why the neighborhood in it's Neighborhood Plan put such an emphasis on the importance of a MAX line to the Expo Center. If Portland is to become a livable 21<sup>st</sup> century city and the Bridgeton neighborhood an inviting place to live, then a MAX light rail connection is absolutely necessary.

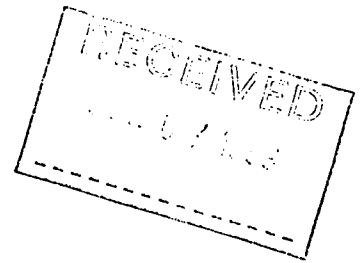
The Bridgeton Neighborhood requests your strong support for building a MAX line to the Expo Center.

Sincerely,

*Matthew F. Whitney*

Matthew F. Whitney  
Vice-Chair  
Bridgeton Neighborhood Association  
417 North Bridgeton Road  
Portland, Oregon 97217-8009

Carol V Miller  
3956 N Longview Ave  
Portland, OR 97227



June 4, 1999

Transportation Dept.  
Interstate Max  
600 NE Grand Avenue  
Portland, OR 97232

It is very difficult for the average person to understand how you folks work.

First of all, the people have voted twice against the North/South Light Rail. Not only has it been voted down by the voters in our area but it has also been ~~voted~~ been voted down by Clark County voters. I am positive that this is a sure indication that the people don't want the Interstate Light Rail regardless of how you try to color it.

Not only will it restrict the usage of Interstate Avenue for the people living in the area and for the people getting off of Interstate 5 when it is back up but it is going to horribly dangerous. Have you folks thought about the three elementary schools that are in the area? In case you haven't, they are Beech School, Ockley Green School and Kenton Grade School. For crying out loud, think about the safety of the children.

We have better transportation with the buses than we will be getting with the light rail. Stopping for passengers every 10 blocks – that's a hoax.

Blocking off the streets to Overlook so the only entry and exit is Overlook and Shaver Streets and who knows how many other streets will be blocked along the way. What about the safety of the people in the area? How many more minutes will it take the fire department, the police and the ambulances to respond? It is true that not everybody will need the fire department, the police or the ambulance; but it sure would be nice to know that they would be getting to you on time instead of being hampered by light rail.

I am sorry I haven't been able to attend your meetings on the Interstate Light Rail but I have been a little busy going to and from Bend every other week for cancer treatment and your meetings just do not coincide with my treatments.

I do not know who has been attending the meetings but I am certain that the majority is not from North Portland area. They are probably from Vancouver and wanting their usual freebee. You are going to have a nice parking lot for them so they can park and ride and basically that is what the Light Rail is for. It is not for the people of Portland but it is for the Vancouverites who voted down the Light Rail in the first place.

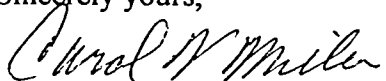
My husband and I are not against Light Rail. When we lived in West Slope, we went to the meetings and were definitely for it. We lived right across the street from where the tunnel came out. The construction, the noise or the explosions did not bother us. In fact, the people from Tri-Met even came out one morning to our home to see how loud the noise was. The truth is is that we had storm windows and our home was built on a solid foundation.

Please reconsider your decision to build this light rail down Interstate Avenue. It is just a dangerous project for the convenience of the people of Vancouver and not for North Portland.

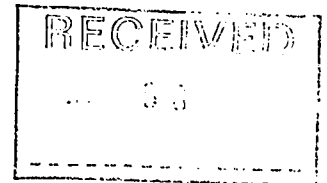
As far as making Interstate Avenue more attractive, Vera Cruise (I know her correct name) has maligned Interstate Avenue quite a bit. You can count on one hand the businesses and homes that are not kept up. That is the fault of the city. All the city has to do is cite them. I am sure that if Serena Cruz looks in her neighborhood she will find it to be below standard more so than Interstate Avenue.

Your consideration in not going through with this horrible fax paux would be greatly appreciated.

Sincerely yours,

  
Carol V. Miller





St. Stanislaus Catholic Church  
3916 North Interstate Avenue  
Portland, Oregon 97227

June 7, 1999

Metro Transportation Department  
600 NE Grand Ave.  
Portland, OR. 97232

ATTN: Ross Roberts

Dear Mr. Roberts:

The members of St. Stanislaus Parish would like to express our concerns about our church and rectory regarding the Interstate MAX Line and have it noted that we strongly oppose implementing this mass transit system on Interstate Avenue.

The construction of St. Stanislaus church was completed on July 4, 1907. This building was designated as a Historical Landmark by the City of Portland on February 22, 1993. We have approximately 400 people attending Mass on Sunday divided between two morning Masses and one evening Mass. In addition to this, we have a daily Mass and are involved in religious education and youth activities, and administrative meetings each week night.

We have had representatives at the meetings for the public and appreciate the effort that has been made to address our concerns. We do feel that, besides the typical problems such as loss of parking, access to the church and the exposed rock in way of the track that is to be installed, that we have a more serious problem which we would like you to take into serious consideration.

We realize that a great effort has been made to insure that there will be no vibration damage to the existing buildings on Interstate Avenue. We are still very concerned that, even after installing the vibration dampening system, that all this activity will eventually undermine our structure, especially due to the fact that a basement was hand dug after the church was build in order to allow for a meeting hall below the original structure. We are especially concerned about damage to and/or loss of our structures because we know that, due to the replacement cost, that the Archdiocese of Portland would not be in a position to allow us to replace this structure with a like building. To go one step further, we might not even be considered for replacement.

Page Two

Another important factor for our parish to consider is the parking. Although some parishioners may utilize the Max line, this is not a neighborhood church. Our parishioners come from all over Western Oregon and Washington.

Please strongly consider the issues that we are presenting to you.

We thank you in advance for your efforts.

Respectfully,

*Fr. Adam Barcz, S. Chr.*

Reverend Adam Barcz, S.Chr.  
Pastor

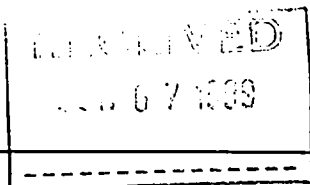
*Nick L. Galash*

Nick L. Galash  
Construction Committee

cc: Archdiocese of Portland, Property Mgr.  
City of Portland, Dir. of Historic Resource

GERRI SUE LENT

ATTORNEY AT LAW



10565 S.E. 23RD AVENUE  
MILWAUKIE, OR 97222  
FAX (503) 659-5568  
(503) 794-1083

June 4, 1999

Mr. Ross Roberts  
METRO  
600 NE Grand Avenue  
Portland, OR 97232

Dear Mr. Roberts,

I wish to express a concern about the Expo Center station for the proposed North Max line.

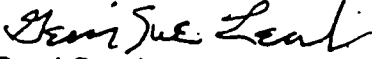
I understand that the station will be 1100 feet from the door of the Center. I must protest this placement. Have you been out to the Expo Center? Riders will have to walk across the entire parking lot – which was full of randomly driving cars when I was there. Old people and children will be poured upon. Disabled persons will be completely stymied. Women in heels will never return.

Give up the race car track station; use the money to put the Expo Center station closer to Expo. If the people in Clark County ever do decide to use light rail, then they can pay for whatever it takes to run the line across the river.

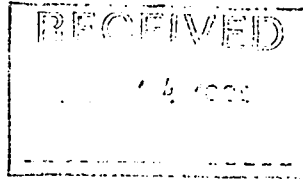
The Expo Center property could be a magnet, if it were properly developed. Perhaps you know something that I don't know? Is Multnomah County going to tear down the current facility and rebuild closer to the proposed station?

If not, please spend the money to bring the station closer to the facility.

Sincerely,

  
Gerri Sue Lent

JUNE A. ROBERTS



4016 N. CASTLE  
PORTLAND, OREGON 97227  
284-3675

8 June 1999

Ross Roberts  
Metro - 600 N.E. Grand Avenue  
Portland OR 97232

SUBJECT: North Interstate Light Rail

I was a member of the North Light Rail Committee since the study first started in 1991. We attended meetings, joined committees, wrote letters, made telephone calls and discussed at length the effect light rail would have on our area.

Although the route has changed since originally started, the situation has not changed. There are still fatal flaws in the proposed plan which will have a disastrous effect on the liveability of the residents of our area.

We discussed at length the suggestion to change Interstate from its four lanes to two. It was the emphatic consensus that, from a safety standpoint, Interstate would have to remain four lanes. Overlook is an "island" with 480+ residences entirely dependent on Interstate for access to the rest of the city. By no stretch of the imagination could two lanes on Interstate satisfy specifications of an impact statement.

Bus #5 presently provides 20 stops along Interstate and goes to the Jantzen Shopping Center. The 7 stops suggested for light rail would mean that many people would have to walk as many as 15 blocks to public transportation. Ride the #5 bus and note the families with small children, elderly people loaded with groceries, students and others going to work. Are they going to be able to walk 15 blocks to public transportation? I think not!

Bus #5 provides a direct route from the Jantzen Shopping Center to downtown Portland. The proposed light rail would require a transfer at the Rose Quarter. This will make Tri Met ridership look tremendous as you will have double the number of people floating around trying to find transfer to another means of transportation to complete their rides.

Do you realize how ridiculous it is to see "officials" sitting on a Max line, grinning from ear to ear, saying how wonderful the ride is? Such advertisements are an insult to our intelligence and only show that you know nothing about the citizens of Portland. Witness the voter turndown!!

I know what is going to happen. Interstate light rail is going to go the same direction as installation of wheelchair ramps in the Overlook a few years back. When the whole curb of the corner of Castle and Shaver streets was torn up and two ramps 4 feet apart were put down (one facing south and the other facing west) we protested vehemently. To our amazement the City "person" (business suit and clipboard) told us that funding had been appropriated and had to be spent and that was the easiest way to use up the money. Most of the other curbs in our neighborhood remained untouched. Our sidewalk now floods unless I (age 77) keep the gutter cleared.

*"No one is more definite about the solution than the one who doesn't understand the problem." ..... Robert Half*

A handwritten signature in cursive script, appearing to read "June A. Roberts".

SNO194

## LOWER ALBINA COUNCIL

P.O. Box 12494  
Portland, OR 97212

June 8, 1999

Mr. Michael Fischer  
Tri-Met  
4012 SE 17th Ave.  
Portland, OR 97202

Received

JUN 17 1999

Capital Project  
& Facilities

RE: North Light Rail Interstate MAX

Dear Mr. Fischer:

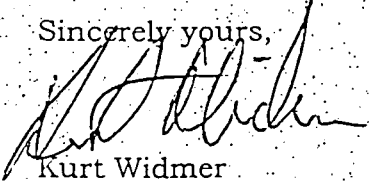
Thank you for the time you and Jan Schaefer spent with myself and the Lower Albina Industrial Council on May 20, 1999.

The Lower Albina Industrial Council is generally in support of the North Light Rail Interstate MAX line. However, it is crucial to the continued success and vitality of our districts business owners, employees, and residents that the following conditions be fully addressed:

- 1) There will be a Russell Street Station on Interstate Avenue.
- 2) There will be a traffic signal at Albina Street and Interstate Avenue with North and South bound left turn lanes.
- 3) Truck access and circulation off of Interstate Avenue would not be compromised as a result of the Light Rail construction. Specifically, we are concerned that the turning radius for long trucks off Interstate Avenue and the ability to maneuver on and off of these feeder streets would be difficult if not impossible.
- 4) The Tillamook Street & Interstate Avenue intersection would be designed, engineered, and constructed in such a way that it would not be to the detriment of the bridge structure and new railroad overpass to River Street.

Thank you for your consideration of the above mentioned concerns. We look forward to a continued dialogue on the future of Light Rail on Interstate Avenue.

Sincerely yours,



Kurt Widmer  
President  
Lower Albina Industrial Council

Transportation



RECEIVED

JUN 09 1999

EXECUTIVE OFFICER

June 8, 1999

Vera Katz  
Mayor  
City of Portland  
1220 SW Fifth Avenue  
Portland, Oregon 97204

Fred Hansen  
General Manager  
Tri-Met  
4012 SE 17<sup>th</sup> Avenue  
Portland, Oregon 97202

RE: Lloyd District TMA Board of Directors: Position on North Light Rail

Dear Mayor Katz and Mr. Hansen:

The Lloyd District TMA is a private non-profit business association representing major property and business interests in the Lloyd District. On May 6 and June 3, 1999, the TMA Board of Directors met to discuss the proposed Interstate MAX North Light Rail project.

Given the proposal to possibly use Lloyd District/Convention Center urban renewal monies to fund the project (resulting in a reduction/elimination of planned district improvements), the TMA has given serious consideration to the potential impact of the project on the district and its relationship to other district priorities and processes. Outlined below is a summary of the Board discussion and the position taken by the Board as regards this project.

**TMA Support for Expanding Regional Light Rail**

The Lloyd District TMA has long supported the regional light rail program in the Portland metropolitan area. The need to develop a strong regional rail system continues to be a critical element for growth management, livability and economic vitality. The Lloyd District TMA has strongly supported the Westside MAX project and was actively involved in, and supportive of, the former South/North Light Rail project. The position of the Lloyd District TMA has not changed. The TMA remains strongly in favor of expanding the regional light rail system.

825 N.E. Multnomah Street • Box 108 • Portland, Oregon 97232 • (503) 236-6441 • Fax (503) 236-6164

### Benefit to the Lloyd District

The TMA Board of Directors finds that the alignment as proposed could be designed to better integrate into the larger transportation needs of the district. Such improvements would benefit district goals and objectives and long-term ridership to and from the Lloyd District for commuters and visitors. We recommend the project team address the following list of concerns as they relate to the issue of benefit for the Lloyd District.

- The alignment does not reinforce the strategic plan goal of concentrating commuter transit access for the district at the 7<sup>th</sup>/9<sup>th</sup> & Multnomah transit hub. This hub was adopted by both Tri-Met and the City of Portland as part of the Lloyd District Partnership Plan. Within the Partnership Plan, the goal of bringing direct commuter access to the heart of the employee core was seen as essential to meeting district ridership, mode split, congestion management and economic development objectives.
- The alignment forces a transfer in the Rose Quarter area (near the Interstate Red Lion) for all riders destined for the Lloyd District. This puts those accessing the district at least nine blocks west of the office and retail core. This could significantly affect the attractiveness of transit as a commute mode to the Lloyd District from the north corridor and, as such, overall ridership to the district.
- The transfer at the Rose Quarter results in a walk of approximately 600 feet to the Rose Quarter Transit Center, making transfers to the east extremely inconvenient. The walk distance between this station and the Convention Center also reduces its attractiveness for visitors and conventioners, particularly in inclement weather.
- There is a concern that the alignment would result in the loss of existing, and possibly future, north and or NE bus service that would access the district at the 7<sup>th</sup>/9<sup>th</sup> Avenue transit hub.

### Recommended Improvements

The TMA Board of Directors offers the following recommendations as they would contribute to mitigating the problems identified with the proposal and bring it more in line with the strategic transportation priorities of the district.

- a. The extension of Fareless Square from Downtown to the Lloyd District should be incorporated as a component of the transportation improvements contained in the North Light Rail package. City approval of a funding package for the North Light Rail project should be contingent upon a full commitment to the Fareless Square extension in September 2000. This would directly address a long-stated district transportation priority and leverage a significant investment being made by the City of Portland (through parking meter revenues) and major district stakeholders who are moving toward implementation of a Business Improvement District (BID).
- b. Tri-Met should commit to a "no net loss of bus service" policy to the Lloyd District. Existing north service should be preserved. Transfers should not be increased over current levels and existing direct route transit lines should be maintained. Also, future bus routes from the north should continue to be pursued to assure commuter access through the NE 7<sup>th</sup> & Multnomah transit hub.

The Lloyd District is concerned that existing transit service will be routed into the light rail alignment, which will increase transfers and move access away from the adopted transit hub at NE 7<sup>th</sup> and Multnomah. The district is also concerned that future transit improvements from the north will be ignored or re-prioritized because of the north light rail. Bus routes of initial concern include the #5 and CTRAN's #155. Also of concern is future north direct route service to the district from St. John's, that has been committed to in the Lloyd District Partnership Plan as a component of the PASSport program.

- c. Accelerate Lloyd District and Eliot Neighborhood transit improvements as outlined in the Central City Transit Plan (CTTP) and in the priority recommendations of the Lloyd District Meter Revenue Advisory Committee Report (1997). This would ensure enhanced bus access to the District and Eliot as well as creating direct north/south connections between the Lloyd District, the Central Eastside and residential enclaves with high Lloyd District employment concentrations. This further reinforces development of the NE 7<sup>th</sup> & Multnomah transit hub in the Lloyd District.

The Lloyd District would also seek from Tri-Met a long-term commitment to the zonal based PASSport program in the Lloyd District. Terms of the program require the district to sell an additional 3,000 passes over the next three years in order to maintain the zonal pricing base now in place. Approximately 5,000 PASSports have been sold since April 1997. The Lloyd District TMA has argued that a requirement to increase PASSport sales by 60% over the next three years will seriously jeopardize a program that has resulted in a 26% reduction in peak hour VMT and a 72% increase in commuter transit ridership in the past year. The Lloyd District PASSport program has contributed significantly to achieving the region's goals for trip reduction, congestion relief, ridership, livability and air quality.

- d. A commitment by the City of Portland to incorporate the I5/Broadway/Weidler improvement project as a priority in its long-term transportation planning efforts. The safety and access problems associated with traffic movement in and out of the Lloyd District, the freeway "weave" problem and access to major regional facilities (i.e. Convention Center, Rose Garden and Lloyd Center) have long been recognized. No project will have a greater impact on the Lloyd District's ability to respond to growth, serve as a convention and entertainment destination and meet the City and Metro's adopted employment growth objectives than the package of improvements associated with the I5/Broadway/Weidler project. The City can begin the process by committing to the project as a transportation priority that has both local and regional implications.

Secondly, immediate initiation of the Lloyd District/Rose Quarter Improvement Plan study process will serve as a foundation for understanding the complexity of the problems associated with this corridor. It will also provide for a clear picture of the component parts of the solution that can be addressed with local, regional, state and federal funding.



### Urban Renewal Funds

The City should recognize the role that urban renewal funds play in the economic development of a district like the Lloyd District. The Lloyd District is targeted to grow an additional 16,000 jobs, become an emerging housing area and serve as a gateway to both the Central City and to convention and entertainment trade for the region. Recent growth in the Lloyd District, and planned growth in the future, will contribute immensely to meeting the region's 2040 Plan for Growth. The urban renewal projects being considered for reduction or elimination to make room for the north light rail maintain a clear and direct relationship to the economic development priorities of the district. Urban renewal funds are integral to achieve these ends. Use of such funds for projects not on the identified priority list requires serious consideration of the Lloyd District vision, its strategic plan goals and the relationship of such projects to the economic vitality of the district.

As to the issue of support for possibly redirecting up to \$10 million of Lloyd District/Convention Center urban renewal funds for the North Light Rail project, the TMA Board of Directors would offer the following:

- a. We recognize at this time that the City is considering use of between \$1 million and \$10 million from the Lloyd District/Convention Center urban renewal fund. Use of these funds for light rail must first come with a clear delineation of the benefits the North Light Rail project will have for the entire district as contrasted to those projects being reduced, deferred or eliminated. The Lloyd District TMA would request a written description of the direct benefits the North Light Rail alignment will have for the Lloyd District as regards economic development and compatibility with established district economic development and transportation priorities.
- b. The City must commit to a cap of \$10 million from the fund. Anything above this amount could seriously jeopardize essential district improvements.
- c. The recommendations outlined in section 3, above, must be provided. These recommendations address flaws associated with the alignment, result in a direct benefit to the district and address adopted district priorities for economic development and transportation.
- d. The cuts in urban renewal projects must correspond to those recommended by PDC staff and must reflect a fair distribution between the Lloyd District/Convention Center area itself and for the area of MLK/Alberta north of Broadway. The May 10, 1999 PDC draft staff recommendation allocates cuts/reductions between projects targeted for both these areas totaling \$10 million. The ratio of cuts is approximately 80% to Lloyd District projects and 20% to MLK area projects. Given that approximately 95% of the revenues derived from the urban renewal district come from the area south of Broadway, the TMA believes PDC staff's recommended cuts/reductions are acceptable. Any use of these funds, up to \$10 million dollars, should reflect this distribution.
- e. Monies left in the urban renewal fund, after an allocation is made to the North Light Rail project, need to be directed to projects and priorities established by the community at initiation of the urban renewal district. In the future, requests to alter allocation of urban renewal funds to new projects, which would alter priorities or necessitate reprioritization, should be dealt with through a community process involving the stakeholders within the urban renewal zone.

Vera Katz/Fred Hansen  
N. Interstate MAX  
Page 5

Overall, the TMA Board of Directors can support the use of urban renewal funds for the North Light Rail project. However, the issue of benefit to the district must be addressed directly and objectively. Also, the TMA's outline of recommended improvements must be provided to assure that the light rail alignment is integrated into the larger package of transportation and economic development programs and processes underway in the Lloyd District.

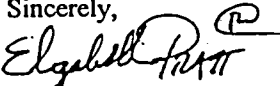
#### General Comment

The Lloyd District TMA would request that a cost estimate for linking the north alignment to the Banfield alignment to allow for operating service between North Portland and destinations to the east be developed. The fact that the proposed north alignment does not allow for eastbound passenger access is concerning. Connections to the east and to the future airport extension will require a transfer, which will likely affect ridership. The cost of adding the link should at least be understood and engineering should allow for future operating service to the eastbound line.

In the context of the concerns and recommendations outlined in this letter, the Lloyd District TMA supports the North Light Rail extension. Our recommendations, particularly as they relate to the expenditure of Lloyd District/Convention Center urban renewal funds, will improve the alignment's integration into a larger vision and package of programs and services for the Lloyd District and the region.

Please keep us abreast of the issues related to this project. We appreciate your time in reviewing our position and look forward to hearing from you and the project team.

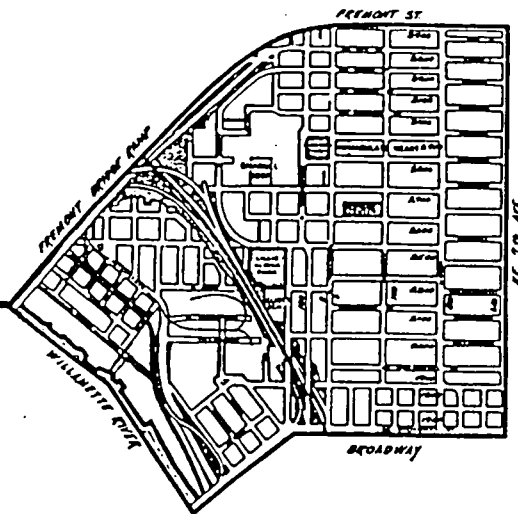
Sincerely,



Elizabeth Pratt  
Chair; Lloyd District TMA

Cc: Charlie Hales, Commissioner  
Jim Francesconi, Commissioner  
Eric Sten, Commissioner  
Dan Saltzman, Commissioner  
Rod Monroe, Metro  
Ed Washington, Metro  
David Bragdon, Metro  
Mike Burton, Metro  
Marty Brantley, Portland Development Commission  
George Passadore, Tri-Met Board of Directors  
Don McClave, Tri-Met Board of Directors  
Bob Stacey, Tri-Met  
Virgil Ovall, Chair, Lloyd District Community Association  
Hank Ashforth, Chair, Lloyd District BID Stakeholders Group

# ELIOT NEIGHBORHOOD ASSOCIATION



June 9, 1999 *ADR*  
July 1, 1995

Ross Roberts  
Metro Transportation Department  
600 NE Grand Ave  
Portland, OR 97232

Dear Mr. Roberts

On May 11th, 1999, a joint meeting of the Eliot Neighborhood Association's Board and Land Use Committee was held on the Interstate Light Rail proposal and the SDEIS.

The most radical change in the Interstate proposal is the part of the alignment through the Eliot neighborhood. A change that was not explored with Eliot before being announced to the general public.

The proposed route fails to serve Eliot's core residential area and the high density zoning created for a light rail route by the Albina Community Plan along Flint Avenue. It also fails to serve Emanuel Hospital and the Broadway Weidler corridor.

Instead, it has a station at Russell where it will serve two taverns, a handful of residents, and an already built-out industrial sanctuary, and it will cause problems for the flow of freight in the area. High density residential and retail is forbidden in lower Albina by the zoning. The type of businesses and traffic flows were such that the Lower Albina district was barely discussed in the Central City Transportation Management Plan.

Therefore the Eliot Neighborhood's position is that if the proposed light rail from the Rose Quarter to Expo Center along Interstate Avenue is, the following stipulation must be met:

1. Tri-Met does not use any money for the route from Oregon Convention Urban Renewal funds.
2. Existing truck access must be preserved to the lower Albina area, and the proposed overcrossing must be built before starting construction on light rail.
3. The existing through bus routes in the Eliot neighborhood must be kept.
4. Pedestrian access and environment from the station along Russell up under the freeway must be improved.
5. A feeder bus/shuttle shall be implemented along Russell that provides service to the hospital and Eliot's core residential area.
6. There must be ongoing community involvement in the detailed planning process for the light rail project.

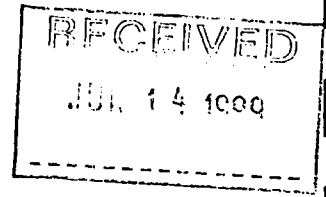
Sincerely,

*Dari Buckner*

Dari Buckner  
ENDA Chair  
Interstate Brands  
POB 12165  
Portland, OR 97212  
503-287-1114

*Steven D. Rogers*  
Steven D. Rogers  
ENDA Land Use Chair  
533 NE Brazee  
Portland, OR 97212  
503-281-1799

cc Portland City Council  
Tri-Met Board  
Supplemental DEIS, Public Comments April 30 - June 14, 1999



Transportation Dept.  
Interstate Max  
600 N.E. Grand Ave.  
Portland, Or 97232-2736

June 9, 1999

To Whom It May Concern:

**Subject:** Light rail on Interstate Ave.

We have lived on Minnesota Ave for over 10 years, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood.

The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What do we, the Tax Paying Citizens get after the construction of the light rail? A 4 way Interstate, reduced to a 2 Way Street which will result in total gridlock, especially at rush hour.

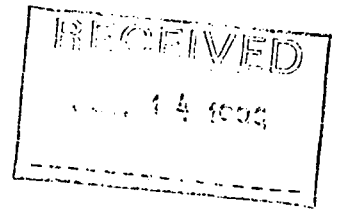
I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter.

THIS IS A **NO** VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY

Bree Forbish

5225 N. Minnesota



Transportation Dept.  
Interstate Max  
600 N.E. Grand Ave.  
Portland, Or 97232-2736

June 9, 1999

To Whom It May Concern:

**Subject:** Light rail on Interstate Ave.

We have lived on Minnesota Ave for over 10 years, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood.

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I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter.

THIS IS A **NO** VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY

Joni Forbush

RECEIVED  
JUN 14 1999

Transportation Dept.  
Interstate Max  
600 N.E. Grand Ave.  
Portland, Or 97232-2736

June 10, 1999

To Whom It May Concern:

**Subject:** Light rail on Interstate Ave.

We have lived on Montana Ave for over 20 years, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood.

The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

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I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton; is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter.

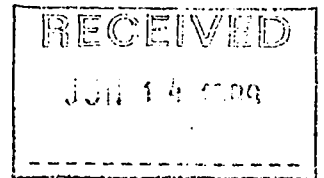
THIS IS A **NO** VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY



Teresa Cope

Teresa Cope  
5214 N. Montana Ave.  
Portland, OR 97217-3738



Transportation Dept.  
Interstate Max  
600 N.E. Grand Ave.  
Portland, Or 97232-2736

June 10, 1999

To Whom It May Concern:

**Subject:** Light rail on Interstate Ave.

We have lived on Montana Ave for over 20 years, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood.

The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

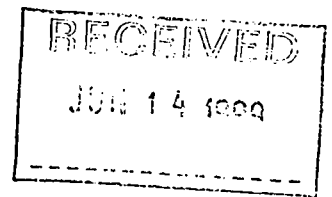
The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What do we, the Tax Paying Citizens get after the construction of the light rail? A 4 lane Interstate reduced to a 2 lane Street that will result in total gridlock, especially at rush hour.

I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter.

THIS IS A **NO** VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY

Brent Cope



June 9, 1999

Transportation Dept.  
Interstate Max  
600 N.E. Grand Ave.  
Portland, Or 97232-2736

To Whom It May Concern:

**Subject:** Light rail on Interstate Ave.

I have worked for Union Pacific for over 20 years, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many going to and from work. The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger children at play.

The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street signal to change. What do we, the Tax Paying Citizens get after the construction of the light rail? A 4 way Interstate, reduced to a 2 Way Street which will result in total gridlock, especially at rush hour.

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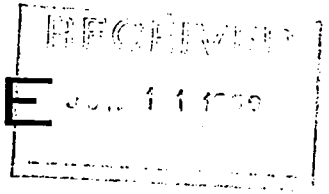
THIS IS A **NO** VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY,



# TRANSFER ONLINE

227 SW PINE STREET...SUITE 300...PORTLAND, OR 97204  
503.227.2950...FAX 503.227.6874  
WWW.TRANSFERONLINE.COM...E-MAIL INQUIRY@TRANSFERONLINE.COM



## FACSIMILE TRANSMITTAL SHEET

TO: Ross Roberts	FROM: Regina Beckett
COMPANY: Metro Transportation	DATE: 6-10-99
FAX NUMBER: 797-1929	TOTAL NO. OF PAGES INCLUDING COVER: only
PHONE NUMBER:	SENDER'S REFERENCE NUMBER:
RE: Interstate Max	YOUR REFERENCE NUMBER:

- URGENT     FOR REVIEW     PLEASE COMMENT     PLEASE REPLY     PLEASE RECYCLE

Mr. Ross Roberts:

I am responding to the proposal for the max line route from the Rose quarter to the Expo Center, I think this would be so GREAT!!

I live in the north area neighborhood where the bus service is not that reliable or frequent ; it can take one hour to get anywhere as to taking fifteen to twenty minutes by driving. Therefore I drive to work, if there was the alternative of the max line, I would be riding.

Also I have attended events at the expo center and the traffic jams are horrendous, the additional transit support would be such an asset.

Please let me know of additional meetings and how this proposal is progressing.

Sincerely, Regina Beckett

June 11, 1999

Metro Transportation Department  
600 NE Grand Avenue  
Portland, OR 97232  
Attention: Mr. Ross Roberts

Dear Mr. Roberts:

I write to you to express my views regarding the proposed IMAX alignment. There are a number of issues surrounding the construction of this segment of light rail that have not had sufficient public debate, the most important one is the cost of the LRT. At \$60,000,000 per mile, the LRT system compares unfavorably with the Bus Rapid Transit system proposed for the southern segment of the South-North alignment. Lane Transit District also has a grant proposal submitted to the FTA for a BRT system, in which the entire 10-mile alignment, including vehicles, improved stations, and park-and-ride lots, costs \$44,750,000. I believe quite strongly that there should be an open and public debate about the costs and benefits of the two systems, which has not heretofore taken place. One of the clearest lessons yet to be learned from the last election defeat of the light rail bond measure is that publicly-financed light rail is dead for the near future. This is acknowledged in the proposal submitted by Tri-Met to the FTA for consideration in the Bus Rapid Transit Demonstration Program, and is worth quoting. "Light rail transit will continue to be a part of the regional strategy to service major corridors, but it may not be cost effective (sic) to build rail to all the (sic) places that will need transit-oriented intensification. Interim strategies will be needed in some potential rail corridors where we cannot afford to build light rail in the near future. Interim transit strategies are needed that emulate light rail transit's speed and attractiveness without its higher capital costs."

My question is: If the BRT system makes sense for the 99E corridor, why does it not make sense for North Portland as well? One of the most common statements made by officials from Tri-Met and the City of Portland is that light-rail affords a permanence that busses do not, and therefore light rail is the preferred choice to create viable TODs. There are two things wrong with this argument. One is that there is absolutely no hard data to prove the above-stated assertion, only anecdotal evidence from developers. I would like to see a detailed study that proves this assertion. The second problem with this argument is that a BRT that runs partially or completely on a fixed guideway, with improved station stops, would be just as permanent as a light rail system, but would cost 1/12<sup>th</sup> as much.

There are a number of reasons why the light rail option should be shunted off into a siding in favor of a Bus Rapid Transit system.

- Lower capital costs;
- Lower operating costs;
- Higher passenger capacity: On the main north-south line in Curitiba, Brazil, the system carries 20,000 people per hour on 45-second headways using bi-articulated

- busses capable of carrying 300 people. Only now are the city transportation planners looking at a light rail system; and
- More flexible system architecture.

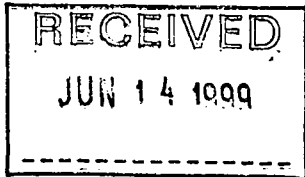
On the financing side of the equation, the BRT system could be built without any federal funds whatsoever. With the money allocated by JPACT, the City, and Tri-Met, the entire alignment from Expo Center to Milwaukee could be built, including vehicles and stations. Moreover, without federal money, Portland would be free to choose the more advanced Mercedes, Volvo, or Renault busses available in Europe. One of the most exciting possibilities of the BRT system, if constructed and marketed properly, is that for the first time in North America there would be a bus system that attains all of the transit and land-use goals set for light rail, but at a fraction of the cost.

Light rail was defeated twice at the ballot box, and many people smell a fix with this current IMAX proposal. I would respectfully submit to you and the Metro councilors that the costs and benefits of the LRT vs. the BRT should be weighed in a public fashion. Then allow the community at large to decide the best system based upon a full and open disclosure of all of the considerations.

Sincerely,



Patrick Driscoll  
5022 NE 27<sup>th</sup> Avenue  
Portland, OR 97211  
(503) 493-1224



June 11, 1999

Mr. Ross Roberts  
Metro Transportation Dept.  
600 NE Grand Ave.  
Portland, OR 97232

Dear Sir:

The mother of all traffic jams! That's what will happen daily if Interstate Ave is plugged with light rail and there's an accident on I-5.

How can any intelligent person deliberately destroy a thoroughfare that is the #1 alternate to the freeway, not to mention the constant need by police, fire, ambulance and the locals? It is critical as an evacuation route.

You want to take away our perfect bus service that stops every 2 blocks & replace it with something that only stops every 1/2 mile and doesn't even go anywhere. After we hike to a station we would have to transfer to a bus; therefore, those of us who have used bus service all our lives will be driving everywhere instead.

Clark County (C-Tran) has been furnishing express bus service between Vancouver & Portland via I-5 for many years, making light rail unnecessary. If you must spend millions of dollars, use it on the airport leg.

Sincerely,

Neva M. Wulf  
1519 N. Jarrett Street  
Portland, Oregon 97217

RECEIVED

JUN 11 1999

Irene J. Casey  
3938 N Massachusetts Ave  
Portland, OR 97227-1034

June 8, 1999

Mr. Ross Roberts:

We live one block west of Interstate  
and a half block south of Shaver.

During rush hour, both morning  
and evening, Interstate is very  
busy with people trying to avoid  
the traffic on I-5. Many nights,  
Friday especially, with people  
trying to get out of town for the  
weekend. Commuters going north  
come on to Interstate from Hoing  
Street to avoid the stop and go  
on the Freeway. The traffic  
many times is lined for 2+3  
blocks, both lanes. What will  
it be with only one lane open  
if Max takes two lanes? It  
will be a catastrophe!

There is no way, other than  
Interstate or the Freeway for  
our neighborhood to go either  
north or south. We can come  
home from the north via  
Greely, then circle around to

Interstate at the foot of the hill. This will be an extremely slow route for all of us.

To take two lanes from Interstate is very poor planning. Why not put Max along the Freeway in the parking lane. The rightway is already owned by the State.

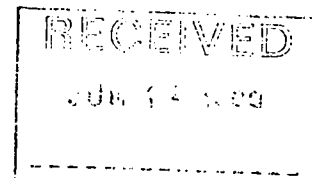
With only six outlets from the neighborhood, which are all onto Interstate, how many will remain intact with the Max plan? How will you accommodate the ever increasing Kaiser traffic? At the same time, how will the neighborhood be accommodated?

It sounds as if the main concern is to spend the Federal money so as not to lose it.

Thank you for your consideration.

Sincerely,  
Shene J. Casey

June 11, 1999



Mr. Ross Roberts, High Capacity Transit Manager  
METRO  
600 NE Grand Avenue  
Portland, OR 97232

RE: COMMENTS ON SDEIS, FULL-INTERSTATE ALIGNMENT ALTERNATIVE

Dear Mr. Ross,

I am pleased with the assurances that no direct demolitions and displacements - of either homes or businesses - will result from the new potential Interstate Avenue alignment for light rail transit in North Portland. I have read the SDEIS and have the following questions, concerns, and comments:

**TRAFFIC:** There will obviously be tremendous traffic impacts during construction of any project of this magnitude. I am more concerned with long-term traffic impacts on nearby streets and intersections. The SDEIS Level of Service analysis (p. 18) shows that of the ten intersections, peak hour LOS improves for only one intersection, remains the same for four (one at B, one at D, and two at F), and worsen for four: one A to C, one B to D, and two C to F.

I am concerned about traffic diversions to nearby streets, especially N Albina and N Vancouver Avenues. Both streets are lined with many well-kept, vintage homes that are built to property line. The recent construction of an oversized bicycle lane on N Vancouver has reduced vehicle lanes to one. If you travel these two streets, you know that there are often children in front yards and on sidewalks. I question the ability of these two streets in particular to handle projected traffic increases.

**AIR QUALITY:** Light Rail is often cited as a strategy to reduce vehicular air pollutants. It appears (p. 18) that both the No Build and Interstate alternatives will result in the same concentration of CO (carbon monoxide).

**FINANCING:** I am greatly concerned about and opposed to ANY diversion of Urban Renewal Funds from ANY other North/Northeast Urban Renewal Districts to pay for Interstate LRT. Each designated district already has more than enough unmet project needs, and cannot be expected to pay for projects in another district. I do not believe that diverting funds would be upheld as a legally permissible use of those funds.

Additionally, I question the City of Portland's ability to identify and secure up to \$30 million for financing the local share of building Interstate LRT. Our City's financial state may be better than most, but the likely sources of any magnitude of local funding - and how other public services and programs will be impacted - must be identified and analyzed.

**PROJECTED RIDERSHIP AND COSTS TO CONSTRUCT AND OPERATE/MAINTAIN:** The SDEIS analysis for projected transit ridership (p. 15) projects 4500 new transit riders for Full Interstate compared to No-Build. Since these are transit riders, both bus and LRT, it is difficult to determine the different "benefits" between the two transit modes.

It must be noted that the projected 4500 new weekday transit riders are for ONE-WAY TRIPS, indicating that the actual new projected riders would be 2250 persons, since each person presumably travels to and from a destination. It also must be noted that ridership projections are for year 2015, many years into operation.

The construction costs for Interstate LRT are estimated to be \$223 million, in 1994 dollars, with annual operations and maintenance costs of \$6.8 million, in 1994 dollars. I question the financial feasibility of both construction and annual O & M costs, for such a small projected new ridership.

**ECONOMIC DEVELOPMENT:** All of the economic development analyses completed during the earlier DEIS, including the earlier Interstate alternative, clearly call for the need for substantial public financial incentives and subsidies (ranging from 20 to 40%) to achieve new development and redevelopment objectives in North Portland. Any analysis of the relative costs and benefits of Interstate LRT must recognize and include the real costs of those subsidies. These costs will be borne by taxpayers throughout the city.

**THE VISION:** The SDEIS envisions compact, pedestrian-friendly development and a "Main Street" character for Interstate Avenue. This will never be realized if all new development is the now-typical mixed-use building, with split-face concrete block on the ground floor, vinyl or manufactured siding products on the upper floors, and white vinyl windows. Typical tenants are video stores, check cashing businesses, mailbox services, and the occasional franchise coffee stop. The new ground floor tenants are rarely the traditional "Main Street" or neighborhood business, locally owned and operated, providing true neighborhood goods and services.

We can and must do better than that, given the public outlay of capital, both federal and local, that is required for any major public project that presumes neighborhood re-development as one of its objectives.

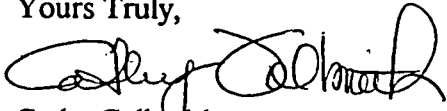
**SOCIAL AND ECONOMIC JUSTICE:** If Interstate LRT moves forward, residents of North/Northeast Portland must be able to share in the projected economic benefits of both construction and its aftermath. **CONSTRUCTION SET-ASIDES** for North/Northeast Minority owned businesses should be implemented. **JOB PLACEMENTS** for North/Northeast residents should be established, by percentages, for all LRT contractors. **NEW BUSINESS OWNERSHIP** programs for North/Northeast residents, for business development along the LRT line should be implemented, along with programs for **LOCAL RESIDENT JOBS** within all businesses.

Finally, care must be taken to ensure the survival and preservation of neighborhood families and residences adjacent to and immediately east and west of the Interstate LRT line.



I continue to believe that the No-Build alternative is the best alternative. It envisions a truly regional and viable bus transit system, with out the major capital outlay, construction impacts, and other problems that come with light rail transit.

Yours Truly,



Cathy Galbraith

Cathy Galbraith  
2128 SE 35th Place  
Portland, OR 97214

June 12, 1999

Ross Roberts  
Metro Transportation Department  
600 N.E. Grand Avenue  
Portland, OR 97232

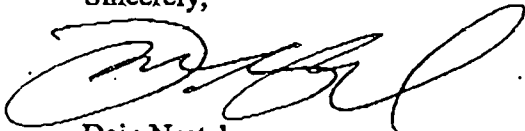
Re: Interstate Light Rail Project

Dear Mr. Roberts,

I would like to voice my support for Interstate Light Rail. I feel this is a transportation alternative that will benefit the North and Northeast Portland neighborhoods on many levels. Portland had the foresight to create an Urban Growth Boundry to prevent urban sprawl which, by design, is creating a more dense city. As this density increases more vehicles are being garaged and used on our already crowded streets. Portland must make the next investment in its future by creating more transportation alternatives while also enhancing current transit services. Light Rail is that step. Additionally I support a means of transport that is environmentally friendly and does not contribute to the deterioration of our air quality.

I hope my support of IMAX will help us make this light rail project a reality.

Sincerely,



Dain Nestel  
839 N. Buffalo Street  
Portland, OR 97217  
503-735-0784

# PIEDMONT

Neighborhood of the Year — 1991 Spirit of Portland Awards

June 12, 1999

PNA  
PO Box 5914  
Portland OR 97228

Board of Directors  
1999 - 2000

**Officers**

Betsy Radigan  
288-4011

Vice-Chair  
Barbara Fisher  
735-1229

John Benson, Treasurer  
285-8305

Ruth Frank, Secretary  
289-4236

**Committee Chairs**

Crime Prevention  
Nancy Ellis  
735-1717

Land Use and Environment  
Betsy Radigan  
288-4011

Parks  
Dain Nestel  
735-0784

Property Assessment & Taxation  
Barbara Oshiro  
283-2360

Traffic Problems  
Barbara Fisher  
735-2881

Nuisances  
Gretchen Dennison  
735-2681

Rosemont Land Use Review  
Tom Markgraf, Chair  
285-9549

Ross Roberts  
Metro Transportation Department  
600 N.E. Grand Avenue  
Portland, OR 97232

Re: Interstate Light Rail Project

Dear Mr. Roberts,

The Piedmont Neighborhood Association Board would like to inform you that we support the continued planning of the Interstate Avenue Light Rail project. We understand the benefits of light rail but because this is a new, fast moving project we have concerns which we feel should be addressed and resolved as the planning process moves forward.

- 1) Bus service in the North / Northeast Portland neighborhoods should not be negatively impacted by light rail.
- 2) Feeder bus lines servicing neighbors outside of the three block corridor should be implemented to provide access to IMAX.
- 3) Displacement of traffic off of Interstate and I-5 through neighborhoods, as a result of light rail, needs to be addressed so mitigation strategies can be devised.
- 4) Congestion on Going and Interstate (east and west) is projected to get worse with light rail. The severity of the congested should be minimized as much as possible so that commuter and commercial traffic is not heavily impacted.
- 5) The Fred Meyer at Lombard and Interstate may become an unintended light rail Park and Ride which should be prevented.
- 6) There are a lot of questions and concerns our neighbors have thus the neighbors and neighborhood associations must kept informed of the progress in this planning process.

Thank you for your consideration.

Sincerely,

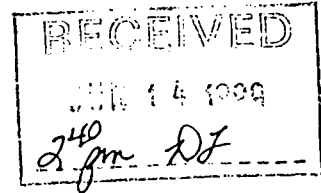


Dain Nestel  
Piedmont Neighborhood Association, Parks Chair

**The Emerald Neighborhood — In N & NE Portland**

**Polish Library Building Association**

3832 N. Interstate Av.  
PORTLAND, OR 97227  
Phone 503 287-4077



Sunday, June 13, 1999

Ross Roberts  
Metro Transportation Department  
600 NE Grand Ave.  
Portland, OR 97232

Dear Mr. Roberts:

Plan that was presented for review at Kaiser Town Hall did not address several issues in detail. Please take our comments for Interstate Max under consideration.

1. Parking on N. Interstate Avenue. How many parking places are there going to be and where on N. Interstate Avenue between Overlook Park and N. Skidmore? Currently there is street parking between N. Failing and N. Skidmore.
2. Effect of Light rail on Polish Library and St. Stanislaus Church building foundations. How will those buildings be protected against Light Rail vibrations? Will there be special cushions installed?
3. Overpass on N. Failing safety and crime. When the overpass will reopened again will there be an increase of crime in the neighborhood? The area by the overpass needs to be well lit. We would like old fashion streetlights to be like they are in down town on 5<sup>th</sup> Avenue.
4. Street safety and children. Children are using the Overlook Park for various activities how will the children be protected against light rail. We have Polish school on Saturdays during school year and around 60 children attend. How will they be protected against light rail?

Please include us in discussions and planning on the Overlook Park to N. Skidmore part of light rail before final design is presented. We look forward working with you on those issues.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karol Juszczak".

Karol Juszczak  
President  
503 289-2466

TOTAL P.01

## COMMENTS

It seems incredible to me that you will not let this bad idea die. Interstate is the only logical avenue to keep as it is, to help carry the people from North Portland to their homes. Cutting it in half will not only cause more congestion on I-5, but mainly it will shift traffic to other parallel main streets, which are already crowded. It will back up the main streets that cross Interstate and eliminate many crossings. The car stops are over twice as far apart as the bus stops. How is this an improvement? Buses in this application are already there, more dependable, more flexible, and less dangerous from many standpoints such as stopping. A bus can stop in a fraction of the distance that a train can. If pollution is your goal, put in trolley busses with on board back up generators. You can have your cake and eat it to. The only thing I can see Max may save on, is a few bus drivers, because the trains can carry more people but still only require one driver. Of course it is doubtful that very many buses will be eliminated. I hate to even mention the enormous cost to build this over grown trolley system which is supposed to be paid for with money that is not from the taxpayers. THERE IS NO SUCH MONEY unless it comes from private donations. Since there is no money of this nature, then the election that was just held should give someone a clue that the people do NOT want ANY money the government has to be used for a North/South Max, and this is regardless of what you want to call the funds and which branch of the government they come from.

Now what IS needed seems incredibly obvious. A HIGH SPEED train running down the side of I-5 that goes clear to the other side of Vancouver and only stops about 5 times between the ends of the line. Stops could be at the Rose Garden, Going, Lombard, the Expo Center, Jantzen Beach, downtown Vancouver and at a park and ride North of Vancouver. This usage would justify having a train. Using a train as an over grown streetcar that would not even have surface mounted rails for neighborhood crossing ease, safety, and multipurpose road use, does not.

6/13/99

Mike DeSart

288-1928

4137 N. Colonial Ave.

Portland, OR 97217

JUN 14 1999

June 13, 1999

Interstate MAX Public Comments  
Attn: Ross Roberts  
Metro Transportation Department  
600 N.E. Grand Avenue  
Portland, Oregon 97232-2736

Before moving to substantive matters, a word about the process is in order. While, from the points of view of the governments sponsoring the project, the use of the phrase 'Supplemental Draft Environmental Impact Statement' during this stage seems appropriate, the phrase itself does not convey to the public that this is a critical period in the process, or that a key decision point is about to be reached. The word 'draft' suggests that everything which is happening now is all very preliminary, and that no one need be much concerned until a lot of wordsmithing occurs (in other words, why pay attention yet?). 'Environmental Impact Statement' may relate to frogs or fireflies (I'll refrain from adding 'suckers') around Delta Park, not urban sprawl and traffic jams and cold, hard cash.

The initiated use the phrase as a term of art with a specific meaning, and realize that the approval or disapproval of the Statement does constitute a key decision point. I'm not at all confident that the public realizes this, or that the contents of the Statement are as comprehensive a description of all of the elements of the project as they actually are. Or, most importantly, that one of its principal opportunities to influence public policy is at stake during this phase.

This term of art ought to be translated into terms which the broad, general public can readily understand during the course of this phase of this and other projects. The initiated may continue to use the phrase "in-house", but a much greater effort ought to be made to explain the importance of this particular stage of the process to the public. Perhaps something like "Key Decision Point Concerning Light Rail" itself might be used in public announcements, hearings and meetings.

One more observation about public understanding of the process. In the case of Interstate MAX, as in so many others, the governments involved have combined in such a way as to make it very difficult for a citizen to ascertain which one of them is principally responsible for the project and, consequently, to which government effective comment ought to be directed. Metro, Tri-Met and the City of Portland may have a clear understanding of their respective roles, but to the average citizen onlooker the roles seem shared or folded together, and the process confusing. The apparent complexity created by this combination discourages citizen involvement.

An honest effort ought to be made to alert the public in advance to the specific role each government is expected to play, the time-lines for each and how they correspond, and to which government effective comment can be directed at any particular moment. When I make this observation, I might well be referring to the outline of hearings which appeared in *The Oregonian* on June 13, 1999, which seems to set forth a variety of

activities by a jumble of governments. Only someone who spends a lot of time penetrating the fog can hope to comprehend the process. Mr. Cotugno remarked to a small group in January (concerning light rail projects) that Metro is generally in the lead during planning stages and Tri-Met leads in implementation stages, when it is time to build. This simple statement provides illumination. But the average citizen would not know how things work from the information presented so far in this process. Metro, and other governments, should strive toward providing greater clarity in these areas as a general practice: and it's not too late to make a significant effort with respect to Interstate MAX prior to the Metro Council hearing on June 24, 1999.

Shifting from process to substance, but continuing upon the theme of full disclosure for the purposes of eliciting informed public participation, there has been an inadequate explanation and discussion of the details related to funding the project. Informed public comment demands full disclosure of all known facets of a proposal. The SDEIS (Sec.6.1.1.1, pp.41-43) speaks only in general terms about sources of funds, and itself acknowledges that there are requirements for funding which is simply not available. At the very least, the various ideas which are being considered ought to be laid on the table with as much specificity as possible, even if they have not been finally identified as those to be followed, and even if they may cause public consternation at this point in the process. After all, if they are the best ideas currently available, it is very likely that they will wind up being proposed, in one form or another, as a matter of final fact.

A significant portion of the project capital costs are to be met through the use of Regional Compact Funds. But the SDEIS says this fund will have to be *created* (SDEIS, p. 43) for the purpose. Details concerning the City of Portland's contribution are entirely absent. While, technically, such details may not need to be provided under EIS requirements, they are critical to public understanding and informed participation. Tri-Met's suggested issuance of revenue bonds (SDEIS, p. 43), which would require no voter approval, needs to be brought more clearly to the public's attention as part of this process, particularly in light of the voters' rejection of a bond measure in November. Failure to do so, and to explain and justify this substitute method, will contribute ammunition to the opponents of light-rail in the region (and to the opponents of Metro as a regional government).

From the outset of the discussion concerning both Portland Airport light-rail and N/S light-rail (now, Interstate MAX), one of the underlying speculations has been that the PDX light-rail project might somehow qualify towards satisfying the "local match" requirements for funding N/S. If there is validity in this, and if it is anticipated that this proposal will be made, that fact ought to be openly and candidly discussed publicly at this stage. While it is claimed that the PDX light-rail project, through "innovative financing", is to be wholly locally-funded, it is plain that funds of federal origin are going directly to that project, and merely passing through the MTIP process and the Tri-Met general fund (MTIP: RTr1, RTr2, and TEA-21 funds for Metro buses). These funds cannot, with candor, be identified as having a local source. The actual source funds in Metro's own capital reserve account (to be drawn upon for its contribution to the PDX project) might be deemed to be principally federal. While of a more remote origin, it also appears that the value of the land itself at PDX may have heavy federal flavoring, since alienation appears subject to federal approvals by virtue of the conditions imposed at the time of its acquisition from the Federal Government.

If now, in connection with Interstate MAX, it is anticipated that they will be once more described as being of local origin, it would appear that the public is not being given the facts it needs in order to participate in an informed way about the project. Disclosure of possible financing plans is critical, whether "technically" they have been finalized or not. Whether or not "citizen involvement" can be seen to have occurred (for purposes of satisfying federal law as a precondition to federal funding) depends upon disclosure of relevant facts to the public. I have little doubt that anyone seeking to litigate an affirmative decision relating to Interstate MAX, and who may be casting about for any and all grounds to support his position, would eventually strike upon the citizen involvement requirements of federal law. Regardless of my personal opinion as to the merits of Interstate MAX, I can observe that it is in the interests of Metro and its partners to be as open and candid as it possibly can during the current process in order to obviate claims arising from this direction.

Additionally, Metro in particular has opponents who attempt to stir public opinion (even to the point of suggesting Metro's abolition) upon the ground that Metro is attempting to find ways to 'dictate' developments in the region, contrary to the popular will. If a charge of lack of disclosure is made, another potential source of public resentment could arise. Metro is more vulnerable to these charges than the other agencies involved in Interstate MAX. I continue to support the achievement of the purposes for which Metro was created. I may disagree with decisions that Metro is making at any particular time, but I believe that the institution itself has great promise and that its continuity should be protected. But its continuity may depend to a unique degree upon the integrity it demonstrates in addressing the specific challenges it was shaped to meet.

Subjectively, I feel I should be a supporter of Interstate MAX. During the MTIP process, I wrote a letter encouraging the redevelopment of North and Northeast Portland as an alternative to creating heavier transportation demands at the edges of the Urban Growth Boundary. Although there is some dispute about the contributions Interstate MAX would make toward this objective, I am willing to be persuaded that it would be positive, provided the project and the City's proposed urban renewal district are not overloaded by concerns about "affordable" housing. In fact, gentrification is probably to be encouraged along the route (although that term is much reviled). Provision for "indirect displacement" of lower or fixed-income residents through rising property taxes could well be handled through implementing a plan for residential property owners similar to the one the City already has in place which allows deferral of the payment of property taxes by the elderly.

However, at some point it must be remembered that light-rail as a general alternative was proposed as a solution to problems (mainly of congestion, and air and water quality problems) which arise from over-reliance upon the automobile and other petroleum-driven vehicles. *Only if light-rail can be demonstrated to help solve the underlying problems can it be deemed to be justified.* It is not an end in itself.

Those who are suggesting alternatives to light-rail as more efficient in addressing the underlying problems have to be answered in some cogent way, not simply ignored or dismissed. Specifically, the various commentaries of Professor Mildner have to be taken up directly and candidly, particularly when he says that the SDEIS itself shows no appreciable reduction in congestion as a result of Interstate MAX. When an apparently reasonable



objection to a proposal is raised, and it is backed by apparently valid statistical analysis, the objection ought to be discussed in the public forum and a satisfactory response made.

It has not been made clear what volumes of traffic are expected to originate at the Expo Center which have to be relieved by light-rail. Nor has it been explained why it is expected that the Expo Center itself will be such an attractive destination that it absolutely demands light-rail service. In fact, it is obvious from all the surrounding circumstances (including the original N/S proposal) that Interstate MAX is not meant to serve the Expo Center, but that it forms the shaft of an arrow aimed at SW Washington, and that its real purpose (at least insofar as it extends beyond Kenton) is to penetrate that target. Mr. Seltzer's commentary in *The Oregonian* on June 13 point to this, but the assumptions underlying the construction of Interstate MAX are not being brought to the public's attention as a part of the public comment process, and it is very disappointing that they are not.

Interstate MAX would make some partial sense as a "stand-alone" project with potential future benefit if Clark County and other affected jurisdictions in Southwest Washington were to have formally recognized the problems of sprawl and over-reliance upon the automobile, and to have adopted growth management policies similar to Metro's. This has not happened, and there is no particular sign it will. To the contrary, Southwest Washington appears to revel in its growth and in its role as a residential "spill-over" area from the Portland metropolitan area. As some indication of this, the voters of Clark County have turned down light-rail, and have taken few tangible steps toward implementing useful growth management policies. These facts should loom large in our own discussion of Interstate MAX.

The simple availability of federal money for the Interstate MAX project shouldn't drive a decision with respect to it. A reasonable argument can be made that the Portland area's voluntary relinquishment of federal funds would free its Congressional delegation to criticize their unjustified expenditure in other areas of the country. This project should stand or fall depending upon whether it has a reasonable chance of accomplishing its purposes. As Councilor Bragdon has said, Metro ought to be able to explain and justify decisions when reasonable arguments are made in support of contrary positions. Even as a potential supporter of Interstate MAX, I believe an adequate response must be made to some of the criticisms of the project, particularly to the claims that it will not relieve congestion or improve air quality in any significant way. Absent such a response, the project probably ought not to proceed at this time.

If a decision *is* made to proceed, however, there are certain elements or implications of it which merit attention.

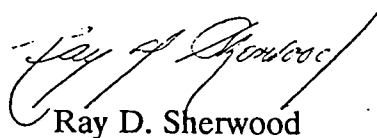
A troubling notion keeps reoccurring to me. There have been, and there continue to be, proposals to separate truck and auto traffic as a means of reducing the conflict between the two, and to reduce congestion on I-5. Looking at the map, and having some acquaintance with Portland from having lived here for fifty-three years, it is inescapable that Interstate Avenue is one of the two routes leading off the Interstate Bridge which offers north-south passage for separated truck traffic. Of those two, it offers the better access to areas already principally dedicated to the movement of freight with a heavy

trucking component (N. and N.E. Columbia Blvd, Highway 30, Swan Island, the inner railroad yards, and the distribution centers of the East Bank Willamette). If Interstate Avenue is to be reduced to two lanes of traffic by the construction and operation of Interstate MAX, it would seem that significant problems arise with the designation of the Avenue as a separated truck route due to the constriction of traffic. And, of course, it is difficult to see how the designation or encouragement of Interstate Avenue as a truck route fits together with the creation of an Urban Renewal District which supports housing (gentrification, if you will), and retail, bike, pedestrian and similar amenities. Accordingly, if Interstate is not to be utilized as a principle truck route, some concurrent discussion needs to be held as a part of the current process as to how Interstate MAX affects plans for the separation of automobile and truck traffic.

If truck traffic does continue to pass along I-5, however, the intersection of Interstate and Going will require alterations of a significant magnitude. Plans for financing the project take insufficient account of the costs involved.

There are no park-and-ride facilities contemplated along the route, except for one of apparent negative value at the Expo Center (in that its use would require crossing the Interstate Bridge by automobile to make use of it). It would seem that an excellent opportunity presents itself to accomplish the purposes of light-rail (the reduction of the use of petroleum-driven vehicles, reduction of congestion, and the improvement of air quality) were secure park-and-ride facilities to be included for use by the types of vehicles (electric cars and shuttles) which Tri-Met proposes to encourage as part of its Three-Year Service Proposal, as well as by bicycles. Major auto companies have recently announced plans to build lighter-bodied vehicles, which could economically be driven by battery. If such vehicles could regularly be used for local trips and for accessing light-rail, the projected statistics relating to the reduction of freeway congestion and air quality problems might be altered to produce a set of projections much more supportive of Interstate MAX as a stand-alone project.

Very truly yours,



Ray D. Sherwood

5254 N.E. 21st Avenue  
Portland, Oregon 97211  
Tel: (503) 282-1345

**Bob Peterson**

2036 N Skidmore Court ~ Portland, Oregon 97217  
Fax 249-1388 ~ Home Phone 249-0102

June 13, 1999

Ross Roberts  
Metro Transportation Dept.

Via Fax 797-1929

Dear Mr. Roberts,

I am writing to express my concerns regarding the Interstate Max light rail alignment and the process of public involvement.

This is moving much too fast and the concerns that I and others that I have talked with have not been answered. Nor has the process been scheduled so that I could speak. The JPAC meeting that occurred June 1st., was on the same night that I chaired the board meeting of the Overlook Neighborhood Association. Now I see that the Portland City Council meeting is on the some night of the Overlook Neighborhood Association general membership meeting, which I also chair. My neighborhood meetings have been held on the first and third Tuesday of the month for at least the last seven years. This raises the idea that you and others are trying to minimize the input from the people who live and are active in this section of the Interstate Max line, by scheduling these meeting on the same days.

During the years that Metro held their many meeting, I and others alerted Metro of the many problems that the South/North rail line would have on the southern portion of the Overlook neighborhood if the all Interstate Avenue alignment were chosen.

The Metro Regional Services listened, studied, and decided that the LPS, or Locally Preferred Strategy was to recommend that light rail not run on Interstate Avenue in this southern section(south of Alberta Street to the Kaiser Clinics). Those concerns and problems are still present, and include but not limited to;

**Noise-** this section has no noise barriers along the I-5 freeway to the east and on the west is the Albina rail switching yard.

**Kaiser Clinics-**there are four clinics grouped together in this southern portion and an emergency center, employ 800, HMO members make hundreds of trips daily, and 80% come from the north using the I-5 freeway exits

**Access-**to our homes, to the services at the Kaiser clinics(including emergencies), police and fire vehicles into the neighborhood for the safety of us who live and work there .

**Traffic-** the access on and off of Swan Island via Going Street is of major concern, with 13,000 jobs on Swan Island, Interstate Max impact problems have not been answered

**Transit-** this does not serve those of us who live here, current bus service stops every two blocks, Interstate Max stops every half mile, this results in less ridership from those who live in the neighborhoods that light rail goes through .

page 1 of 2

**Housing-with Interstate Max** comes changes in the Albina Community Plan that includes higher density housing, more people means more cars and this light rail plan is eliminating traffic lanes.

Interstate Max is proposed because it is suppose to help relieve traffic congestion. This all Interstate route will not protect residential areas from impacts of through-traffic, which is an objective in the Transportation Policy in the Albina Community Plan.

The Albina Community Plan also states in its Environmental Values Objectives "Improve water quality and enhance fish and wildlife habitats. Protect wetlands and water features". The Interstate Max line would require 0.93 acres of wetlands to be filled. So this too goes against the objectives of the Albina Community Plan. Another objective under Environmental Values "Reduce environmental impacts such as litter and noise". The SDEIS states the noise levels would raise in the area of Overlook Park, with no impact to the park, but what about the people in the park who would not like the additional decibels of noise created by light rail.

I was a listed supporter of the South/North light rail in the Oregon's Voter Pamphlet, and still believe light rail would be good for the city--BUT--This newest idea is not, I must again say, IT IS NOT a good alignment .

The City of Portland's Comprehensive Plan Policy 2.25 reads

2.25 Albina Community Plan

Promote the economic, Historic character and livability of inner north and inner northeast Portland by including the Albine Community Plan as a part of this Comprehensive Plan .

One objective under Urban Design Goal and Policies of the Albina Community Plan, says in part "Preserve and enhance the character of Portland's neighborhoods". An open tie-and-ballast design will not preserve or enhance the livability of my neighborhood.

When we build light rail in North Portland, let's do it the right way. Don't try to just grab the Federal Dollars and build it wrong. This will create more problems then it will remove.

Sincerely,

  
Bob Peterson

cc: Interstate MAX Office 5101 N. Interstate Ave.

PS Please forward this to any others seeking public comment and input

page 2 of 2

## Interstate MAX Public Comments

I have already written, testified, and voted; I cannot believe I have to expend time and energy at this again. We have already voted down light rail three or four times. Do you ever listen?

Once again I cannot fathom having auto traffic on Interstate street reduced to two lanes and turn lanes only. Obviously none of the project planners live in or travel through this North End neighborhood. If they did they would find this plan inconceivable. This is the only other main access street north and south when there are accidents or congestion on the I-5 freeway unless you cross clear to 205. Just because you install light rail that will not eliminate freeway accidents, or the need to deal with the resulting traffic problems. If there is such concern over dealing with Vancouver traffic which seems a main issue here it seems it would be more economical to subsidize "desirable" train and bus access to downtown from Vancouver as when the I5 bridge was under repair recently. Normal traffic was greatly reduced at that time. By the time Clark County is convinced to accept light rail our system would probably be out of date and incompatible. Until Clark county is willing to participate in this project from ~~there~~ end I do not believe it is right to expect our neighborhoods to subsidize their travel which is what we will be doing with this project.

Kristin Dager  
②

Also we will be doing it at the cost both of dollars and environmental invasion of the North neighborhoods. Then on top of surviving the construction, congestion, invasion and redesign of our neighborhood and community we will also be asked to increase our property taxes because of "perceived" improvement and property values.

I chose to purchase a home in ~~the~~ Kenton neighborhood almost fourteen years ago because it was basically a nice quiet (except for PIR) single family dwelling neighborhood with a reasonably high owner occupancy, some open air, empty lots parks and a generally pleasant friendly environment. Now we have been targeted for infill, houses crammed onto twenty five foot lots and rowhouses popping up in fours and fives where one or two family homes would have been before. The former Boys and Girls club playing field has been replaced by a cracker box housing development. Now you want to invade our neighborhood with light rail and high density multiuse housing. This will also be at the cost of many peoples businesses which will never survive the light rail construction process. Not so many displacements this time so it will not seem so major except for those who have to survive it.

③

I, and other even longer term members of the Kenton neighborhood find ourselves feeling that the main people in the area desiring this project are members of a business district or contractors who stand profit from it financially, as well as those who believe that just because government funding exists it must be spent. We are tired of feeling that our wishes are not heard or just ignored because our perception of progress does not mesh with the great out of control political machine. Most of us do not have a business interest just a personal one - livability! This kind of "progress" is what drives people like me to the suburbs.

I hear some young professionals that have moved into the north neighborhoods saying that this project has to happen or they will move out to which many of us say "fine". We like our neighborhood the way it is. That was why you moved here in the first place. If you don't like it now then move somewhere that suits your needs go downtown or where light rail already exists, don't destroy our neighborhood because it doesn't fit your vision. We know how we like our neighborhood, the way it is! For many of us light rail is not progress but another government project being crammed down our throats and neighborhoods.

Kristin Jager  
2549 N. Arlington Pl  
Portland OR 97217

5229 East Burnside Street  
Portland, Oregon 97215-1184  
June 14, 1999  
PHONE: 503-235-3871

Mr. Ross Roberts  
High Capacity Project Manager  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Re: *Comments on South/North DEIS*

Dear Mr. Skiles:

Attached are my comments, delivered this day to Metro, on the *Supplemental Draft Environmental Impact Statement* for the South/North Corridor Project, dated April 1999.

Sincerely,



Michael J. (Myles) Cunneen  
Former Transportatin Planner, Metro

cc: Federal Transit Administration



## INTERSTATE MAX: A PROJECT TO GET THE PUBLIC TO PAY FOR MORE TRAFFIC CONGESTION

by Myles Cunneen

The following are my comments on Metro's *Supplemental Draft Environmental Impact Statement* (SDEIS) for the South/North Corridor Project, dated April 1999.

### INTERSTATE AVENUE: A STREET WITHOUT A MISSION ?

At a presentation on this project on May 5, 1999 at the Portland Conference Center Doug Oblitz of the law firm Shiels, Oblitz, and Johnsen said that Interstate Avenue was "a street without a mission", no longer necessary after the opening of I-5 in 1964. This "street without a mission" theme has been touted by Metro and City staff have tried to perpetuate in order to rationalize this project.

Let's look at the facts. Prior to the opening of I-5 in 1963 Interstate Avenue was carrying about 20,000 vehicles daily near Portland Boulevard. After I-5 opened in 1964 this dropped to about 6,000 vehicles daily. It has since greatly increased. The SDEIS (page 21) shows that Metro projects that under a "No Build" condition daily traffic at this same point on Interstate Avenue would be 2,300 in the peak hour -- equivalent to about 23,000 vehicles daily.

Therefore, Metro's own analysis shows that this "street without a mission" will be performing exactly the same mission it did prior to the opening of I-5: carrying over 20,000 vehicles daily. The need for Interstate Avenue to be preserved, if not enhanced, as a major arterial roadway is clear from Metro's own projections.

If anything Metro under-estimates the traffic demand that Interstate Avenue would face in the future. Their forecast modeling shows fantastically worse congestion and delays in peak periods along the section of I-5 adjacent to Interstate Avenue. Under those conditions -- and certainly when major freeway incidents occur -- it is logical assume that more motorists would divert to Interstate Avenue as an alternate route.

In 1990, while a member of the Metro Transportation Planning staff, Assistant Director Richard Brandman told me that he had habitually used Interstate Avenue as an alternate route when he lived in that area but that he doubted whether many other motorists would ever be "smart" enough to emulate his own behaviour. Traffic congestion on I-5 will be far worse on I-5 in the near future -- according to Brandman's own staff. Somehow alternate routes which are suitable for Metro insiders to use are unsuitable for the general public who aren't "smart" enough.

Obltitz's "street without a mission" claim is particularly odd coming from a prominent lawyer. Interstate Avenue is a state highway as Route 99W. The Federal, State, and City governments all have officially designated Interstate Avenue as a Principal (or Major) Arterial road under the Federal Aid Urban Systems (FAUS) program. The City, in its own peculiar classification scheme, has designated it as a Major City Street, which is much the same thing. The Federal guidelines on functional roadway classification clearly indicate that a road with a daily traffic demand of 20,000 or more should be at least a Minor if not a Principal (or Major) Arterial.

These designations were made after what the City government claims were careful studies as part of a transportation planning process which assessed the needs for moving traffic in this area. Their obvious conclusion was that Interstate Avenue was needed as a Principal Arterial even under the lower traffic conditions which prevailed in the 1980's. It will certainly be more needed in the future.

There exists a body of law, regulations, and guidelines in Oregon which essentially mandate that a major route cannot be re-designated to a lesser roadway status unless planning studies conclude that there no longer exists a need for such a major route. The transportation planning process is supposed to assess NEED. Metro forecasts clearly indicate a greater NEED for Interstate Avenue as a Principal Arterial route in the future than existed before I-5 was built.

If ever there was a street WITH a mission it is Interstate Avenue.

## TRAFFIC IMPACT OF TWO-LANE INTERSTATE AVENUE

Common sense would dictate that if you reduce the number of lanes that traffic travels on in a given corridor and yet gain considerably more traffic in the future you will achieve a lot more traffic congestion. Demand would rise yet supply would fall. This is exactly what this project will mean to North Portland. There will be less capacity to handle north/south traffic (fewer lanes) yet there will be more of this traffic than ever.

The essence of this project is to force the public -- who have voted down this project twice in the past three years -- to pay for more traffic congestion by emasculating one of the best arterial routes in the city and to grant tax abatements to developers to build a corridor of apartments and shops along this avenue, generating even higher traffic volumes in the future.

Even Metro's own forecasts indicate no reduction of peak hour traffic under this project. Under the "No Build" condition peak hour traffic crossing the Portland Boulevard screenline in this corridor would be 15,760 in 2015. With the project this would be 15,220 because 540 of the 15,760 would divert outside the corridor (SDEIS page 21) This would result in a higher ratio of traffic to available through lanes within the corridor (i.e. greater congestion). It would also result in longer and more circuitous vehicle trips (diversion outside the corridor) at lower speed with a consequent increase in air pollution and fuel consumption.

It is likely that traffic levels would actually be higher with this light rail project than without it. No solid empirical evidence exists suggesting that the inclusion of light rail in a given corridor results in any significant traffic congestion. Yet it certainly increases auto trips made to access transit service. There would be more park-and-ride use. People who now can walk to a bus going downtown would find themselves at a greater distance from the nearest light rail station so many walk-to-bus commuters would become drive-to-MAX commuters. This is exactly what happened on the East and West Side LRT lines. The additional development which Metro and the City would foster as part and parcel of this project would certainly add to, not subtract from, corridor traffic.

June 14, 1999  
Mr. Ross Roberts  
High Capacity Transit Manager  
600 NE Grand Ave.  
Portland or 97232  
FAX 503.797.1929  
Dear Mr. Roberts,

Subject: Comments to N/N DEIS

The have taken the opportunity to study the DEIS and have a number of issues which should be evaluated or taken into consideration.

In the Preface as well as in S.1 Project History the Listening Posts meetings are addressed. It should be obvious to Metro/Tri-Met leadership that citizens who had opposed S/N Light Rail did not turn out because Light Rail had just been defeated. Also, the flyer announcing the meetings did not hint at a resurrection of Light Rail. I do remember Councilor Kivstad statement at JPACT that the universal solution expressed at the Listening Posts were HOV lanes.

S.4.3 Freight Access The staff needs to address the issue of east-West traffic especially to Swan Island before any final decision.

Table S.6-1 This cost summary is wanting for an explanation as to where funds will come from. If Metro/Portland gives \$80M some other projects will be shelved or canceled. The region should have opportunity to address this before a final commitment is made.

2.4 Capital Costs In the last paragraph on page 10 eighteen cost categories are mentioned; however, Table 2.4-1 has only seventeen categories.

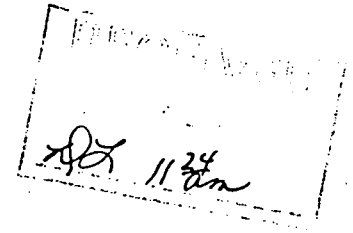
3.2.3 Local Impacts Downtown Portland It is proposed that Light Rail operate at 21-23 trains per hour. Tri-Met needs to demonstrate its ability to operate at those levels prior to undertaking this program. Personal observation says as the trains move toward capacity it takes longer to load and unload each train. Tri-Met should be required to demonstrate their ability prior to construction.

4.4 Air Quality Impacts No mention is made to gases formed by arcing overhead wires. Should not this issue be addressed in the SDEIS?

Thank you for considering my comments

Regards,  
*Dick Jones*  
Dick Jones  
3205 SE VINEYARD RD  
OAK GROVE OR 97267  
503 652-2988  
FAX 503 353-9619

Lois D. Achenbach  
2005 N. E. 46th Avenue, Portland, OR 97213-2007  
(503) 281-0063  
Monday, June 14, 1999



Mr. Ross Roberts  
Metro  
600 N. E. Grand  
Portland, OR 97232

RE: PROPOSED INTERSTATE AVENUE MAX: PLACEMENT OF EXPO STATION  
(Comments for the official record)

While I support the building of Interstate Ave. MAX, I am requesting that the Expo Station be placed directly adjacent to the Exposition and Recreation Center rather than approximately 1100 feet to the east. *MAX must be convenient to be well used.*

- The present proposed long distance to walk or to traverse in a non-motorized wheelchair will discourage use of MAX by the handicapped. Not everyone who is handicapped has a very visible impairment; heart disease, asthma, and arthritis are examples. Also affected are those who are temporarily impaired, such as some users of crutches or those recovering from surgery. There is a reason why those with parking permits for the disabled are allowed to park in special areas next to entry doors of establishments; it is difficult for these people to maneuver or walk for long distances--the massiveness of the Center itself is a challenge. We must not add a long hike to reach the front doors.

- Not everyone in the region has an automobile or access to one. These people have been denied use of the Expo Center because of the lack of mass transit to the area during the hours and days when most of the events are staged. The Expo Center is a public facility using public tax money and should be available and accessible to all.

- Many of the events at Expo are sales events. Those who are helping the environment by taking mass transit (MAX) should not be penalized by having to haul their purchases across a huge parking lot. Having a station close to Expo would encourage use rather than discourage it, whether users have purchases or not.

- As the age of the population increases, debilitating conditions and the need for more conveniences will increase. Many of the Expo events cater to a more elderly population than the mix found in the general population. Some of these people shouldn't drive or prefer not to drive on I-5. These will be a portion of your customers if you do not force them to walk across a huge parking lot dodging motor vehicles.

- Removing a row of parking is not reason enough to place MAX 1100 feet from the Expo buildings. Aren't we trying to get people out

June 14, 1999  
Comments--Interstate Ave. MAX

of their cars and onto mass transit to relieve congestion? If North MAX is convenient, there will be less need for parking and even more people will attend events. The cost to Expo of running a shuttle from the MAX station would exceed the loss of revenue from the removed parking.


• I understand that one of the considerations for keeping the MAX alignment far to the east is to avoid some wetlands. Can not a portion of these wetlands be swapped for those in another place so that MAX can better serve Expo?

• Another reason given for the distance east of the MAX station is to prepare for a future extension of the MAX line to Vancouver. As MAX is expected to have its own bridge over the Columbia River, can it not be placed several hundred feet west? An alternative would be to build a curve into the alignment to serve Expo, a solution used on East/West MAX.

• The use of the berm on the east side of the Expo property is viewed by the engineers as an aid in raising MAX to go over Marine Drive. It is well known that changes in elevation discourage pedestrians as well as making it more difficult for them to use a facility. At present MAX would cross Marine Drive at its widest point. Closer to Expo, Marine Drive narrows considerably. The reason that the Hollywood MAX Station is the worst one in the current system is because one must go up two flights of stairs to access the elevator to reach the light rail platform.

Please do not saddle the North MAX route with a station that will serve the few rather than the many. Build it for the future. Make it USEABLE and CONVENIENT.

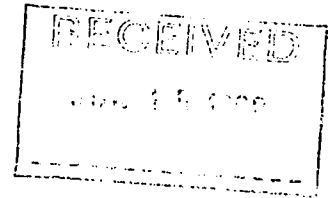
Sincerely yours,

  
Lois Achenbach



# Port of Portland

Box 3529, Portland, Oregon 97208, U.S.A.  
503/231-5000



June 14, 1999

Fred Hansen  
Executive Director  
Tri-Met  
4012 SE 17<sup>th</sup> Avenue  
Portland, OR 97202

Re: Interstate MAX Supplemental Draft Environmental Impact Statement

Dear Fred:

As a fellow transportation provider and partner in the I-5 Trade Corridor, we applaud Tri-Met and the business committee's efforts to identify a north light rail transit (LRT) option that is less expensive and meets many of the region's 2040 goals. The existing and projected transportation problems in the north and northeast portion of the city warrant a strong viable alternative to the automobile, which the Interstate MAX project will provide.

As you know, transportation mobility in the I-5 corridor and surrounding transportation system is of particular interest to the Port of Portland and the shippers we represent. Port facilities are located on either side of I-5 and improved access from I-5 to our marine gateways via Marine Drive is and will continue to be a key strategic interest.

Marine Drive is the primary access to the region and State's only international container facility as well as bulk terminal facilities. The Port, City of Portland and State of Oregon have invested significant resources to ensure transportation access and mobility to this facility is maintained. Marine Drive is designated as part of the National Highway System and a freight route on the region's transportation system plan. Our own traffic analysis show Marine Drive reaching failure today for northbound access to I-5. Future traffic forecasts show significant traffic delay at that interchange.

Given the critical importance of access to Marine Drive, the proposal to include a park and ride at Expo Center as part of the Interstate MAX project is of concern to us because of the added automobile traffic to the Marine Drive interchange. Frankly, I'm concerned that the additional traffic from the park and ride will force container traffic to pursue other routes or other ports.

Another area of potential concern for the Port will be the alignment for the proposed Interstate MAX. If the alignment moves to the east, it may impact the Radio Tower site, the property just south of the Expo Center, which the Port recently purchased for wetland mitigation.

Fred Hansen  
June 14, 1999  
Page 2

We look forward to working collaboratively with you on solutions to these areas of concern as part of the Interstate MAX environmental impact statement process. Please let us know how we can offer further support on this project as it moves forward.

Yours very truly,



Mike Thorne  
Executive Director

c: Ross Roberts, Metro  
Dave Lohman, Port  
Susie Lahsene, Port



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

RECEIVED  
MAY 05 1999

Date MAY 3 1999  
Name RON STEWART  
Phone number 222-3197  
Address 3444 S.W. GALE AVE  
City / State / ZIP PORTLAND OR 97201

Comments (Please Print) PORTLAND HAS ALWAYS BEEN A NATIONAL LEADER IN PUBLIC TRANSIT PLANNING, POLICY AND IMPLEMENTATION. THE NORTH EXTENSION ALONG INTERSTATE GIVES TRI-MET ONE MORE OPPORTUNITY TO REMAIN A LEADER. WE MUST ADJUST TO CHANGING COMMUNITY OPINION AND FINANCIAL CONSTRAINTS. THIS PROJECT ALLOWS US TO RESPECT NEIGHBORHOODS WITHOUT DISPLACEMENT, ENABLE ECONOMIC DEVELOPMENT THROUGH INVESTMENT IN INFRASTRUCTURE

AND STAY AHEAD OF THE GROWTH "BELL CURVE," HOPEFULLY ENCOURAGING VANCOUVER TO SEE THE BENEFITS & CONTRIBUTE TO MAINTAIN/IMPROVE OREGON RESOURCES THEY ARE ACCESSING NOW.  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

RECEIVED  
MAY 05 1999

Date May 4, 1996  
Name Robert Hastings  
Phone number 503-287-6084  
Address 3401 NE 32nd Place  
City / State / ZIP Portland, OR 97212

Comments (Please Print) The north extension of light rail needs to be completed in order to provide clean and accessible transit for the neighborhoods and businesses along Interstate and the Expo Center.

This project is important to the region because it maintains Portland's leadership position in federal transit funding. It also will make the next

step to crossing the Columbia and helping with transit to Clark County.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I strongly support a max line along Interstate Avenue.  
Now is the time to invest in transportation infrastructure  
that will help revitalize businesses and communities along  
the line and improve regional air quality.

Date June 7, 1998  
Name Jenny Holmes  
Phone number 503-281-8175  
Address 2325 NE 44th Ave  
City / State / ZIP Portland, OR 97213

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I'M AGAINST REDUCING N. INTER-  
STATE TO TWO LANES, AND I DISAGREE THAT INTER-  
STATE HAS EXCESS CAPACITY TODAY.  
IT IS DIFFICULT TO CROSS INTERSTATE NOW  
~~UNLESS YOU CROSS IT NOW UNLESS YOU CROSS~~  
~~IT AT A SIGNAL LIGHT.~~  
N. GOING STREET IS A HAZARDOUS INTER-  
SECTION NOW, SO I DON'T UNDERSTAND HOW  
IT CAN BE CHANGED OR IMPROVED.

Date 6-7-99  
Name VIRGINIA STULL  
Phone number \_\_\_\_\_  
Address 2005 N. BLANDENA ST.  
City / State / ZIP PORTLAND, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am strongly in Favor  
of a North-side MAX line!  
With the increasing population growth  
in Portland, it is essential that  
we act now to provide mass-transit  
alternatives to the car. MAX in North  
Portland will improve accessibility,  
decrease congestion and will help  
revitalize the North Portland area.  
I will support MAX-Lines with

Date 6/7/99  
Name Zoe McClanahan  
Phone number 285-7461  
Address 6205 N. Wilbur  
City / State / ZIP Portland OR 97217

my vote, whichever  
route is proposed.  
Zoe McClanahan

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I'M ALL FOR LIGHT  
RAIL IN NORTH PORTLAND.  
THIS IS WHAT GOVERNMENT  
IS FOR!!

Date 6-8-99  
Name EDDY McCLANAHAN  
Phone number 2857461  
Address 6205 N. WILBUR  
City / State / ZIP PTLD, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I am surprised that students who must take the bus are not provided bus passes as a matter of course. Please correct that serious oversight by investing in our kids' education - follow SPIRIT'S plan & allow kids to ride to & from school free. This is more urgent than Light Rail

Date 6/8/99  
Name Ann Alice Anderson  
Phone number \_\_\_\_\_  
Address 2726 NE Gains / PO Box 40184  
City / State / ZIP Portland OR 97211

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I very much support the MAX TRAINS coming through NORTH PORTLAND. IT IS ABOUT TIME WE DID SOMETHING FOR ECONOMIC DEVELOPMENT IN AREAS OTHER THAN THE CENTER DISTRICTS ON SW, NW CORNER, ETC. THIS IS AN EXCELLENT PROJECT.

Date June 7 1999  
Name RAY REID  
Phone number 223-7786 (Moss)  
Address 715 SW MORRISON, #504  
City / State / ZIP PTD, OR 97205

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX

RECEIVED  
SDEIS

MAY 19 1999

Your

Opinion  
Counts

Comments (Please Print) AT THE TOWN HALL MEETING  
LAST NIGHT I ASKED 3 TRI-MET EMPLOYEES  
IF THEY LIVED IN NORTH PORTLAND SO THEY  
COULD OBSERVE HOW I-5 IS BACKED UP TO THE  
FRAGMENT BRIDGE & BEYOND BY 3:PM, DENVER IS ALL  
FROM KENTON NORTH; GREENEY OVERFLOWING  
WITH CARS GOING TO ST JOHNS, ALL SAID NO  
I ASKED WHAT WOULD HAPPEN THE 4 MILE  
LINE OF CARS THAT WOULD LEFT OVER  
WHEN INTERSTATE AVE WAS CUT DOWN

Date 5/7/99  
Name AUSTIN HENRY  
Phone number 586-5463  
Address 2115 N. WILLAMETTE BLVD  
City / State / ZIP PORTLAND, O.R. 97217

TO ONE LANE EACH WAY  
THEY ALL SAID THEY DIDN'  
KNOW. INTERSTATE AVE WOULD  
BE DESTROYED BY GRABBING 1  
Comments due to Metro by June 14<sup>th</sup> at 5 pm TRI-MET  
4507 RA1

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

RECEIVED

MAY 11 1999

Comments (Please Print) We believe that Light-Rail North has  
some merit. However, many of us feel that the proposed  
'middle of Interstate Ave' route is totally unacceptable.  
This alignment would most certainly constrict traffic  
flow both along and across Interstate Ave.  
Most services often used (funeral homes, stores, post office, etc) by our  
neighborhood residents are all to the North of our area. We depend on  
using Interstate to reach these destinations. Any impedeance of the  
traffic will have a very negative impact. Maintaining livab.  
of the area would be seriously compromised by reducing Interstate

Date May 8, 1999  
Name Edwin P. Cushman  
Phone number 288-3888  
Address 4207 N. Colonial Ave.  
City / State / ZIP Portland, OR 97217

to only one lane in each direction.  
We are totally opposed to this route  
We kindly ask that you hear our plea.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE

MAX  
SDEIS

RECEIVED

MAY 19 1999

Your

Opinion  
Counts

Comments (Please Print)

INTERSTATE AVE. IS NOT THE PLACE FOR LIGHT RAIL. IT WILL DEPRIVE THIS AREA OF ALTERNATE ROUTES. PUT LIGHT RAIL ALONG I-5 OR MARTIN LUTHER KING AVE OR SOME PLACE OTHER THAN INTERSTATE. IT WILL NOT ENHANCE THIS AREA IN ANY WAY - INTERSTATE WILL THEN BE USELESS FOR EXISTING BUSINESSES OR ANY OF THE "PIPEDREAMS" METRO HAS FOR IT. DON'T PUT LIGHT RAIL ON INTERSTATE!!

Date 5-7-99

Name JUNE HENRY

Phone number 286-5463

Address PORTLAND ORE

City / State / ZIP 97217

PLEASE RESPECT OUR THREE 'NO' VOTES!

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE

MAX  
SDEIS

Your  
Opinion  
Counts

Does it really? I don't believe so -

Comments (Please Print)

PLEASE STICK TO THE ORIGINAL PROPOSAL WITH ALIGNMENT TO THE I-5. MY SECTION OF OVERLOOK IS ALREADY FULLY LOADED WITH AUTO & TRUCK TRAFFIC. RESTRICTING TWO LANES FOR MAX WILL DESTROY WHAT WORKS WELL NOW. HOW WILL TRUCKS GET TO I-5 ACCESS INTERSTATE FROM GOING? HOW WILL INDIVIDUALS GET TO KAISER EMERGENCY WITH AFTERNOON TRAFFIC GLUT FILLING UP TWO LANES INSTEAD OF FOUR AS WE HAVE NOW? THIS NEIGHBORHOOD IS RESTRICTED TO ACCESS ON THE EAST SIDE ONLY. MAX WILL CUT OFF (MOST LIKELY) A GOOD

PORTION OF OUR NEIGHBORHOOD ACCESS BY REMOVING CROSS STREETS AT INTERSTATE. WE ALL WORKED HARD & YEARS TO DEVELOPE THE I-5 ALIGNMENT. DON'T SCREW US OVER.

Date May 13, 1999

Name Ted Mistler

Phone number (503) 281 4400

Address 1416 North Failing

City / State / ZIP Portland, Oregon 97227

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I own the Kenton Hotel Bldg  
in the Kenton Business District.  
Lightrail would be the  
catalyst that this area needs  
to ~~continue~~ jumpstart its  
livability issues.

I strongly support "Plan B" and  
look forward to ~~the~~ big positive  
changes in North Portland if it happens.

Date 5/7/99  
Name John Condon  
Phone number 223 2321  
Address 4386 SW. Macadam Ave  
City / State / ZIP Portland OR 97201

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I do not believe this  
lightrail will be beneficial to North Portland. More  
traffic will have to be diverted to the freeway & you  
will gridlock thousands of persons trying to enter/exit Swan  
Island. Unlike E. Burnside, we have no alternative streets to  
use. Interstate can no way afford to be narrowed to  
accommodate light rail. N. Pld has very good bus service  
& the ridership/demographics is not there to support it (light r)  
You cannot rely on ridership from Interstate Ave to support the  
cost of this project. I'm tired of my taxes increasing to

Date 5-14-99  
Name Jeaniene Jones  
Phone number 503-289-4802  
Address 1312 NE Gertz Road  
City / State / ZIP Portland OR 97211

pay for bad ideas. ~~For~~ N. Pld would be  
much better served by improving the N-S  
freeway & let us keep using Interstate as a  
main access to Swan Island & Downtown Pld

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

The Interstate max would be an excellent transportation Alternative. when I take the Interstate Bus its always full in the morning and evenings. It would also serve as an inexpensive way to the expo center and PIR w/out paying for parking. I also believe it would improve the quality of the neighborhood. It would bring back some of the original historic value to the Area. The historic

RECEIVED  
MAY 18 1999

Date 5-12-99  
Name Joe Kersey  
Phone number 285 8091  
Address 5935 N Concord - PDX  
City / State / ZIP 97217

<sup>Nature</sup>  
Culture of Portland is a growing trend which can be ~~more~~ <sup>enhanced</sup> with Light Rail.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

THE NORTH LRT ALIGNMENT IS CRITIC TO VENTILATING AND DECONTAMINATING TRAFFIC AWAY FROM THE PORT OF PORTLAND, THE INDUSTRIES LOCATED WITHIN THE COLUMBIA SLOUGH WATERSHED AND HAYDEN ISLAND. THE NORTH ALIGNMENT'S ULTIMATE CONNECTION TO VANCOUVER WILL PROVIDE GREATER MOBILITY FOR PEOPLE TRAVELING BETWEEN VANCOUVER AND PORTLAND - RELIEVING TRAFFIC ON I-5 AND ITS ACCESS POINTS. NORTH LRT WILL IMPROVE THE BUSINESS ENVIRONMENT FOR TRUCKING AND AUTO DEPENDENT BUSINESSES - IT WILL ALSO CREATE OPPORTUNITIES FOR REDEVELOPMENT AT STATION LOCATIONS ALONG ITS LENGTH.

NORTH LRT IS ABOUT JOBS, REDEVELOPMENT, ECONOMIC VITALITY, MOBILITY AND LIVABILITY.

RECEIVED  
MAY 18 1999

Date 5/11/99  
Name CHARLES KELLEY  
Phone number 503 249.9306  
Address 3322 NE 43RD  
City / State / ZIP PORTLAND OR 97213

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) PLEASE EXTEND THE BIKE  
LANE NORTH PAST DENVER @ INTERSTATE  
ONTO DELTA PARK - THE EXISTING DENVER  
BIKE LANE CROSSES OVER THE VIADUCT  
AND ALLOWS PENINSULA BIKERS TO GO ON  
TO ~~DELTA~~ DELTA PARK, MARINE DRIVE  
AND OVER THE I-5 BRIDGE TO VANCOUVER.  
THIS IS A MAJOR LINK TO THE NORTH!  
(CYCLIST TAKE DENVER TO WHITMAN (RIGHT) THEN  
LEFT TO DELTA PARK AT THE UNION 76 GAS STATION.)

Date 5/13/99  
Name TODD LASKER  
Phone number 289-0016  
Address 5632 N. ATLANTIC AVE.  
City / State / ZIP PUNTAVALLEY, OR. 97217

REBUILDING THE DENVER VIADUCT  
SHOULD MAKE THE BIKE LANE  
BETTER!

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Owning a home on Baldwin  
east of Interstate Ave, I need better  
access to southbound Interstate. Please  
don't destroy the old trees lining Interstate  
Ave. It would make it much more  
user-friendly for those of us who will  
be inconvenienced by construction - and  
losing two lanes of traffic on Interstate -  
for the train to go up to Jantzen Beach.

Date 5-13-99  
Name Jane Holland  
Phone number 978-0564  
Address 1414 N. Baldwin  
City / State / ZIP Pdx, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

The addition of bike lanes on  
Interstate are great! a huge  
improvement.  
Any additional match should be  
used to upgrade from railroad  
ties.  
Great idea - really needed!

Date 5/14/99  
Name Beckie Lee  
Phone number 493-7478  
Address 18 NE Sacramento  
City / State / ZIP Portland, OR 97212

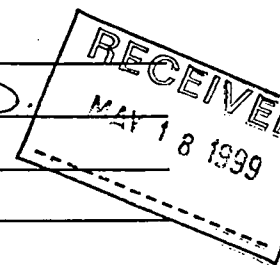
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Lighoise is terrific.  
It will help traffic  
on I-5.  
We need this as our  
city grows.  
Do it for Portland.



Date 5/16/99  
Name Kyle Condon  
Phone number 968-2816  
Address 13254 Deerfield Ct  
City / State / ZIP Lake Oswego OR 97035

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

RECEIVED  
MAY 19 1999  
vehicles & population growth are inevitable - eliminating ~~auto~~ lanes to add light rail is not logical - you cannot force people to use light rail. It either fits into their life style, or it doesn't. Transportation infrastructure need to be enhanced/upgraded/expanded, etc not eliminated.

Date May 17, 1999  
Name J Bayler Whitman  
Phone number 935 2909  
Address 11919 J Franklin #141  
City / State / ZIP Port 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

RECEIVED  
MAY 21 1999

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I am in favor of the MA North/South service in North Portland. As a resident of North Portland, I favor all means of alternative transportation. My concern, as an avid recreational and commuting cyclist, has to do with the bike lanes. Please do not overlook the bike lanes connecting the Kenton area to Delta Park. This is an important, and the only major, connection for those of us on bicycles.

Date May 18, 1999  
Name Ann Marie Skvarek  
Phone number (503) 289-0014  
Address 5632 N. Atlantic Ave.  
City / State / ZIP Portland, OR 97217

Thank you  
Ann Skvarek

Comments due to Metro by June 14<sup>th</sup> at 5 pm

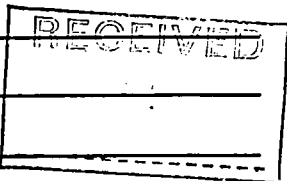
**INTERSTATE  
MAX  
SDEIS**

**Your  
Opinion  
Counts**

Comments (Please Print) I do not want them  
to build Max lines here because  
they'll have to tear my branch  
(US Bank) down and I'll be  
out of a job.  
The max won't be of any  
use to me anyway.

Date 5/26/99  
Name Angela Knight  
Phone number 275-4490  
Address 4550 N. Interstate  
City / State / ZIP Portland, OR  
97217

work



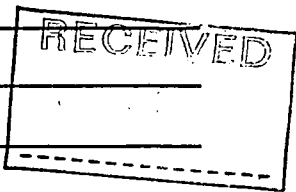
Comments due to Metro by June 14<sup>th</sup> at 5 pm

**INTERSTATE  
MAX  
SDEIS**

**Your  
Opinion  
Counts**

Comments (Please Print) \_\_\_\_\_  
I don't want you to put  
the Max down this  
street because my buildin  
will be torn down and  
I will be out of a job.  
asst. manager US Bank

Date 5-26-99  
Name Melissa Phillips  
Phone number 503-275-4490  
Address 6005 N. Bowdoin  
City / State / ZIP Port OR 97203



Comments due to Metro by June 14<sup>th</sup> at 5 pm

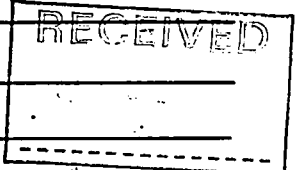
INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I would love to ride Max from Vancouver to work but not if they close the US Bank on Interstate

*Thanks  
Kog*

Date 5-26-99  
Name Roger Smith  
Phone number 503 275 4140  
Address 4550 N Interstate Ave  
City / State / ZIP Portland Or 97217

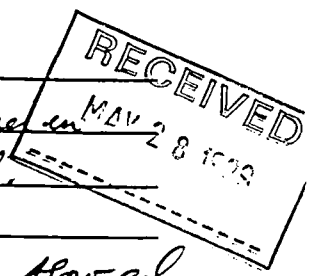


Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) As a property owner and Business owner in Kenton Area I support Light Rail.



I am concerned about the traffic flow and volume that will travel at the Denver/Argyle/Interstate Avenue. Please consider this as a support for Light Rail.

Any questions please call me.

Date May 26, 1999  
Name NICK SCOVILL  
Phone number 289-9000  
Address 2133 N ARGYLE  
City / State / ZIP Portland, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

What are the  
Plans (if any?) on designing  
sections along Interstate Ave with  
gardens, trees, benches? I am very  
interested in helping create  
areas along Interstate. Our hopes  
that if Max Does become a reality  
that we are intellectual, take care  
& respect the design in making this  
happen. I support light Rail & hope  
that it does not turn out

Date 5-27-99  
Name MAGS GUTH  
Phone number 460-2664  
Address 4057 N. Colonial Ave  
City / State / ZIP Portland, OR 97227

as ugly (<sup>profession</sup>unfriendly) as Gresham  
Please contact me for anything  
involving creating garden/park  
spaces!  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I RUN A BUSINESS ON INTERSTATE.  
OUR BUSINESS IS DOING WELL AND  
I'M AFRAID THAT WHAT EVER YOU  
DO IT'S GOING TO MESS UP THE  
FLOW OF TRAFFIC OR EVEN  
CUT IT OFF! NO- DO NOT  
PUT MAX DOWN FOR INTERSTATE-  
THAT'S MY VOTE.

Date 5-28-99  
Name STEVE LAWRENCE  
Phone number 493-2863  
Address 1335 N. MASON ST  
City / State / ZIP PORTLAND OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

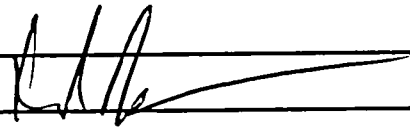
Comments (Please Print) \_\_\_\_\_  
\_\_\_\_\_  
I AM NOT IN SUPPORT  
of LIGHT RAIL DOWN  
INTERSTATE AVE.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date 6-1-99  
Name Zada Grimsrud  
Phone number 823-4098  
Address 2410 N. Lombard  
City / State / ZIP 97217

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am in my mid 20's  
and went to High School Riding Tri-  
Met + Max. I am Familiar with Max  
And don't Feel the Interstate Alignment  
is the answer for our traffic problem.  
I DO NOT SUPPORT  
MAX DOWN INTERSTATE!  
\_\_\_\_\_  
  
\_\_\_\_\_

Date 6-1-99  
Name Kelly Johnson  
Phone number 240-9091  
Address 1734 N. Highland  
City / State / ZIP Portland OR 97217

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Removing 2 Lanes of Traffic  
will force lots of Traffic into the  
neighborhoods. These Local streets  
ARE NOT built to handle heavy ~~loads~~  
of traffic.

I CAN NOW get A SEAT ON the BUS,  
With Light RAIL I WILL HAVE to  
STAND every day.

Date KJ. Haddock  
Name 6-2-99  
Phone number 326-2131  
Address 6546 N. MARYLAND  
City / State / ZIP PORTLAND, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I STRONGLY FAVOR LIGHT RAIL - A  
46% PUBLIC VOTE IS A RINGING ENDORSEMENT FOR A  
SERVICE WHICH ALL CAN USE - BLIND, YOUNG, OLD, POOR,  
AND OTHERS WHO MAY NOT DRIVE. THOSE WHO DO  
NOT WISH TO USE LIGHT RAIL NEED NOT DO SO -  
THEIR OBJECTION TO PAYING FOR IT MUST BE SEEN IN  
CONTEXT OF EVERYONES SUBSIDIZATION OF ALL ASPECTS  
OF THE AUTOMOBILE TRANSPORTATION SYSTEM. NEITHER  
SYSTEM "PAYS FOR ITSELF" - NEAR DO FIRE, POLICE,  
ETC.

Date 5-1-99  
Name ROBERT REID  
Phone number 285-7461  
Address 6205 N. WILBUR  
City / State / ZIP PTLD, OR 97217

MASS TRANSIT IS THE ONLY WISE  
MOVE FORWARD - WHAT I EXPECT  
FROM GOOD GOVERNMENT.

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We have been residents of the overlook neighborhood since 1939 at below address. We adamantly oppose light rail on Interstate Ave. I used public transportation from 1946-1998 as part of my employment and found it to be very adequate particularly the last 20 years. Light rail would cause problems for East-West movement, disrupt police and fire traffic, cause insurmountable traffic delays at Boing Street (access to Swan Isd), put more traffic on interior neighborhood streets, and create

Date June 1, 1999  
Name Boris Georgeff  
Phone number 287-8813  
Address 2237 N. Skidmore Ct  
City / State / ZIP Portland, OR 97217

gridlock on Interstate w/ its heavy truck traffic. Is light rail economically, feasible, cost effective, or are we just building it because hands from

Comments due to Metro by June 14<sup>th</sup> at 5 pm  
The federal money is all available! The neighborhood meetings I have attended where Ed Washington was present... most people were against the project, does that count?

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date \_\_\_\_\_  
Name Betty Pottage  
Phone number 285-3915  
Address 1835 N. Highland St  
City / State / ZIP Portland, Ore 97217

NO!!!

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Why Replace The  
Bus system with a MORE costly  
system that does not do anything  
Better? Unless you get VANCOUVER ON  
board do not waste TAX payer money.

Date 6-1-99  
Name KENT HODDICK  
Phone number 286-9803  
Address 6546 N. MARYLAND  
City / State / ZIP PORTLAND, OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) This is Not a  
Regional Line. it is a private  
Line built to <sup>service</sup> ~~serve~~ KENTON AREA.  
The Kenton AREA will NOT be SAVED  
BY LIGHT RAIL. IN FACT THERE WAS  
NOTHING EVER TO SAVE.

Date 6-2-99  
Name Kent Hoddick  
Phone number 326-2131  
Address \_\_\_\_\_  
City / State / ZIP \_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

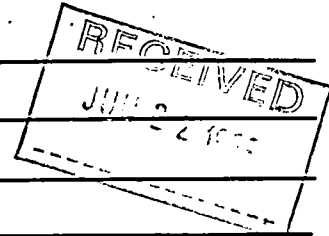
Your  
Opinion  
Counts

Comments (Please Print)

I am very concerned that light rail running down Interstate Ave will adversely affect our neighborhoods!

I would prefer it go down along the freeway - and not create tie ups, hazards, and lack of parking along Interstate Av.

Date 6-8-99  
Name Jana Repley  
Phone number 286-5477  
Address 8315 N DENVER AV  
City / State / ZIP Portland 97217



Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

① Yes - Build good fast, efficient mass transit

② Build for the future

③ Put a pedestrian overpass over I-5 at N. Beech (move the existing one) or somehow make overlook thru. more accessible to neighborhoods E. of I-5.

④ Losing the speed and accessibility of the I-5 corridor is unfortunate.

⑤ Eventual extension to Vancouver is more

enticing with a speedy ~~of~~ service, than a slow one. - this must be substantially faster than bus service. ⑥ Build sooner

Date 6/1/99  
Name Ciel VanderZanden  
Phone number 3973 NE 14<sup>th</sup> Ave  
Address 284-9625  
City / State / ZIP Portland 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am strongly in support of rail transit running up Interstate Blvd.. Rail transit will hopefully cut down on vehicle traffic and encourage businesses to reinvest in the area. Although the tracks will cut down flow of traffic across Interstate, this may make the neighborhoods on either side of Interstate safer for children. I have a lot of friends who bike to work

Date 6/6/99  
Name Chris Michali  
Phone number 335-0391  
Address 4914 N. Maryland Ave  
City / State / ZIP Pdx, OR 97217

and will be encouraged to do so by the addition of a bike lane.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) IF MY OPINION COUNTS  
Why does the Regional  
"NO" vote not count?  
Metro is doing what Big Business wants,  
not what the voters WANT.

Date 5-4-99  
Name KAYLEY HODDICK  
Phone number 326-2131  
Address 6546 N. MARYLAND  
City / State / ZIP PORTLAND, OR 97217

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I support the Interstate  
Max line as a means of reducing  
air pollution and cutting down  
congestion because fewer autos  
would be driven. For personal reasons,  
I am a senior citizen who hates  
driving freeways, so if this line  
is built I would use it to get to the  
Portland Expo. center, and possibly to  
the Jantzen Beach shopping center.

Date 1/7/99  
Name Winifred Holmes  
Phone number 281-8175  
Address 2325 NE 44 Ave.  
City / State / ZIP Portland, OR 97213

(I realize that this line  
would not go as far as  
the shopping center.) I would  
transfer either from MAX or bus  
#77.  
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_

I ~~hope~~ fully support a light rail line designed  
to serve the needs of North Portland  
residents and neighborhoods. I ~~support~~  
hope this project really IS about them  
and not about Vancouver.

I strongly encourage you to plan the line in  
such a way to encourage cycling to stations,  
and parking there. Please plan  
covered, safe parking, and think  
about biking as a primary way to get  
to the stations.

Date June 8 1999  
Name Kassandra Griffin  
Phone number \_\_\_\_\_  
Address 1718 SE 34<sup>th</sup>  
City / State / ZIP Portland 97214

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I DO NOT SUPPORT THE LIGHT RAIL PROJECT. SO FAR AS MY CASE & OTHER BUSINESS PEOPLE ARE CONCERNED THERE IS NO SOLUTION FOR LEFT TURN ISSUE TRAGEDY. BUSINESS PEOPLE WILL LOOSE THEIR BUSINESS. THERE IS NO POINT ABOUT THE GROWTH OF ECONOMY. CITY & POLITICIANS HAVE DOUBLE STANDARD. IT'S

Date 6-8-99  
Name \_\_\_\_\_  
Phone number 289-4800  
Address \_\_\_\_\_  
City / State / ZIP \_\_\_\_\_

NATU C. & KUSUM N. PATEL  
dba Comfy Inn  
8355 N. Interstate Ave.  
Portland, OR 97217-6716

BETTER TO DROP OFF LIGHT RAIL PLAN THAN TO FIND OUT ANY OTHER REMEDIES FOR GENERATING TRAGEDY.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

NATU C. Patel

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Most of the people on Hayden Island are of the opinion that we are best served by bus #5, it only takes 25 min to get to downtown and we don't have to drive 2 miles to get it.  
We also see the business along Interstate ave will suffer from the light rail being placed on it.

Date 6-7-99  
Name Eugene Rogers  
Phone number 285-3589  
Address 12310 N. South shore  
City / State / ZIP Portland, OR. 97217

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Comments (Please Print)

As a person who travels in the Portland  
area on a daily basis I know we  
need the North ~~side~~ light rail.

Your  
Opinion  
Counts

Date 6-8-99  
Name Kym Amador  
Phone number 646 2106  
Address 11925 SW Camden  
City / State / ZIP Beaverton OR 97008

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Comments (Please Print)

I'm completely in support of Inter-  
STATE Avenue light-rail projects. There needs  
to be incentives to get bikes, peoples to used  
this system to the fullest! Also, there needs  
to be better security AT ALL STATIONS STOPS,  
ALONE WITH BETTER SAFETY FEATURE INTERLOCKS.  
Also, I feel there needs to be a projection to motivation  
peoples from VANCOUVER, WASH TO USED THIS LIGHT-RAIL  
which would reduced the flow of traffic on INTERSTATE #5  
in both directions.

Your  
Opinion  
Counts

Date 06-08-99  
Name HARVEY L. GARNETT  
Phone number 503-252-9963  
Address 7140 S. ETHORNBURN ST #B  
City / State / ZIP PORTLAND, OR 97265

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I think the idea of  
putting MAX on Interstate is a good  
idea. I think that sending it all  
the way to Vancouver might even  
be better. I think its image will cleanup  
the North Portland neighborhood it  
runs through as well I hope things  
go well, and construction begins  
SOON!

Date 6-9-99  
Name John Bendickson  
Phone number 289-2783  
Address 1816 N. Willamette BLVD.  
City / State / ZIP Port., O.R., 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I'm all for the Interstate  
MAX Rail system. I would  
love to have access to downtown  
on MAX (it is such a  
nicer ride) than the bus!  
I see no problem with just  
one lane each way on Interstate  
since we've recently have had  
only two lanes when they  
put in new pipes.  
this last year.

Date June 8 1999  
Name Licia Deuel  
Phone number 286-3432  
Address 1628 N. Simpson  
City / State / ZIP PDX OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I recently went to a public on the possible  
Interstate Ave. light rail and I heard a lot of people make the claim  
that bus #5 already runs there and meets the same needs MAX will.  
False. It is obvious that many people ride MAX who don't ride buses.  
Just take for example the Graham-Downtown route of MAX. For years there  
has been a bus running between those points. But now MAX which is  
a lot bigger and runs more frequently is by far more crowded.  
That is solid evidence that people are more willing to use MAX  
than the bus, and I also know people who have that mindset.  
Riding MAX is sufficiently "sophisticated" where riding the  
bus is not, in their ~~mindset~~ minds.

Date June 9, 1999  
Name Kenneth Mecklem  
Phone number 252-7935  
Address 2435 NE Glisan Street, Suite 708  
City / State / ZIP Portland, Oregon 97220

You can count on the fact that a MAX  
route that <sup>runs where</sup> a bus currently does, will  
transport a lot more people.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
I support Interstate MAX in the interest  
of reducing congestion and pollution  
by getting cars off the road. I would  
also like to suggest safe and covered  
bicycle parking at several stations.  
The surrounding residential area gives  
a wonderful opportunity to ride your  
bicycle several miles, park and lock it,  
and continue your ride on MAX. People

Date 4/9/99  
Name \_\_\_\_\_  
Phone number 503-224-8836  
Address Sharon M. Fekety  
5858 S.W. Riveridge Ln.  
City / State / ZIP Portland, OR 97201

from Vancouver also might  
want to ride their bikes over the I-5  
bridge & then take MAX as long  
as covered and safe bike parking  
is available.

Comments due to Metro by June 14<sup>th</sup> at 5 pm.

Sharon Fekety

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

THE INTERSTATE MAX LINE WILL NOT RELIEVE  
THE TRAFFIC AROUND HAYDEN MEADOWS OR  
HAYDEN ISLAND - IT WILL ONLY MAKE IT WORSE.

ASO WHAT WILL HAPPEN TO TRIMET BUSES?  
BOTH WOULD USE INTERSTATE AVE. I DO NOT  
THINK SO.

Date JUNE 9, 1999  
Name JAMES M. OLHEISER  
Phone number (503) 285-8132  
Address 12480 N. SOUTH SHORE AVE  
City / State / ZIP PORTLAND, OR. 97217-8233

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

GOOD IDEA. INTERSTATE MAX IS NECESSARY.  
ADEQUATE BUDGET NEEDS TO BE PROVIDED  
FOR LANDSCAPING & STREETScape - SUCH AS:  
- STATION AREA LANDSCAPING EQUAL TO  
THAT ON EAST BURNSIDE.  
- TRACK AREA SHOULD BE PAVED IN  
COBBLESTONE OR, AT LEAST, PATTERNED  
CONCRETE.

Date 6.9.99  
Name THOMAS BENNETT  
Phone number 503.471.0746  
Address 901 SW KING AVE. #1018  
City / State / ZIP PORTLAND, OR. 97205

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I support the project  
100%. The interstate Ave. portion of  
the previous s/n proposal is clearly  
the best + will attract the most  
ridership. I'm also glad you have  
put to rest the potential I-5  
alignment which would have been  
a disaster.

Because of the lack of park-n-rides that  
will reside along Interstate Ave., Tri-Met, Met  
+ Portland need to come up

Date JUNE 10, 1999  
Name JOE KARMAN  
Phone number 231-5785  
Address 909 NE TILLAMOOK ST.  
City / State / ZIP PORTLAND, OR 97212

w/ creative ways to get more  
people to arrive at LRT stations  
via bicycle. Covered bike

Comments due to Metro by June 14<sup>th</sup> at 5 pm  
parking for 20+ bikes would be  
a good start.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_

I support the interstate max 100%,  
however I hope you will consider  
the following suggestions:

- NO AUTO PARK-N-RIDES SOUTH OF EXPO+PIR
- PED + BIKE ACCESS ON DENVER VIAOCT
- PLACE KANTON STATION AS CLOSE AS  
POSSIBLE TO DENVER AVENUE + POSSIBLE  
~~REDEVELOP~~ REDEVELOP THE WHOLE MESSY WTA SECTION
- BETTER BIKE PARKING THAN ON E/W

Date JUNE 10, 1999  
Name ELIZABETH HAWLEY  
Phone number 223-7663  
Address 1955 NW HOYT #24  
City / State / ZIP PORTLAND, OR 97209

LIGHT-RAIL. EACH STATION SHOULD  
HAVE COVERED PARKING + EXPLORE IDEA  
FOR ONE BIKE "PARK-N-RIDE"  
AT ONE STATION AREA.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) IF "OUR OPINION COUNTS"  
HOW COME, OUR NO VOTE IN THE LAST ELECTION  
ABOUT INTERSTATE MAX "DOESN'T" COUNT.  
"REMEMBER"  
WE DID NOT ASK "WHY" THE EXPD CENTER  
WAS BUILT IN THE "BOON DOCKS".???? "REAL ESTATE"??  
"ALSO" REMEMBER MR. & MS. POLITICIANS.  
ELECTION'S ARE JUST AROUND THE CORNER !!!  
"PLEASE"

Date \_\_\_\_\_  
Name ROLLIN E. SULASKI  
Phone number \_\_\_\_\_  
Address 4005 NO COLONIAL AVE.  
City / State / ZIP PORTLAND, OR. 97227

LET US KEEP OUR INTERSTATE AVE  
BUS SERVICE. IT TAKES 11 MINS  
FOR ME TO GET TO JANTZEN BEACH  
IT'S A GOOD THING, WE HAVE, WHY

Comments due to Metro by June 14<sup>th</sup> at 5 pm CHANGE IT.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I AM OPPOSED TO INTERSTATE MAX  
BECAUSE.  
IT WILL CREATE HAVOC FOR RESIDENS WEST OF INTERST  
BECAUSE THERE IS NO OTHER NO. 50. ST. FOR THOSE WHO  
WERE GOING TO A DESTINATION THAT MAX WOULD NOT  
SERVICED - IT WOULD CREATE AN IMMENSE BOTTLE  
NECK FOR E.W. TRAFFIC COMING OR GOING  
TO SWAN ISLAND. THERE WOULD BE LITTLE  
PARKING AVAILABLE FOR BUSINESSES ALONG  
INTERSTATE. - INTERSTATE IS AN ALTERNATIVE  
ROUTE FOR I-5 TRAFFIC TIE UPS, WHICH FREQUENTL

Date 6/11/99  
Name FARRELL W. WHITE  
Phone number 281 3102  
Address 4177 N. OVERLOOK TER.  
City / State / ZIP PORTLAND, OR. 97217

OCCUR - WITH ONLY ONE LANE  
TRAFFIC, AVAILABLE FOR NO. 50.  
TRAVEL IT WOULD BE A  
NIGHTMARE

Comments due to Metro by June 14<sup>th</sup> at 5 pm

NO INTERSTATE MAX

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) N-S rail will increase  
congestion, reduce service & waste  
taxpayers money. Interstate Ave. is  
the only North-south street west of the  
freeway and the elimination of a lane  
in each way will cause more traffic  
jams than currently. The traffic jam  
at Interstate & Going will be much worse  
People living in the south overbak neighborhood  
will be locked in since they must cross

Date June 12, 1999  
Name Charles White  
Phone number 286-4380  
Address 1833 N Webster  
City / State / ZIP Portland 9721

Interstate to get out  
Bad idea!!!!  
No to N-S light rail along  
Interstate

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Dear Mr. Roberts:  
Please record my support for the Interstate  
MAX project as outlined by its SDEIS.  
It is important for the region to construct  
this addition to our rail transit network. While  
this project is expected to generate 14,100  
light rail trips per average weekdays, the full  
benefit of Interstate MAX will be realized when  
it is extended north to Vancouver. This project  
makes that extension a logical next step.

'JUN 14 1999  
Date 6.11.99  
Name David Zagel  
Phone number 282.8568  
Address 5204 NE 32nd Place  
City / State / ZIP Portland, OR 97211

I am encouraged by the  
lower cost of the all-Interstate  
alignment and its potential for economic  
development and I encourage you to  
the region to move forward. DJZ

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I Think Portland is  
not ready put light Rail on Inter-  
state Avenue. I am 100% for  
put Trolley buses on Interstate Ave  
I was Streetcar Driver for 5 year  
in Frankfurt till 1955 when I come  
to Portland. I caused so much  
Traffic problem. Between cars and Streetcars  
I found Trolley Buses the solution  
for all The problems!

Date 6-14-99  
Name Viktor Pade  
Phone number 285-6341  
Address 6519 N. Delaware Ave  
City / State / ZIP Portland OR 97217  
5307

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I support the  
concept of Interstate MAX.  
I have voted for south-NORTH  
LIGHT RAIL. There can not  
be any changes until we  
are offered alternatives that  
are effective.

The PDC decision on this  
past Friday to study and  
look at Urban Renewal is a real  
plus and fits in with  
the ALBINA COMMUNITY  
PLAN. THANK YOU!

Date 6-14-1999  
Name MARY LOU MUNROE  
Phone number 503.283.2604  
Address 2544 N. EMERSON ST.  
City / State / ZIP PORTLAND, OR  
97217.3817

Comments due to Metro by June 14<sup>th</sup> at 5 pm  
JUN 14 1999

Hard copy to follow tomorrow - computers not compatible.

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

From: Gerard Mildner [mailto:mildneg@mail.pdx.edu]

Sent: Monday, June 14, 1999 4:49 PM

To: interstatemax@trimet.org

Subject: Interstate MAX comments

Please accept my comments to the North Portland LRT proposal. The attached file is in an RTF format. I can deliver a hard copy tomorrow if necessary.

Dr. Gerard Mildner

Dr. Gerard Mildner  
Dept. of Urban Studies & Planning  
Portland State University  
PO Box 751  
Portland, Oregon 97207-0751  
mildnerg@pdx.edu  
(503)725-5175  
(503)725-8770 fax

**Too Costly to be True:**  
**An Analysis of the North Portland Light Rail Proposal in Portland, Oregon**

June, 1999

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## Executive Summary.

In March, 1999, a group of Portland business leaders proposed to build a 5.5 mile extension of the Portland, Oregon light rail system to the North Portland. This \$350 million project is being considered by several public agencies in the region: Tri-Met, Metro, and the City of Portland. This report analyzes the cost projections, ridership projections, and environmental impacts of the proposal and considers alternative policies.

Over two-thirds of the projected riders of the North Portland light rail line would still use the Tri-Met bus system if this project is not built. That is, they are riders who are being diverted from a bus to a train. For this reason, I have focused on the cost of producing an additional transit passenger trip.

Assuming ridership reaches forecast levels, the North Portland light rail project is estimated to cost approximately \$31 per additional transit passenger trip. Ignoring costs borne by the federal taxpayer reduces the cost per trip to \$13.45 per trip or \$26.90 per round trip. By comparison, the average cost of a bus transit trip in North Portland is only \$1.61 per passenger boarding.

Traffic congestion in North Portland and the I-5 corridor will deteriorate both during the construction and after the transit line is built, thereby questioning the purported environmental benefits. Alternative strategies, including increased investment in buses, congestion pricing, and high occupancy travel lanes, offer greater benefits and the potential for reduced taxpayer costs as well.

## I. Introduction

In March, 1999, the several local business leaders proposed to build an extension of the Portland, Oregon light rail system to the North Portland. The transit agency in the Portland area, Tri-Met, currently operates an east-west light rail line from Gresham to Hillsboro, Oregon. Local residents had recently rejected a recent ballot measure that would have borrowed up to \$475 million in bonds backed by local property taxes to build a much more extensive light rail line from Clackamas County to North Portland. The entire line would have cost \$1.2 billion. In response to this initiative and the negative election results, Tri-Met developed a proposal for the North Portland line that would cost less money and require no property tax bonds or voter referendum.

The cost estimate for the project is \$350 million, including \$79 million for engineering and administration; \$70 million for 17 light-rail vehicles, \$46 million for street reconstruction, \$39 million for structures. (Metro, 1999, p. 11, adjusted for inflation to year-of-construction dollars)

This \$350 million figure, however, excludes a number of costs that are integral to the project. Indeed, important costs such as trains, contingency funds, land acquisition and right of way were left out of the analysis. Since I only have partial estimates for these hidden and missing costs, I will calculate the cost per rider figures using the \$350 million figure and let the reader decide what a true estimate of the project's cost would be.. I will also report cost estimates that focus only upon the expenses paid by local taxpayers.

## II. Ridership and Cost

### A. Calculating Average Cost Per Trip.

To begin, 2015 average weekday ridership on the line is projected at 14,100 (Metro, 1999, p.16). Because rail customers are often former bus customers and rail trips usually involve multiple boarding rides, the net increase in trips is much smaller. Previous studies of new rail projects in the United States indicate that a large percentage of rail riders would have been bus riders had the new rail line not have been built. For example, Tri-Met admits that 56% of the riders on the Eastside MAX line were really bus riders who were diverted to the new rail line (Richmond, 1998, p. 34). Metro estimates the net ridership gain from this project to be only 4,500 trips/day in the North Corridor or 4,400 trips system wide (Metro, 1999, p. 15).

As far as I can tell, the SDEIS never states an annual ridership figure. In its absence, I will multiply the weekday ridership by 312 equivalent days per year to identify an annual ridership. This calculation assumes that weekend ridership is 50% of weekday ridership, a figure which is true for the Tri-Met system as a whole. During the discussion about the Airport MAX projections, Tri-Met used a 12% higher figure to reflect weekend airport demand. However, given that such a large number of projected riders are diverted bus commuters, my estimate seems more appropriate. My calculation generates a annual North Portland light rail ridership of 4.34 million rides per year. And since two-thirds of the projected ridership would occur anyway, the net increase in transit trips is only 1.4 million additional trips per year.

There are two components of costs: operating and maintenance (O&M) and capital costs. Tri-Met estimates the net increase in operating and maintenance costs of North

Portland light rail as \$6.8 million/year (Metro, 1999, p. 43). That's + \$6.9 million for the light rail portion and -\$0.1 million for bus operations. I suspect that this figure ignores some canceling of bus lines, as Tri-Met has done with Eastside MAX and Westside MAX, but I will use the figure in the SDEIS.

As a result, the increase in operating costs per net additional transit trip for North Portland light rail is \$4.86 per trip (6.8/1.4). That's incredibly high given that all of the bus routes in North and Northeast Portland currently cost only \$1.61 in operating cost per boarding. And when operating costs is supposed to be light rail's big selling point, this increase in operating cost seems all the more surprising. In the best transit market in the region, we are considering the highest cost method of delivering new service.

Capital cost calculations are more complicated, given the problem of discounting and factoring in the federal dollars. I will offer three different ways to approach this calculation.

### 1. Average Local and Federal Cost

To begin the analysis, I chose 20-year amortization period at an 8% borrowing rate for the full \$350 million price tag for North Portland light rail. This isn't really the full cost since the opportunity cost of Interstate Avenue's inside traffic lane and other capital costs are not included, but it's the number in the SDEIS (Metro, 1999, p. 41). The amount needed to support such bonds is \$35.70 million per year, which amounts to \$8.23 in capital cost per ride, for a total of \$9.99 per boarding ride (including operating cost). By comparison, Tri-Met reports operating cost per boarding ride for its North Portland buses at \$1.22 per boarding ride with \$0.39 in capital costs, or only \$1.61 total, one-sixth of the cost of a light rail boarding.

## 2. Average Local Cost

If you assume that the federal money is entirely free to local taxpayers, the local share of capital costs falls from \$350 million to \$110 million. On an annual basis, this translates into \$11.22 million per year. Adding in operating costs and capital costs, North Portland light rail's average cost is \$4.35 per ride. Again, this is more than double the average cost of North Portland buses. Of course, bus purchases are also subsidized by the federal government, so the bus cost estimate is somewhat lower than stated.

### Average Cost per Boarding Ride Light Rail Versus Bus

(20-year amortization @ 8 % interest, ridership estimates in year 2015,

		Operating Cost	Capital Cost	Total Cost
North Portland LRT	Total Costs	1.76	8.23	9.99
North Portland LRT	Local Costs Only	1.76	2.59	4.35
North Portland Buses		1.22	0.39	1.61

## 3. Marginal Cost

Because building the North Portland light rail line is an addition to an existing transit system, much of the ridership projected for the line is really a diversion of existing Tri-Met bus passengers. According to Metro's own analysis, over two-thirds of the North Portland light rail line's ridership are diverted passengers from the existing bus system.

For this reason, the cost of attracting an additional passenger to the transit system, the marginal cost, is much higher than the average cost.

When factoring in all the costs of the project, including federally-paid expenses, the marginal cost of a single additional transit trip is \$30.93. If you look only at local capital costs, then the cost of an additional transit trip is \$8.01 per trip.

Finally, if you assume that the opportunity cost of capital is only the local tax-exempt borrowing rate of 6% (this assumes displaced private investment occurs in rest of the world and we suffer no effects), then the net transit trip figure falls to \$8.01 per trip.

**Marginal Cost per Additional Transit Trip  
Light Rail Versus Bus**

(20-year amortization @ 8 % interest, ridership estimates in year 2015,

		Operating Cost	Capital Cost	Total Cost
North Portland LRT	Total Costs	\$5.44	\$25.49	\$30.93
North Portland LRT	Local Costs Only	5.44	8.01	13.45

Hence, using conservative assumptions, the combined operating and capital costs are \$13.45 per trip or \$26.90 per daily round trip, even assuming the federal money is free. This is even more amazing when you consider all the hoopla that this North Portland light rail project having such a bare bones budget. Surely, there are better ways to boost transit ridership, improve pollution, and support the community in North and Northeast Portland.

## B. The Amortization Assumption

In the section above, I have calculated the annual payment required to retire a 20-year bond. The reason for the twenty-year calculation is the general principle for government borrowing that a bond issue should not exceed the useful life of the project. After twenty years, Tri-Met will face substantial future costs to replace cars and make other capital improvements.

Of course, using longer term bonds to finance a project would reduce the annual carrying cost, but it does not cause trains or track to last longer or depreciate less. In fact, much of Tri-Met's capital plant will need to be replaced during this time period. Tri-Met establishes 25 years as the optimal replacement period for its existing light rail trains and uses more rapid replacement schedules for other capital items associated with light rail (Tri-Met, 1998b, p. CR-5). The only capital item with an indefinite life span is land, but the opportunity cost of land is not included in Tri-Met's \$350 million cost estimate.

In addition, the effect of longer repayment periods is small due to the higher interest costs that accompany the longer time period. Using the Mortgage Constant Formula, which estimates the ratio of annual payments to the capital cost, we can calculate the net impact of changes in either the interest rate assumption or the time period of borrowing (Kau and Sirmans, 1985, p. 557). Using a 30-year borrowing period would reduce my estimates by only 15%, a small amount given the magnitude of the costs involved:

### Mortgage Constant Formula

$$MC = i / (1 - (1/1+i)^n)$$

Term (in Years)	Interest Rate	Mortgage Constant
20	10%	11.7%
20	8%	10.2%
20	6%	8.6%
30	10%	10.6%
30	8%	8.9%
30	6%	7.3%

Finally, one might question whether using borrowing rates is applicable at all, given that current resources and working capital are being used on the project. However, those funds have the opportunity costs as well. Tri-Met could choose to use those funds today to reduce its current debt burdens or invest them for the future. Only by putting in a value for interest rates can one analyze projects with costs and benefits in different time periods.

#### C. Taxable and Tax- Exempt Borrowing Rates.

My analysis used a borrowing rate that is relatively high for a tax-exempt, government borrowing rate, but relatively low for a taxable, private borrowing rate. There are several good reasons for considering taxable interest rates with this analysis.

First, public investment displaces private investment, so the true opportunity cost is the rate of return on private investment. Admittedly, some of that investment might take place in other states and localities. Second, all local residents are federal taxpayers, so

220. Supplemental DEIS, Public Comments Received April 30 - June 14, 1999  
the federal and state income tax subsidy is paid (in part) by them. Finally, this project



will be reviewed by the Federal Transit Administration, which represents citizens throughout the United States, most of whom will never travel to Portland, much less use Portland's transit system. Moreover, current practice within the federal government requires applying a 10% discount rate to evaluate future and current costs and benefits. (Musgrave and Musgrave, 1989, p. 159).

In response to previous public testimony that I've given regarding discount rates for light rail projects, Tri-Met proposed using a 6.0% discounting figure (Tri-Met, 1998d). However, in the table above, I show that the difference between using 6% versus 8% as the appropriate borrowing rate is only about a 15% savings in the annual amortization cost. Given the large magnitudes of the cost differential between bus and rail, 15% is a small number.

### III. Ridership Estimates

#### A. Misleading Train Frequencies.

The Supplement Draft Environmental Impact Statement reports inconsistent numbers with respect to the capital costs and the ridership assumptions. As will be discussed later, the ridership forecast is based upon 24 trains in operation, but the capital costs assume that only 17 trains will be purchased.

Since the opening year train purchase is significantly less than the number of trains needed by 2015, all the advertised headway estimates for the line are misleading. The advertised frequency of service will not happen in 2004, when North Portland light rail is proposed to begin service. The service is estimated to bring 8 trains an hour to downtown or a train every 7.5 minutes (Tri-Met, 1999, p.17). By comparison, bus lines like the 14-Hawthorne actually have more frequent service than 7.5 minutes. However,

by only purchasing 17 trains rather than 24 trains, the proportionate number of trains per hour falls from 8 trains to 5.7 trains. And the headway frequency rises from 7.5 minutes to 10.6 minutes.

Hence, the plan for North Portland calls for 4 years of construction and increased traffic congestion on Interstate-5 and all the major arterial roads in North Portland, and in the end, train service in 2004 is no more frequent than an ordinary bus line! Why are we spending so much money to switch transit passengers from bus to rail?

#### **IV. Pollution and Congestion Impacts**

##### **A. Pollution.**

The Supplemental Draft Environmental Impact Statement claims there will be a reduction in vehicle miles of travel (VMT) and as a result, the report claims that pollution will be reduced. However, the report offers no evidence of this except that system wide transit ridership increases by 1.4% (Metro, 1999,p. 28) . According to the report, traffic levels in North Portland increase as a result of North Portland light rail on every major arterial besides Interstate Avenue (see below). Hence, from the perspective of the average resident of North Portland, local environmental conditions will get worse. Since bus operating costs are essentially unchanged, Metro cannot even claim any pollution reduction from a switch of transit trips from diesel-based buses to electricity-driven trains.

##### **B. Automobile Congestion**

Traffic on parallel streets in North Portland and I-5 get much worse. The Interstate 5 highway actually experiences a 1% increase in traffic compared to the No Build option (Metro, 1999, p. 21) The most impacted streets in North Portland are Denver (+58%), Albina (+33%), Greeley (+25%), Vancouver (+9%), and Martin Luther King Boulevard (+2%). The only improvement is Interstate Avenue (-50%) but that comes from losing half its capacity! In a recent article in The Oregonian, Metro Councilor Ed Washington argued that pollution in North Portland will improve as a result of this project (Washington, 1999). Clearly, the SDEIS and statements by Metro officials like Mr. Washington are misleading the public.

### C. Train Congestion

The SDEIS suggests that the downtown MAX line will become a branched line with service either going to Gresham or the Expo Center, and possibly also to the Airport (Metro, 1999, p. 17-18) ). The report describes rush hour train frequency rising from 11 trains per hour (5.45 minute headways) to 19 trains per hour (3.15 minutes) and possibly to 23 trains per hour (2.61 minutes), should through route service on Airport MAX be implemented.

I don't believe this is possible. My understanding was that when Tri-Met tried to increase train headways during the Interstate-5 Bridge closure to below 5 minutes, enormous train delays occurred due to the bottleneck in the downtown portion of the MAX line. Due to our short blocks, traffic signal patterns, dwell times, loading times, and handicapped passengers, 5 minute headways on MAX were our technical maximum.

Attempting to operate more than 6 minute headways during the Interstate 5 Bridge closure earlier this year led to trains "bunching up" before they could reach downtown. Tri-Met stopped this experiment and has never successfully operated more than 10 trains per hour. In effect, the MAX light rail line is experiencing its own form of congestion.

If that's true, someone is being lied to. Either frequency won't be as great as modeled, peak hour service to Gresham will be cut, Airport MAX will be a Gateway shuttle, North Portland light rail service will deadhead at the Rose Garden, or the cost of a second downtown light rail route or tunneling project hasn't been included in the SDEIS. Have voters been informed which of these alternatives will occur? Have they been told which North Portland bus routes will be cut?

Suppose the error is explained by future cuts in train frequency on the Banfield MAX line to Gresham. Current MAX service to Gresham during peak hours is one train every 6 minutes and 10 minutes during off-peak. Therefore, riders on this line will experience deterioration of service, which will lead to deterioration of ridership. This cost has been hidden because Tri-Met officials have reassured residents in the East Portland and Gresham corridor that their service will not be reduced. The other possibility is that Tri-Met will incur additional costs to build a new downtown distribution system. At some level, this mistake is extreme form of the ridership forecast problem.

#### **IV. Hidden Costs of the Project**

Having made several calculations using publicly-available data, there are a number of critical issues of cost and distribution of burdens that cannot be answered without

further data and investigation. The size of these hidden or understated costs is sufficient to question whether the SDEIS is intended to inform or deceive.

#### **A. No Contingency Fund.**

To protect local taxpayers, the 1998 South-North light rail project (and others before it) routinely included a 11-12% contingency for each of the capital cost items in the project. For South-North as a whole, the contingency funds were a \$100 million cost item that served to guarantee that the project could be built, even if costs were higher than promised. For the Eliot and North Portland segments of the project, the contingency allocation was were 12% of the capital costs. (Tri-Met, 1998e, p. 2-46)

In the North Portland SDEIS, the line item for a contingency fund has been eliminated without any explanation (Tri-Met, 1999, p. 11). For a project with \$350 million in capital costs, this amounts to \$42 million of hidden expenses.

This missing cost item explains a rather curious statement in the SDEIS: "Eighteen different cost categories (listed in Table 2.4-1) have been used to consolidate these cost estimates. The definitions of these categories has not changed from the DEIS." (Metro, 1999, p. 10) Yet when reading the table, only 17 cost categories are listed, not the advertised 18. A simple use of the delete key on someone's computer appears to have "saved" the project \$42 million. However, that someone forgot to clean up the rest of the text of the report.

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#### **B. Hidden Station Costs.**

The North Portland light rail project is purported to save in running time and capital cost by reducing the proposed number of stations in the North Portland and Eliot segments of the line. This involves reducing the number of stations from 11 to 10. However, the project has a much greater than proportional reduction in station reduction costs.

In the DEIS for the South-North project, the cost estimates for stations in the North Portland and Eliot segments was \$5.8 million, or \$527,000 per station in 1994 dollars (Tri-Met, 1998e, p. 2-46). Using the same 1994 dollars, stations in the North Portland light rail SDEIS cost \$3.5 million or \$350,000 per station (Tri-Met, 1999, p. 11). Putting this difference into the year-of-expenditure dollars, this amounts to \$2.7 million in unexplained cost savings.

It's possible that the reconfiguration of the Rose Quarter station in the original Draft Environmental Impact Statement was counted as a new station, thereby changing the difference in the number of stations between the two proposals to 12 stations to 10 stations. However, that still represents a reduction in the per station construction cost from \$483,000 to \$350,000, and an unexplained cost differential of \$2.03 million. If the stations are going to undergo such a dramatic reduction in expenditure, then the Supplemental Draft Environmental Impact Statement should have explained this cost savings and factored in the reduction in amenities into other parts of the project's analysis, including the ridership forecasts.

### C. Hidden Vehicle Costs.

The \$350 million is the stated price tag for the North Portland light rail project. This is based upon an estimate in the South-North DEIS of \$223.4 million in 1994 dollars. Since

construction of the North Portland light rail project would occur in 2000-2004, it is appropriate to make all cost calculations in year-of-expenditure dollars, which are 57% higher due to inflation and finance costs. One of the largest cost items of the project are trains themselves. However, the cost of those two trains is severely underestimated.

First, Table 2.4-1 lists as individual components of the capital costs (Tri-Met, 1999, p. 11) This includes \$44.8 million for light rail vehicles and \$8.8 million for operating and maintenance facilities. Both of these figures are in 1994 dollars, so that in fact the year-of-expenditure dollars for those cost components are more accurately described as \$70.2 million for vehicles and \$13.8 million for O&M facilities.

Second, footnote #2 of this table says that "Transit vehicles and O& M facility are sized for opening year network." (Tri-Met, 1999, p. 11) This is important. On Table 2.3-1, which describes ridership and service characteristics, footnote #2 says "2015 operating plan would require 24 LRV [light rail vehicles]. Opening year service would require 17 LRVs." (Tri-Met, 1999, p. 9)

In other words, the \$70.2 million would only purchase a portion of the fleet of vehicles needed to achieve the ridership claims of 4,500 additional trips per weekday. Therefore, the true cost of acquiring 24 vehicles (upon which all the ridership numbers are based) is really \$99.1 million. And absent additional information, I assume that the operating and maintenance facility costs of the extra vehicles is proportionately higher as well: \$19.5 million instead of \$13.8 million.

Hence, all the cost per trip calculations that I have previously estimated are missing about \$34.4 million in expenses. Now, initially you might say that given the \$350 million price tag, that means we should inflate my previous estimate by 10%. However,



by not putting those costs in the SDEIS, the federal government will not be picking up their usual share of the cost of these additional 7 trains! Therefore, the local share of per trip costs will rise by more than 10%. If local taxpayers bear the entire expense, the local capital costs would rise by 30%.

Is this sloppy work or deliberate disinformation? All I can say is that estimating the capital costs of a low-service rail line and the ridership estimates of a high-service rail line in the same environmental impact statement is very deceptive. This suggests that one of the compromises needed to make this project appear affordable was to limit the level of service in the first decade of its operation to a level below that advertised. At the very least, Tri-Met needs to increase its stated project cost by \$34.4 million.

#### **D. Hidden Park and Ride Costs**

In the 1998 South-North DEIS, park and ride lots were planned for the north and south termini of the light rail lines, including a 3,500 space lot at Vancouver costing \$35.1 million (Tri-Met, 1998e, p. 2-46, 4-45). The assumption was that travelers from Vancouver would stop at the furthest point on the line to transfer to light rail (similar lots were also planned in Milwaukie and at Clackamas Town Center).

However, with the North Portland light rail project, no money was allocated for park and ride lots, either in the Kenton neighborhood or at the Exposition Center (Tri-Met, 1999, p. 11). Instead, an existing parking lot of 500 spaces at the Exposition Center would be used as a shared park and ride facility. However, this line would be used by commuters from Clark County and moving in the terminus will only reduce that demand marginally. As the 1998 DEIS stated, when comparing termini locations:

“With the MOS 5 Alternative, a Lombard Street Station (or a Kenton Station) would be more likely to attract drop-off trips and park-and-ride activity on local streets and property in comparison to the Full-Length or MOS 1 alternative. As the northern terminus, this station could attract trips from many north Portland locations and even from Clark County, Washington.” (Tri-Met, 1998e, p. 4-42)

The 1998 DEIS is pointing to a problem when adjusting the terminus of the light rail line. Since there is no residential population and little bus service at the Expo Center, almost all demand at that station would be automobile riders. Even if an existing parking lot like the one at the Expo Center is used, that real estate has value as well. The need to build a parking lot has been left out of the SDEIS, and this would cost somewhere between zero dollars and \$35.1 million.

#### **E. Hidden Right-of-Way Costs**

Tri-Met and Metro has made no valuation for the cost of the right of way on Interstate Avenue that the MAX line will occupy. Interstate Avenue is being reduced from 4 lanes down to 2 lanes, which will create spillover traffic on numerous parallel routes in North Portland. In the DEIS, the total allocation for right of-way capital costs is \$3.6 million. (Metro, 1999, p.11) The cost of widening existing arterial roads to compensate for this loss of road space would be appropriate amount to add to the total cost of the project, which would certainly be much larger than \$3.6 million. In a section elsewhere, I discuss the pollution and traffic congestion impacts of this loss of road space.

#### **V. Tri-Met's Weakened Financing Position**

### A. Exaggerated Revenue Forecasts.

A troubling assumption in the SDEIS comes in the financing section where the report discusses whether Tri-Met can afford to operate the train system that they are purchasing. After discussing how much funds are going to put forward by Tri-Met, the City of Portland, and Metro, the report makes a simple statement:

“System revenues are based on the assumptions similar to those described in the South/North Corridor DEIS. The key assumption is that payroll tax revenue growth will average 7.2 percent beginning in FY 2003.” (Tri-Met, 1999, p. 44)

First, the statement is misleading. I went back to the South/North DEIS and found that the original payroll tax revenue assumption was for 6.8% annual increases (Tri-Met, 1998e, p. 7-10). Hence, the financial assumptions in the North Portland SDEIS are even rosier than the previous study.

Second, payroll tax revenue growth comes from either expansions in the employment base or growth in wages. The statement in the SDEIS assumes that the current economic expansion will last for 15 more years, and that wages and employment will continue to grow at 7.2 percent annually. Everyone seems to forget the payroll tax revenue declines and the transit service cutbacks of the 1980's. In a revealing comment, the report states :

“While a system revenue shortfall is not projected by the year 2015, conditions could change. Given that reasonable levels of beginning working capital are projected to exist, it is very likely that any deficit would be of a magnitude that could be met by standard

management techniques, such as adjusting fares or altering the rate of service increases." (Tri-Met, 1999, p. 44)

Now while this statement may be reassuring to New York bondholders and officials in Washington, D.C., that Tri-Met's indebtedness from North Portland light rail project could be eventually paid off, to ordinary passengers, the phrase "standard management techniques" means unexpected and unplanned fare increases and reductions in bus service. When tough choices have to be made, Tri-Met will certainly view the light rail line as "too big to fail" and neighborhood bus service will be cut.

#### **B. Abandoning the Operating Capital Target.**

The Financial Analysis of the 1998 South-North DEIS illustrated how Tri-Met would fund its capital investment through the year 2015 and announced an official target of having 3 months of operating capital on hand. The report stated:

"While two months of working capital is the minimum standard, Tri-Met has a goal of maintaining a working capital reserve of at least three months of operation." (Tri-Met, 1999, p. 7-9) The DEIS noted that the various alternatives would go below three months of working capital for only one or two years, depending upon the alternative chosen.

With the North Portland proposal, the amount of operating capital falls below Tri-Met's three-month target in six fiscal years - 2004-2009 - just as the North Portland light rail project begins operations. This suggests that the project is being under-financed and possibly that capital costs of the project are being hidden in other capital accounts in Tri-Met's budget. For example, at the end of the construction period for proposed

South-North light rail, Tri-Met would have had 4.4 months of working capital (Tri-Met, 1998e, p. 7-10). With the proposed North Portland light rail project, the amount of working capital available is only 2.6 months (Tri-Met, 1999, p. 45).

To have built up those capital funds to their target level, Tri-Met would have had to borrow more and seek additional taxpayer support. Thus, by minimize the financing costs of the North Portland project, Tri-Met has allowed its financial target of three months of operating capital to slip. This gives further evidence that Tri-Met's long term financial health is being endangered by the North Portland light rail project.

## **VI. The Limits to Light Rail**

Much of the report indicates that the North Portland light rail project is a poor public investment. To understand what kind of public policies might be more effective, we need to understand a few issues regarding travel behavior and transportation systems.

### **A. The Inefficiency of Light Rail**

Supporters of light rail system argue only by developing a dense rail network will sufficient economies of operation and usage appear that will guarantee high ridership. Certainly, a bus line or rail line built in isolation is not worth very much. In building an integrated transit system, Tri-Met has chosen some sensible policies regarding transfers and fare zones and bus scheduling with this in mind. Having two 30-minute headway bus lines intersect doesn't do much good unless they intersect at similar times. And since people in a neighborhood have multiple destinations, it makes sense to create a grid or network of routes so that they can all get to their destinations.

However, this points out one of the main weaknesses of light rail. Because light rail is a fixed guideway system with high capital costs, there is little benefit from "branching" a trunk line. Instead, the "least inefficient" way of delivering transit service to the suburbs is to built a trunk line and orient all the suburban bus routes as feeders into the trunk line. The more efficient way is to produce an integrated bus network. With buses, one can operate multiple routes along a trunk line and then each of those routes depart from the busway and service individual neighborhoods. This allows suburban riders to minimize on transfer times and get to their destinations at lower overall cost.

Because of this, the true operating cost of light rail also has to include the cost per rider for the various feeders. That is, we need to compare the cost of an express bus/suburban bus network to a light rail/suburban feeder bus network. Thus, although MAX's operating cost per boarding is at a reasonable level, the operating cost for each of the feeder routes that light rail is dependent upon is very, very high.

For example, using FY1994 data, the lowest operating cost transit lines in the Tri-Met system (out of a total of 85 lines) were:

### Tri-Met's Most Efficient Bus Routes

(Source: Jarigise, 1998)

Route	Operating Cost per Boarding
72 Killingsworth-82nd	\$0.90
15 NW 23rd Ave.	0.93
14 Hawthorne	1.03

15 Mt. Tabor	1.04
41 Capitol Highway	1.05

MAX came in 11th position at \$1.20 per boarding. The other top ten low cost routes were 9-Powell, 5-Interstate, 5-King Boulevard, 4-Division, and 40-Mocks Crest, all inner city Portland routes. The weighted average for the lines in the system was \$1.46 per boarding. Hence, at first blush, light rail looks cheaper to operate than the average transit line.

However, the suburban feeders that light rail depends upon are among the highest cost per passenger of any lines in Tri-Met's system: 26-Stark \$1.60, 24-Halsey \$1.68, 22-Parkrose \$2.16, 80-Gresham-Troutdale \$3.00, 83-Hollywood-47th \$3.24, 23-San Rafael \$3.30, 25-Glisan-Rockwood \$3.39, 81-Gresham-257th \$4.52, 84-Sandy \$4.53, and 27-Market-Main \$4.69.

Moreover, the person taking a light-rail train is more likely to be taking a linked transit trip involving two boardings, rather than a single boarding trip. Hence the cost of a Gresham bus-rail trip might be \$1.20 plus \$2.16, or \$1.20 plus \$3.30. By comparison, an express bus route that can troll through the suburbs to pick up passengers and bring them to activity center can do so at a much lower cost. Here are a few: 91-TV Highway Express \$1.81, 99-McLoughlin \$1.99, 96-Tualatin-I-5 \$2.04, 92-S. Beaverton Express \$2.23.

One of the sad effects of the opening of the new Westside MAX line has been the canceling of most of the express routes and their replacement with a host of light rail feeders to boost up light rail ridership numbers. Riders will largely experience increases in travel and transfer times and Tri-Met will experience rises in operating

costs. However, this decline in service and patronage is masked by the way that Tri-Met and other transit agencies collect ridership data.

Tri-Met and the other US transit agencies typically measures ridership by boardings rather than by trips. Since a greater proportion of light rail trips are linked trips, boardings will rise even though trips will not. Unfortunately, if we measure the success of a transit agency by the number of boardings (ridership) rather than mode share or number of trips (customers), they have every incentive to build a high cost trunk and feeder route network.

To give some data as evidence of this, Atlanta made a huge investment in its rail system between 1980 and 1985, and switched from a bus network to a hub and spoke heavy rail network. Between those years, ridership (i.e., boardings) rose by 88%. Over a slightly longer time period, 1979-86, linked trips rose by only 20% (Kain, 1996). Thus, most of the increase in ridership was simply a diversion of riders from buses to rail.

As we build the third, fourth, and fifth light rail lines, we are building lines in territory that is less and less likely to use transit at higher and higher cost. The "network" we will be left with will be one we cannot afford to operate.

#### **B. The Inefficiency of Congestion.**

A popular argument in favor of new rail systems involve comparisons with external costs of driving particularly automobile congestion and pollution. I agree that the congestion reduction externality is the benefit that should be aimed for in making transportation investments. An important question is what cost do we want to achieve that benefit. Is a single extra transit passenger worth \$18, \$21, \$24, or more?. In viewing



this cost estimate, the community needs to ask if the pollution or congestion benefits is anywhere near this high. Moreover, for a given level of benefit, could other transit investments, particularly in the inner city, achieve more transit riders at lower cost?

To answer these questions, we need to understand the distinction between transit ridership and congestion relief. There is a long accepted concept in transportation planning known as "triple convergence", first noted by Anthony Downs of the Brookings Institution (Downs, 1992). That is, when facing rush hour congestion, people react to the congestion by changing their behavior in three ways: (1) mode change (rail, transit, car, telecommute), (2) time of travel change (rush hour, off-peak), (3) and route change (highway, arterial). With congestion, actual roadway demand is lower than its potential because people avoid those conditions. However, this also means that during any rush hour condition, there is a lot of latent demand waiting to use the congested roadway, if only conditions would improve.

Thus, if a transit line is constructed and, say, 1,000 new travelers take that line, then at first blush, congestion on the competing highway improves, particularly during rush hour. However, because rush hour congestion improves, many travelers who had previously avoided the congestion, will revert back to the congested highway. That is, they change their mode, the time of travel, and their route. Thus, there are big differences between gross number of transit riders and the net effect on riders.

Interestingly, this effect also holds for new highways, which a lot of planners and environmentalists have caught on to. That is, build an extra lane of highway and traffic conditions improve. However, the improved conditions themselves then induce people who had not taken that route before (or had use an alternative mode or time of day) to adopt the highway. Downs calls this "triple convergence". People speak of this as

"highways inducing travel demand" or "the high cost of building our way out of traffic congestion." Unfortunately, the same principle applies to transit use.

## **VII. Alternatives to North Portland Light Rail.**

In the following sections, I describe two sets of alternatives for achieving mobility for North Portland residents and for the region as a whole. The first looks at increasing investment in buses in North Portland, in the same geography purportedly served by the light rail project. The second looks at more comprehensive ideas for increasing mobility. In some cases, the two alternatives will conflict, and in others complement each other. However, both sets of ideas are considerably more sensible than the North Portland light rail project.

### **A. The Bus Investment Alternative**

As the Supplemental Draft Environmental Impact Statement shows, North and Northeast Portland is one of the lowest income sections of the Portland Metropolitan Area. And because income and mass transit usage are correlated, North Portland residents are some of the best customers in the Tri-Met system. Because of their patronage and high density, North Portland buses tend to have some of the lowest operating costs per boarding ride of the Tri-Met system.

However, the history of Tri-Met's practices for allocating buses to the various routes on the system has not been very favorable to North Portland residents. In the table below, I compare bus routes in the Tri-Met system that are similar in economic efficiency, where efficiency is measured as the operating cost per boarding ride. For example, North Portland routes 72-Killingsworth, 5-Interstate, 4-Fessenden, and 8-NE 15th are

comparable to routes such as the 9-Powell, 15-NW 23rd, 15-Mt. Tabor, 8-Jackson Park, 14-Hawthorne, 19-Glisan, 5-Capitol Highway, and, 17-Holgate in that all these lines have operating cost between \$0.87 and \$1.26 per boarding ride.

**Tri-Met's Under-Investment in  
North Portland Buses**

Morning Peak-Hour Frequency on N. Portland Bus Routes Compared  
to Routes of Similar Efficiency (operating cost per boarding)

North Portland Bus Route	Peak Frequency	Other Bus Routes	Peak Frequency
72-Killingsworth	12	9-Powell	10
5-Interstate	10	15-NW 23rd	7
4-Fessenden	10	15-Mt. Tabor	7
		8-Jackson Park	6
		14-Hawthorne	7
8-NE 15th	8	19-Glisan	10
		5-Capitol Hwy.	15
		17-Holgate	10
		71-60th-122nd	15
6-ML King	15	20-Burnside	10
		12-Barbur	10
		12-Sandy	10
9-Broadway	12	33-McLoughlin	15
		54-Beav.-Hillsdale	20
		17-NW 21st	10
1-Greeley	15	19-Woodstock	10
		1- Vermont	15
		24-Halsey	15
33-Fremont	15	45-Garden Home	20
		62-Murray Blvd.	15

Efficient and equitable bus planning would direct new resources (i.e., new bus) to those routes which have low operating costs. Of course, for policy reasons, some inefficient bus routes might also be promoted simply for the sake of offering regional coverage and political support for the Tri-Met's payroll tax. However, there would not be any legitimate policy reason for offering different levels of service for routes of similar operating efficiency.

In the table above, I document how Tri-Met has consistently under-invested in bus routes in the North Portland corridor that they are belatedly proposing to serve. This failure to offer the higher frequencies than are offered in Southeast Portland and Southwest Portland routes of similar efficiency suggests a possible bias in the transit system against North Portland residents.

As an alternative to the expensive North Portland light rail project, I have designed a bus investment plan of similar cost for the North Portland region. In this bus investment plan alternative, I simulate a doubling of the frequency in the eight major bus lines in North Portland. For seven of the eight lines, I estimated the cost of doubling the number of vehicle hours of operation. For the 72-Killingsworth line, I doubled its number of vehicle hours on only one-third of the entire line since most its operation is outside of the North Portland area. Some of these frequencies may be sufficiently high that new routes may need to be designed to prevent "bunching" of bus routes, so that the exact implementation of this plan may differ in some regards. Nevertheless, the design of this plan dramatically raises bus service in North Portland.

By comparison, the North Portland light rail project focuses its new investment on a single corridor within North Portland, that along Interstate Avenue. The opening year of operation for North Portland light rail calls for 10 minute frequency on the light rail

line, and 10-minute frequency on the next-door Interstate Avenue bus line, for a combined frequency rate of 5 minutes. Admittedly, the Interstate light rail line will offer a faster service than the local bus. However, this advantage could be simulated on the other lines by creating local and express service, as is done on other lines in the Tri-Met system.

### Comparing the Service Differences of the Bus Investment Plan Versus the Light Rail Plan

Service measured in minutes between buses during peak hours

	Bus Plan Frequency	MAX Plan Frequency
#1 Greeley	7.5	15
#4 Fessenden	5	10
#5 Interstate + North LRT	5	5
#6 ML King	7.5	15
#8 NE 15th Ave	4	8
#9 Broadway	6	12
#33 Freemont	7.5	15
#72 Killingsworth	6	12

To evaluate the costs of the bus investment alternative, I have used Tri-Met data on the operating cost per boarding ride and the number of boarding rides per route to calculate a cost per route. I have doubled this operating cost (or in the case of 72-Killingsworth, doubled its cost on the one-third of the line in North Portland). I have

then used Tri-Met data on capital cost per bus boarding ride to find the total annual capital cost. The results of this comparison are shown below.

## Comparing the Cost Differences of the Bus Investment Plan Versus the Light Rail Plan

Cost estimates assumes a \$110 million in local cost for MAX, a 50% federal match for bus purchases, and evaluates capital costs at 6% interest rate for 20 years

	Bus Plan Costs	MAX Plan Costs
Operating Cost	\$13.4 m/year	\$6.8 m/year
Capital Cost	\$2.2m/year	\$9.5m/year
Total Cost	\$15.6 m/year	\$16.3 m/year

As you can see, the annual cost of the bus investment plan is somewhat less than the light rail project, even assuming the large federal subsidy to light rail capital costs and a favorably low interest rate. And given that the bus investment gives a higher level of service to the region, that plan seems a better purchase.

One key difference in the two concepts is that the bus investment plan will require a much larger share of operating costs as compared to capital costs. However, to put this issue into perspective, Tri-Met's payroll tax revenue is growing by approximately \$10 million per year. Hence, within two years, the amount of new revenue to Tri-Met operating costs would be sufficient to cover the operating cost of the new route enhancements. Moreover, Tri-Met is proposing to invest \$50 million in North Portland light rail, which would cover almost 4 years of operating the bus investment plan. After

that time period, Tri-Met's payroll tax revenues would have risen to a much higher level where the extra cost could be more easily afforded.

The second issue is that the bus investment plan could be implemented in a much shorter time period and with fewer traffic congestion hassles because the road infrastructure is already in place. New buses could be operating as soon as Tri-Met maintenance facilities and buses are purchased. Moreover, the community would not have to endure four years of agonizing rail construction and extra traffic delay to get new transit service.

The bus investment plan simply offers greater service with more direct routing of passengers from their home to their destination. Tri-Met needs to work with its strengths in bus scheduling and bus network management to deliver significantly enhanced transit service to its best customers, the residents of North Portland.

#### **B. Other Policies for Mobility.**

There are many ways to achieve better access and higher ridership gains other than building a light rail extension. Here I will focus on the broader issue of regional mobility, rather than achieving mobility in North Portland.

- **Buy Clean Buses**

For a fraction of the \$90 million proposed to purchase 24 light-rail vehicles, Tri-Met could purchase low-pollution, natural gas buses. For \$17 million, Tri-Met could purchase over 70 natural gas buses, which would increase Tri-Met's fleet



by 11%. For Tri-Met's full \$50 million expenditure, the fleet could be expanded by over 25%.

- **Deregulate Taxis**

The current flat per-mile fare system of taxi-cab rates penalizes taxi customers who have lower average costs than other riders. For long distance commuting trips, their fares are substantially above cost, which is demonstrated by the hours that taxi drivers waste in the holding pen at the airport while waiting for a customer. The city and the Oregon Department of Transportation need to explore jitneys and shared cab ride service to provide high speed service at an affordable price.

- **Endorse Congestion Pricing on Interstate-5**

A Metro/ODOT Task Force recently looked at eight congestion pricing experiments, including an I-5 North option. Congestion pricing would reduce travel time and create lasting incentives for people to use alternative modes, not just for airport travel but for commuting travel as well. By endorsing that option, the community could improve travel times for customers who rely upon the highway to get them to their destinations.

## **VII. Conclusions.**

Fundamentally, building the North Portland light rail extension is a waste of resources that the Portland region cannot afford. Taxpayer resources could be used for better alternatives. With Tri-Met's \$50 million contribution alone, bus service on the entire

system could be expanded by 25%,. By comparison, the North Portland light rail project offers only a 1.4% ridership increase (Metro, 1999,p. 28) . Before deciding whether to subsidize light rail trips at \$31 each, we must consider whether reducing bus services for inner-city passengers is an acceptable cost.

This region is in danger of believing our own press reports. In national publications, local government officials (correctly) promote up our scenery, our commitment to environmental protection, and our quality of life. In return, we get a lot of attention in the national press for our farmland preservation policies and our transit system. But ultimately, we have to live with the system we build, and we have to choose a system that is efficient, affordable, and realistic.

As an analogy, recall the life of the 18th century Russian noble, Grigori Potemkin, who sought to impress Empress Catherine the Great of the richness of his land by building fake villages along the route that she traveled. The buildings had the appearance of charm and prosperity, but little function. From this ploy comes the term "Potemkin villages."

In Portland, we are building Potemkin transit. It's new, it looks pretty, but it's very costly to build and very costly to operate. Designing a transit system around fixed routes and bus-to-rail transfers guarantees that passenger travel times will increase and net ridership will decline. Whether we face the same fate as Grigori Potemkin remains to be seen.

Like Potemkin, our knowledge of transit (particularly by non-transit users) is dominated by image and visual impression. People will often say that "the experience of light rail is better than riding the bus." However that's a bit like saying that the new Mercedes is a better ride than the old Ford. If we keep on disinvesting in our inner city

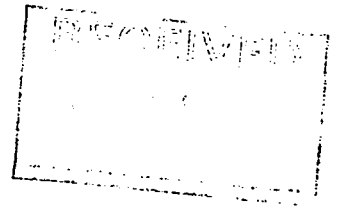
bus system which gets faithful ridership at low operating cost, what kind of transit system will we be left with? Or will we get to the point of Los Angeles where the bus riders and the NAACP had to sue under the civil rights laws to stop the transit agency's unrealistic rail construction projects and stop the diversion of revenue from the bus system?

My recommendation is that we declare victory with this year's opening of Westside light rail and call an end to the diversion of mass transit money from buses to light rail. Instead we should focus developing a truly balanced transportation system. This means maintaining our bus system, removing property tax subsidies for road construction, deregulating taxi and van shuttles, and using congestion pricing and HOV lanes to actually increase mobility and access.

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- Ed Washington, 1999, "People's Will Drives MAX in Portland," The Oregonian, June 1, 1999.

**Comments Received from the SPIRIT Organization**



DATE: 6/1/99  
TO: ROSS ROBERTS  
METRO TRANSPORTATION DEPT.  
600 NE GRAND AVE, PORTLAND, OR 97232  
FAX #: 797-1929  
RE: SPIRIT Y2K PLAN  
FROM: RENEE SANCHEZ  
PHONE: 493-3602  
FAX #: 288-8416  
MESSAGE:

Dear Ross Roberts,

I am writing to express my concern about your unwillingness to support SPIRIT's Y2K plan for students to get to school. I understand that \$55 million dollars is planned to be invested in the N. Interstate MAX.

While this may be a benefit to the community, It is much more costlier than the 4.6 million it would take to invest in the young people and future generations in this community.

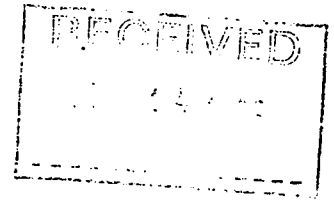
I fully support SPIRIT and their great work in this community and hope that you too will support this work by getting behind SPIRIT's Y2K plan to get kids to school.

Sincerely,

Renée Sánchez  
1732 NE Sumner Street  
Portland, OR 97211

Cc: SPIRIT

June 9, 1999



Ross Roberts  
Metro Transportation Department  
600 NE Grand Ave.  
Portland, OR 97232

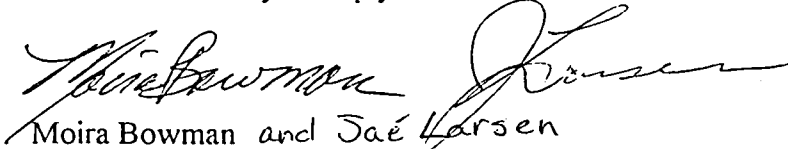
Dear Ross Roberts,

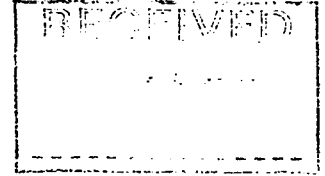
I am writing in support of students in Portland and the Y2K plan proposed by Sisters in Portland Impact Real Issues Together. As a strong ally of SPIRT, I share their commitment to making sure that students are able to attend school through the Y2K plan. This plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

I understand that Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

Metro must prioritize youth ridership through the Y2K program. It is a moral imperative that a solution is created that makes access to school possible for all students. I believe that this \$4.6 million plan must happen before investing \$55 million in the North Light Rail Interstate MAX. And, I believe this investment must happen now.

I look forward to your reply.

  
Moira Bowman and Jaé Larsen  
5616 NE 26<sup>th</sup>  
Portland, OR 97211

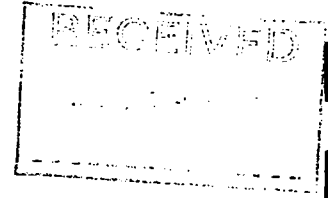
**FAX****To: Ross Roberts @ Metro Transportation Department****Fax: 797-1929****From: Ian Singerland****Fax: 288-8416****Re: Support SIRIT's Y2K plan!****Dear Mr. Roberts,**

I am writing to ask you to make funding for SPIRIT's Y2K plan a priority. Metro should invest the 4.6 million needed for SPIRIT's plan so the kids can ride to and from school free before investing any money in the North/South Light Rail Interstate MAX.

These days education is clearly necessary for any real economic opportunity. It is unconscionable that we allow barriers to kid's ability to access educational opportunities. As a region we have done more than anywhere to purposefully make our community a livable place, but a strong physical infrastructure is meaningless without a strong social infrastructure. Our kids' education must be a priority.

**Support funding for SPIRIT's Y2K plan!!**





June 10, 1999

Ross Roberts  
Metro Transportation Department  
600 NE Grand Ave.  
Portland, OR 97232

Dear Mr. Roberts,

As a member of the Portland community, I am writing to encourage Metro to fund a program which would allow students in Portland to ride free to school. The ability to attend public school should not be dependent on the ability to afford a bus pas. Sisters in Portland Impacting Real Issues Together has designed an effective plan to meet this need. SPIRIT's Y2K plan would allow students to ride public transit for fee by flashing their school ID cards during school hours.

Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRIT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

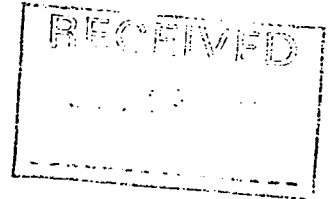
Metro must prioritize youth rider-ship through the Y2K program. This would be a commitment not only to our youth but to future rider-ship and our environment. It is imperative that a solution is created that makes access to school possible for all students. This comparatively small \$4.6 million plan must happen before investing \$55 million in the North Light Rail Interstate MAX. And, I believe this investment must happen now.

Thanks in advance for your time and for your response,

A handwritten signature in cursive script that reads "Brian Hoop".

Brian Hoop  
10249 NW 109<sup>th</sup>  
Portland, OR 97231

June 9, 1999



Ross Roberts  
Metro Transportation Department  
600 NE Grand Ave.  
Portland, OR 97232

Dear Ross Roberts,

Metro must fund a program to allow students in Portland to ride free to school. I believe that Sisters in Portland Impacting Real Issues Together has designed an effective plan to meet this need. SPIRIT's Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

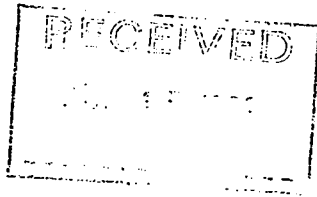
It is my understanding that Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRIT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

Metro must prioritize youth ridership through the Y2K program. It is imperative that a solution is created that makes access to school possible for all students. This comparatively small \$4.6 million plan must happen before investing \$55 million in the North Light Rail Interstate MAX. And, I believe this investment must happen now.

I look forward to hearing from you.

A handwritten signature in cursive script that reads "Staci Cotler".

Staci Cotler  
4826 NE 22<sup>nd</sup>  
Portland, OR 97211



**Rich Dudder**  
**315 N. Bridgeton Rd. #D**  
**Portland OR 97217 8086**  
**(503) 285 0088**

**Ross Roberts**  
**Metro Transportation Department**  
**600 N.E. Grand Ave.**  
**Portland OR 97232**

Many of us in the community have long sought ideas for getting and keeping our students in school. My own priorities have long been with "the least of us".

I do not have the study before me, but a very significant number of poor parents have indicated that the cost of transportation plays a great role in their ability to get their students to school.

The SPIRIT organization has put forth the "Y2K" program to provide free public transit to students in the metropolitan area. My understanding is that the estimated cost would be \$4.6 million per year.

Inasmuch as Metro has "found" \$25 million to invest as their share of the North Light Rail project, which as an aside I support, I would highly encourage you to dig around a bit more to find the Metro share of a project that could help keep students in school.

It may seem a stretch to link Metro to schools, but if Metro is not about the people and their best interests, then I fail to understand what government is about at all.

Yours for a more civilized society,

**Rich Dudder**

A handwritten signature in cursive script that reads "Rich".

**DEBORAH KAFOURY**  
State Representative  
DISTRICT 18



**HOUSE OF REPRESENTATIVES**  
**SALEM, OREGON**  
**97310**

June 14, 1999

Ross Roberts  
Metro Transportation Department  
600 NE Grand Ave.  
Portland, OR 97232

Dear Ross,

I would like to ask that you support the Youth 2000 and Beyond Investment plan (Y2K), developed by SPIRIT. This plan will address the transportation needs of high school students in the Portland area.

The majority of our discussions around education have focused on classroom size, teachers' salaries and adequate textbooks, which are very important issues. However, the reality is that if students cannot get to school, these other issues are meaningless.

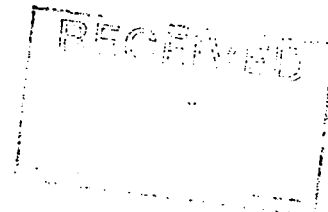
I urge you to invest \$4.6 million in SPIRIT's plan. Our community must embrace the responsibility of helping our children get to school. Please contact my office at (503) 986-1418 if I can be of any assistance at the state level in addressing this issue.

Sincerely,

Deborah Kafoury  
State Representative



Jamie Drakos  
1924 SE Ellis  
Portland, Oregon 97202



June 14, 1999

Ross Roberts  
Metro Transportation Department  
600 NE Grand Ave.  
Portland, OR 97232

Dear Ross Roberts:

I am writing in support of the Y2K plan proposed by Sisters in Portland Impact Real Issues Together. As a parent and an advocate for social justice, I believe that everyone has the right to an education. The availability of transportation is key to accessing that education. The Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

I understand that Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRIT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

Metro must prioritize access to school for Portland's youth through the Y2K program. I believe that this \$4.6 million investment must be made before Metro should even discuss the \$55 million investment in North Light Rail. Our youth should be the first priority of our city.

I look forward to your reply.

A handwritten signature in black ink, appearing to read "Jamie Drakos". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jamie Drakos

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) good idea  
to let Metro invest 4.6 million into  
SPRIST's plan to ride Tri Met  
to & from school for free before  
investing \$5 million in North  
light Rail project

Date 6/9/99  
Name Troy Hollins  
Phone number 503 283-4607  
Address 5255 WE 19th  
City / State / ZIP PD X 97227

Comments due to Metro by June 14th at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Kid's should be able  
to ride tri-net to and from  
school. Tri-net should in  
vest sprit Y2K Plan  
before they invest in  
light rail project

Date 6-9-99  
Name Rose C. Lewis  
Phone number 282-6064  
Address 5119 NE 19th  
City / State / ZIP Port Oregon 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) If the City of Portland, Metro,  
AND Tri-met can find the funds for N/S  
Light rail on Interstate Ave, then they should  
surely be able to fund fare transit for  
students to help keep easier access to  
school for those students who live beyond walking  
distance. LETS HELP KEEP THE KIDS IN  
SCHOOL!

Date 6/7/99  
Name Rich Dudder  
Phone number (503) 285-0088  
Address 315 N. Bridgeton Rd #D  
City / State / ZIP Portland, OR 97217-8086

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
Metro should invest \$4.6 million into  
SPRIT's plan to allow kids to ride  
Tri-met to and from school for free  
Before investing \$55 million in the  
North Light Rail Project

Date June 7, 1999  
Name Brad Menninga  
Phone number 283-8611  
Address 6823 N. Albina  
City / State / ZIP Portland OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) TRI MET CAN AFFORD  
55 MILLION FOR MORE LIGHT RAIL BUT  
CAN'T AFFORD TO ALLOW OUR KIDS TO RIDE  
TRIP FREE OR AT LEAST AT A REDUCED  
FARE - HELP US.

I AM LOW INCOME

Date 6-11-99  
Name TERRY McLAIN  
Phone number NO PHONE  
Address 9069 N. Woodlsey CT  
City / State / ZIP PORTLAND OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) WE THINK METRO  
SHOULD INVEST \$4.6 MILLION INTO  
SPIRIT'S PLAN ALLOW KIDS TO RIDE  
TRI MET TO AND FROM SCHOOL FOR  
FREE BEFORE INVESTING \$551 MILLION  
IN NORTH LIGHT RAIL PROJECT.

Date 6/11/99  
Name Johnson Doe  
Phone number (503) 284-8435  
Address 5705 NE 20th AVE  
City / State / ZIP Portland, OR 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I think it would be  
Nice to not have to look for change  
to get on the bus if it could  
be free it would really  
be a good thing

Date June 11, 1999  
Name Miranda Lobert  
Phone number 289-8112  
Address 9404 N Woolsey  
City / State / ZIP Portland, OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) B F think little  
And big kids should  
rid the bus free is  
because we get so  
cold. And people call  
Kids map use

Date 6/11/99  
Name Miranda Lobert  
Phone number 289-8112  
Address 9404 N Woolsey ct  
City / State / ZIP Portland, OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We at Spirit  
think that metro should  
invest \$4.6 million into the  
y2k plan from spirit which  
would allow kid to ride  
Tri-Met to and from school for  
free, before investing \$55 million  
in North light rail project.

Date 6-11-99  
Name Zenona Snyder  
Phone number 503) 240-2663  
Address 9521 N. Woolsey Ave  
City / State / ZIP Portland OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We think Metro  
should invest \$ 4.6 million into  
SPIRIT'S plan allow kids to ride  
Tri-Met to and from school for  
free before investing \$ 55 million in  
North light rail project

Date 6/11/99  
Name Anna Pogorelov  
Phone number (503) 289-8542  
Address 9540 N. Woolsey Ave  
City / State / ZIP Portland OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We think Metro should invest \$4.6 million into SPIRIT's Plan to allow kids to ride Tri-Met to and from school for Free before investing \$55 million in North light rail project.

Date 6/11/99  
Name Marguerite Brundt  
Phone number 283-4253  
Address 9627 N. Fiske Ave  
City / State / ZIP Port, OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I think Metro should invest \$4.6 million into Spirit's plan to allow kids to ride Tri-Met to and from school for free before investing 55 million in North light rail project.

Date 6-11-99  
Name Denise Mcintosh  
Phone number 735-4616  
Address 9627 N. Walsey  
City / State / ZIP Port OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I support the plan to allocate \$ to allow students to ride public transportation free of charge by diverting funds from the existing North Light Rail Project.

Date JUNE 11  
Name ARNOLD BENSON  
Phone number 284 4023  
Address 5267 NE 20  
City / State / ZIP PORTLAND OR 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Dear Metro in an age when we claim to be so concerned about education as well as public mass transit, ~~I think~~ it is a crime that young students can't ride the trimet busses to school for free.

Date \_\_\_\_\_  
Name JOEL WISMAN  
Phone number (503) 870-8920  
Address 5700 NE 26th  
City / State / ZIP PDX 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I think metro should  
help kids get to & from school ~~se~~ free  
w/ an I.D card. ~~3~~ You have no money yet  
come up w/ \$ for light rail, hypocrisy IF you  
ask me. It's free to ride in downtown  
Seattle, (not Portland) tkl; the children.

Date 6-9-99  
Name Anne Middleton  
Phone number 5136 NE. 19<sup>th</sup> Ave  
Address 331-1091  
City / State / ZIP Portland Or 97211

Anne Middleton

Comments due to Metro by June 14<sup>th</sup> at 5 pm.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We believe that kids  
should be able to get to school  
safely. We believe that Tri-Met needs  
to show kids that they are willing to  
~~show~~ contribute to or invest in our  
youth, as caring, responsible public  
servants and members of society. They  
need to do their part to show kids that  
their education and safety is important  
to everyone including big business and

Date 6/10/99  
Name Desiree Rose  
Phone number 289-8671  
Address 8963 N. Woolsey Ct.  
City / State / ZIP Portland, Or. 97203

government. In the future  
kids will be in business  
and government and will learn  
future responsibility to

Comments due to Metro by June 14<sup>th</sup> at 5 pm  
society by our example.

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We feel that Metro  
should invest 4.6 million  
into SPIRITS plan to  
allow students to ride  
to & from school for free  
before investing 55 million  
in north light rail project.

Date 6-10-99  
Name Susan Rose  
Phone number 289 1552  
Address 9610 N. Woodsegg Ave  
City / State / ZIP Portland OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We think that Metro should  
invest \$4.6 million into SPIRITS plan to  
ride TriMet to and from school for free before  
investing millions in North light rail project.

Date 6/9/99  
Name Winters  
Phone number 281-9115  
Address 5226 NE 19<sup>th</sup>  
City / State / ZIP PDX 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I think Metro  
should invest \$4.6 million dollars  
into SPSRT's Y2K plan to ride  
TriMet to let students ride TriMet  
to & from school for free  
before investing \$55 million in  
North high rail project

Date \_\_\_\_\_  
Name Quinn Condit  
Phone number 528-1475  
Address 5411 N.E. 19 Ave  
City / State / ZIP 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
I'm appreciative of the Work Spirit is doing  
to raise concern for kids to regularly attend and  
stay in school. Spirit's plan to allow kids to  
ride Metro free is one I definitely support.  
I believe if you have the will, the money can  
be found. Investing in our kids education,  
what can be important? Please do it.

Date Joe Rastatter  
Name ↓ 6-7-99  
Phone number 281-2538  
Address 2006 N.E. 50th  
City / State / ZIP Portland Or. 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Before investing billions in  
light rail, invest in getting  
kids to school at no cost.

Date 6/7/99  
Name Chip Shields  
Phone number 281-2663  
Address 4839 NE MLK, #9  
City / State / ZIP Portland, OR 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Living just one block from Interstate Ave., and working downtown,  
I would stand to benefit from an Interstate light rail line. Beyond personal  
self-interest, I have been a longstanding supporter of light rail and other  
alternative transportation measures.

HOWEVER

I am losing my faith in Tri-Met's priorities. When school kids  
must pay bus fare to get to school - and many simply can't afford it -  
Tri-Met should be investing in SPIRIT's Y2K plan (a modest invest-  
ment compared to the proposed rail line) BEFORE expanding the  
light rail system.

Date 7 June 1999  
Name Jarso Luis Ramos  
Phone number 503-796-3367  
Address 1653 N Alberta St.  
City / State / ZIP Portland, OR

Don't pass the buck, and don't make  
kids pay the price!

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I support light rail expansion -  
but: also feel strongly that  
before investing in the new line  
metro should set aside additional  
funds so that children can  
ride Tri-MET to & from  
school without having to  
pay.

Date 6/8/99  
Name Dan Peregorsky  
Phone number 287-4913  
Address 3133 NE 26th  
City / State / ZIP DX 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

We think that Metro should invest \$4.6 million  
into SPIRIT's plan to allow our students to ride  
Tri-Met to and from school for free BEFORE  
investing \$55 million in the North Light Rail  
Project

Date June 8, 1999  
Name Grant Fujil  
Phone number 285-3605  
Address 5906 N. Depanu St  
City / State / ZIP Portland, OR 97203

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

We think metro should invest \$4.6 million into SPIRIT's plan to allow kids to ride Tri-Met to school for free.

Before investing \$55 million in the North Light Rail project

Date

6/5/99

Name

Glenn Harris

Phone number

796-3361

Address

1423 NE 20th

City / State / ZIP

Portland, OR 97202

Comments due to Metro by June 14th at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I believe that Metro should be more responsive and responsible to the Portland community not just the business community. Metro should invest \$4.6 million into SPIRIT's plan to allow youth to ride Tri-Met to and from school for free. This should happen before investing \$55 million

in the North Light Rail Project.

Date

6/8/99

Name

David Rogers

Phone number

493-3083

Address

4009 N Mississippi

City / State / ZIP

Portland 97227

Comments due to Metro by June 14th at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I believe that this  
issue is long over due. We must put our  
young people first. TriMet needs to do their  
part as a corporate partner. Please help  
young people by providing funds that support  
free ridership.

Date 6-9-99  
Name Tony Hopson  
Phone number 503-249-1721  
Address 1000 NE 13th  
City / State / ZIP Portland OR 97211

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Please provide funds  
and support (free rides) for students of  
P.P.S. in public transportation.

Date 6/8/99  
Name Susita North  
Phone number 538-1155  
Address 1000 SW Vista Ave  
City / State / ZIP Portland, OR 97205

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Kids need to get to school  
& Metro shd put money into  
the free ride plan being  
proposed by SPIRIT.

Date \_\_\_\_\_  
Name Lorene Scheer  
Phone number 503/285 0558  
Address 14956 NW Mill Rd M-5  
City / State / ZIP Portland, OR 97231

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Metro should invest \$4.6 million  
in SPIRIT's plan to allow children  
to ride TriMet to & from school for free  
before investing \$55 million in the  
North Light Rail Project.

Date 6/7/99  
Name Jamie Partridge  
Phone number 281-3951  
Address 4620 NE 7th  
City / State / ZIP Portland, OR 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I support the max extension through my neighborhood BUT it's important to me to be sure our kids get to school safely on TriMet. Many families in N/NE can't afford to pay for bus fare, making it harder for kids to actually get to school and learn. PLEASE PRIORITIZE THE S.P.I.R.I.T. plan for free bus transportation to school for K-12.

Date 6/7/99  
Name SUZANNE WALL  
Phone number 283-4760  
Address 6304 N. Commercial  
City / State / ZIP Portland, OR 97217

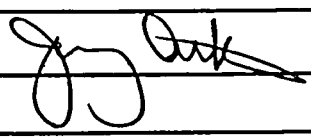
Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I believe that providing free bus fare to students should be a higher priority than light rail funding. I think SPIRIT'S plan is a good one. If light rail is built, I hope inner NE will be adequately served.

Date 6/6/99  
Name Jerry Atkin  
Phone number 774-6047  
Address 3814 SE Martins  
City / State / ZIP Portland, OR 97202



Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) As a parent of two  
children who use TriMet twice a day  
each to reach Public Schools in the  
Portland area I would like to see free  
transportation on TriMet to & from school  
for middle & high school students BEFORE  
a decision is made to go ahead with  
North-South Max line.

*Peter Parks*

Date June 7 - 1999  
Name Peter Parks  
Phone number 735-3802  
Address 5728 N.W. Ilbur  
City / State / ZIP Portland OR 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I'd rather see money go to free bus passes  
for all tri-county students before any  
money is spent on light-rail.

Date June 7 1999  
Name Melissa Rohs  
Phone number \_\_\_\_\_  
Address 3666 SE 37<sup>th</sup> Ave  
City / State / ZIP Portland OR 97202

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am generally in support  
of rail transit. But light-rail construction  
costs are no excuse for neglecting  
other vital transit needs. For instance  
Why can't local govt. find \$4 million to  
let middle & high school students ride free  
to school when there is no problem coming  
up w/ a zillion for rail construction  
I am also concerned that the experien  
of the Gresham MAX line not be repeated:

Date 7 JUNE '99  
Name BENJAMIN DAWSON  
Phone number 235-6155  
Address 2135 NE COURT ST.  
City / State / ZIP PDX OR 97232

If MAX goes through NINE PDX,  
it must have closely spaced  
stops there, not just in the  
suburbs.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
Sure. More MAX, more buses.  
But before that we should abolish fares  
& offer public transport without cost.  
This would greatly increase ridership &  
reduce congestion/pollution. And it would  
underline the need to discourage car  
driving & utilize public transport. As a  
student you should agree to SPARTIC  
proposal of free fares for students.

Date June 6th  
Name Bill Resnick  
Phone number 234-2306  
Address 1615 SE 35th place  
City / State / ZIP Portland, OR 97214

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Children are our future! They need to get an education!

Before investing \$55 million on the N. Light rail project, a \$4.6 million dollar investment should be made to make SPIRIT'S plan for Kids a reality.

Date 6-7-99  
Name Jeri Sundvall  
Phone number 236-0825  
Address P.O. BOX 12297  
City / State / ZIP Portland, OR 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_

I think Metro should invest \$4.6 million into SPIRIT'S plan to allow ~~free~~ school children to ride Tri-Met to and from school for free before spending \$55 million on North-South light rail. The money is there.

Date 6/7/99  
Name Margaret BUTLER  
Phone number 256-6738  
Address 821 NE 70th Ave  
City / State / ZIP Portland, OR 97213

Comments due to Metro by June 14<sup>th</sup> at 5 pm



INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

Metro needs to invest 4.6 million annually  
dollars in SPIRITS Campaign to  
allow our city children  
ride Tri-Met to and from  
school for free before committing  
to the new Interstate MAX  
project.

Date June 8, 1999  
Name Joey Lyons  
Phone number 282-6414  
Address 223 NE Graham St  
City / State / ZIP Portland OR 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I strongly feel that Metro should  
invest \$4 to 6 million into SPIRITS  
plan to allow school children to  
ride to school FREE ON TRI-MET.  
This should be done before  
investing \$55 million in the  
light rail project

Date \_\_\_\_\_  
Name Bob Marshall  
Phone number 282-2911  
Address 133 NE 58th  
City / State / ZIP Portland 97213

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We think Metro  
should invest \$4.6 million  
into SPIRIT's plan to allow  
and kids to ride TriMet to  
and from school for free before  
investing \$55 million in the North  
Light Rail Project.

Date June 7, 1999  
Name Nancy Hague  
Phone number 236-5573  
Address 1054 NE Rodney  
City / State / ZIP Portland, OR 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I am outraged  
that TriMet does NOT  
provide free bus service  
for kids to and from school.  
can you seriously claim  
that you don't have 4-5  
million for school kids transfer  
when you have hundreds  
of millions for suburban  
max commuters.

Date 6/7/99  
Name Bill Bradley  
Phone number 236-6948  
Address 2218 SE Clinton St  
City / State / ZIP Portland OR 97202

If you won't do the  
right thing I will  
personally advocate  
a region wide fare strike

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Tri-Met needs to  
balance better their investment  
in North Light Rail (6.5 mile)  
and their investment in  
Portland's low income kids to  
attend school by providing  
monetary support for S.P.I.R.I.T.'s  
Campaign for free bus rides  
to school? Can you fund  
them at or near their request  
level.

Date 6/8/99  
Name Shirley Roberts  
Phone number (503) 256-1025  
~~589-90~~  
Address 2154 NE 78<sup>th</sup>  
City / State / ZIP PORTLAND OR 97213

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
Janus Youth Programs contacts 2-3,000 AT RISK  
youth annually. Support for youth attending  
school is crucial to successful transition to  
adulthood. We urge your investment of resources  
to support free transportation to school for  
children & youth as a primary goal of  
resource allocation planning.

Date 6-6-99  
Name Dennis MORROW  
Phone number 233-6096  
Address 717 NE Couch  
City / State / ZIP Portland 97232

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I fully support  
some dollars being made available  
to youth to secure transportation  
via tri-met. This is something  
that will provide youth with an  
opportunity to avoid an additional  
barrier,

Date 6-8-99  
Name Bennie N. Boggan  
Phone number (503) 280-1054  
Address 1704 NE 26th  
City / State / ZIP Portland, Or. 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) \_\_\_\_\_  
FUND SHOULD BE  
PROVIDED FOR THE  
BENEFIT OF CHILDREN

Date 6/8/99  
Name HONGSA CHANTHAYONG  
Phone number 235-9396  
Address 4424 NE 5th  
City / State / ZIP Portland, OR 97213

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I support Metro's  
allocation of funds to the  
SPIRIT project which will  
provide students with  
bus passes to get to &  
from school.

Date 6-8-99  
Name B Leathers  
Phone number 535-1185  
Address 4411 NE Emerson  
City / State / ZIP Portland 97218

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) We support funding  
any and all initiatives which  
allow students to have free transport  
or drastically reduced riding fare  
for further info please contact  
Spirit 281-3613

Date 6-8-99  
Name James Kent  
Phone number 280-2600  
Address 10 N Russell  
City / State / ZIP Portland, 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) Please Re-think the  
idea of dumping all transportation  
allocated resources into the Light  
rail project.

I like the idea of allowing youth  
to ride Tri-met free of charge  
what about dollars for that?

Date 6/8/99  
Name Greg Montague  
Phone number 288-8562  
Address 3802 NE MLK  
City / State / ZIP PDX / OR / 97217

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print) I support Metro's  
Max Initiative, however I'd  
like to see Metro invest in  
Spirit's campaign to get  
youth 10% from school  
for free - please allocate  
funds to support Spirit's  
Initiative. It is truly  
an investment in our  
community that will have

significant payback  
for our entire  
community

Date 6/8/99  
Name Mary Ann  
Phone number 287-2795  
Address 2612 NE 31ST  
City / State / ZIP PDX OR 97212

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

I would like you to review  
the option of finding appropriate  
resources for students to ride to  
school on Tri-Met -

I would like you to review  
this approach prior to doing or investing  
additional funds in the MAX system -

I believe school transportation  
is a more immediate need.

Date

6/8/99

Name

Michael H. BALTER

Phone number

503-775-0970 H

Address

7421 SE Reed College  
222 9661 W

City / State / ZIP

Portland OR. 97202

I support the

S.P.R.I.T. Resolution.

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Your  
Opinion  
Counts

Comments (Please Print)

We think Metro should  
invest \$4.6 million into S.P.R.I.T.'s  
plan to ride TriMet to & from  
school for free before investing  
investing \$55 million in north light  
rail project.

Date

6-9-99

Name

Janis Mitchell

Phone number

331-7472

Address

5034 NE 19th

City / State / ZIP

Portland 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Comments (Please Print) I agree with the Spirit  
plan - that TriMet should support the  
program

Your  
Opinion  
Counts

Date 6-9-99  
Name Ronald E. Rosenloff  
Phone number 817-7225-  
Address 5431 N.E. 17th  
City / State / ZIP Portland, OR 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm

INTERSTATE  
MAX  
SDEIS

Comments (Please Print) I think investing  
money into Spirit's plan is a  
Wonderful Idea since I have  
2 teenagers & we live 1.3 miles  
from ~~from~~ the high & the nearest  
bus stop is 10 blocks from our  
house. I think people ought to think  
about kids more.

Your  
Opinion  
Counts

Date June 9<sup>th</sup> 1999  
Name Michelle Hooper  
Phone number 503 249 1043  
Address 5103 NE 19<sup>th</sup> ave  
City / State / ZIP Portland, OR 97211

Comments due to Metro by June 14<sup>th</sup> at 5 pm



**INTERSTATE  
MAX  
SDEIS**

**Your  
Opinion  
Counts**

Comments (Please Print)

I agree that the operation (spirits) should receive help from the Metro funding for the kids to be able to ride Tri Met for free during school hours.

Date 6/9 1999  
 Name Gregory Mass  
 Phone number 493 9223  
 Address 5265 Ne. 19th #  
 City / State / ZIP Portland OR 97215

Comments due to Metro by June 14<sup>th</sup> at 5 pm

Before investing in light rail North/South invest in our growth with free kids with F.D's during the school year - that is metro wide.

Chris Poole-Jones  
 12016 NE Knott  
 PO 97212

NATURAL RESOURCES DEFENSE COUNCIL  
 40 W. 20th Street, New York, NY 10011  
 Photo: Carr Clifton /Minden Pictures

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 JUN 15 1999  
 Transportation



Ross Roberts  
 Metro Transportation Dept.  
 600 N.E. Grand Avenue  
 PO 97232

Invest in our Future -

Recycled paper

Section Four

**E-mail Comments**

(Received at Tri-Met)

## E-mail Comments Received at Tri-Met

Name: **Aaron Hall**  
From: garywmd@rcn.com  
Sent: Sunday, April 25, 1999 8:27 PM  
Phone: Unavailable

Comment: Sounds like an excellent proposal. Let's get this underway before we lose the ¼ BILLION dollar federal match. How can anyone have an objection to getting these federal funds returned to our state. Why should other states get the money that we Oregonians paid into the federal budget in the first place. Also, as a side note, I predict that once construction of this line is approved, Vancouver (Clark Co.) will be first in line in 2003 requesting federal matching funds for an extension north. Heck, they may even want to get their extension approved before the fall '99 deadline. After all, the preliminary work has already been done. Let's hope they can muster up the support fast enough.

Name: **John Nelson**  
From: nelsonjon7@aol.com  
Sent: Friday, April 30, 1999 9:15 AM  
Phone: Evening: 245-5593

Comment: This is great, Do what ever you can to get this Interstate MAX accomplished. Light Rail is now reaching critical mass in terms of where it goes. The more places Light rail goes the more people will want it. The Airport extension and this North line will be great additions.

I hope some day you will put a line from gateway TC down 205 to Clackamas Town Center, after all there is land set aside in the middle of the 205 for this purpose and it would be lower cost. I grew up in Clackamas county and we would like this line, But Portland City politics has to steer all lines to downtown like Chicago has done with all rail traffic having to go through downtown. It would be really great if you are successful in getting that line from Beaverton to Wilsonville and then a line from Wilsonville to Gateway. If you want to truly reduce congestion then don't route every thing through downtown. Never the less, I support the north line.

Name: **Lauren Schmitt**  
From: sbatty@walkermacy.com  
Sent: Friday, April 30, 1999 2:36 PM  
Phone: 255-0189

Comment: I am writing to express my support for the Interstate MAX line. I believe that Tri-Met should pursue the proposal to make use of the available Federal funds and to work toward expanding MAX into a workable system. Adding bus service doesn't cut it, despite the claims of some crackpots (who probably don't use transit), because busses get stuck in the

claims of some crackpots (who probably don't use transit), because busses get stuck in the ever-worsening traffic. I voted in favor of the north-south line, and was more than willing to support it through an increase in my property taxes. However, I believe that north-south failed not because people don't favor light rail, but because of the property tax increase. The north-south line was competing with too many other other bond measures, which effectively diluted support for the measure. I also strongly believe that the Oregonian's anti-rail sentiments, published the week or two preceding the election, were a big factor. The Oregonian doesn't seem to print the real news about MAX and Tri-Met, unlike the Daily Journal of Commerce, which regularly reports on Tri-Met and transit.

The new interstate proposal is a good place to start from, given the defeat of north-south: it does not include a property tax increase, which was a big part of the downfall of north-south. In addition, the line will provide better access to the Expo center, which is now easily accessible only by car. Improved access to and from north Portland will also be beneficial.

As a final note, if Tri-Met proceeds with the Interstate line, the agency should support the retention of the pedestrian bridge across I-5 (and re-opening it) to encourage access to the line by Boise neighborhood residents. ODOT and Portland City Council are debating the fate of the bridge. I-5 is such a major barrier that any means of providing an east-west connection to bring people to MAX should be strongly supported by Tri-Met.

Name: **Joseph J. Reiley**  
From: jreiley@spiritone.com  
Sent: Monday, May 03, 1999 10:05 PM  
Day phone: 503/238-2778

Comment: Hi there. First, I think expanding the Max system is a great and much needed endeavor. Second, I think the Interstate Max should extend to the Jantzen Beach shopping areas. I don't know if you've considered it, but I find that I go there a lot more than the Expo center. Please consider some type of service to Jantzen Beach. I'm sure all the retailers would like it!

Name: **Aaron Hall**  
From: garywmd@rcn.com  
Sent: Sunday, April 25, 1999 8:54 PM  
Phone: (410)526-0017

Comment: I would like to know what is being proposed for the Rose Quarter TC. How will the line make such a sharp turn without compromising pedestrian safety, especially during Blazer games and other events? Will there still be a separation of autos and trains at the Steele bridgehead as was originally proposed or has this be sacrificed in the name of cost-savings? Would Allen and Co. consider contributing towards an upgrade of the TC to accommodate higher volumes which in turn would be good for his business? Even if you're sure about the last

question, please let me know the answer to the first two. Thank you.

Name: **Jeff Reed**  
From: reedme@jps.net  
Sent: Wednesday, May 05, 1999 8:33 PM  
Day phone: 238-6166 Evening: 735-1711

Comment: I've been interested in a potential max line through North Portland since the beginning of the planning stages for the South/North line. I was on the CAC representing North Portland for almost 2 years, and I live two blocks west of Interstate Ave in the Arbor Lodge neighborhood.

I continue to support the concept of a max line running along Interstate Ave. and attending the Open House at Emanuel Hospital on the 3rd. I do have one concern which I will address below. The people living between I-5 and Interstate Ave are concerned with feeling isolated, and I share their concern. A person's perception becomes their reality, and much of a person's perception on this issue will be based on how the line appears to the human eye. The visual impact of the line will determine how isolated people feel about it.

I bring this up because your current plans call for the line to be concrete ties and gravel grade. I'm familiar with how this looks along Burnside, and I feel that this type of grade creates a strong visual barrier. According to the personnel I talked with at the open house, there is some talk of looking at hard surface grades.

A gravel grade crossing running up Interstate Ave would definitely have a negative visual impact and would add to the feeling of isolation among residents living in between I-5 and Interstate Ave. A hard surface grade doesn't have to be fancy or expensive, a simple, unadorned concrete grade would work fine and would also reinforce the look of visual continuity. I would like to be kept informed on discussions around this topic, as well as any CAC meetings.

Name: **Ellen Markham**  
From: ellen@progest.com  
Sent: Friday, May 07, 1999 10:49 AM  
Day phone: 226-3618 Evening: 286-6675

Comment: I think the Interstate Max is a great idea. As a North Portland resident, I know I will take advantage of it. I would love to see service extended to PDX. Better public transportation options is the only thing that the newly renovated airport will be lacking.

Name: **Mike Bauer and Paige Coleman**  
From: gizzard13@aol.com  
Sent: Sunday, May 09, 1999 7:20 PM  
Day phone: 281-9087 Evening: 281-9087

Comment: We are excited about the Interstate Max. Today we rode the #4 Tri-Met bus and the Max downtown. We were surprised at the ease of use to and from our neighborhood. We can only imagine how a north/south train would take pressure off of I-5. Living in the Boise Elliot neighborhood, we are concerned with the air quality and traffic being so close to I-5. Thank you for working to make a great public transportation system.

Name: **D. Robertson**  
From: Entrap2000@aol.com  
Sent: Wednesday, May 12, 1999 12:59 PM  
Phone: Unavailable

I think the interstate max is a great idea. In a growing city like Portland people need more commute options as major traffic jams continue grow. I think you should go ahead and start construction.

Name: **Todd Lasher**  
From: lasherdesign@juno.com  
Sent: Thursday, May 13, 1999 8:54 AM  
Day phone: 289-0016 Evening: 289-0016

Comment: I saw the plans for Interstate Max at an open house and it looks great. BUT, why does the bike lane stop at Denver and Interstate (Paul Bunyon)? The Denver viaduct is the only connection to Delta Park, Marine Drive and the I-5 Bridge by bike! There is a lane there now. I know it is early in the design phase, but this is a major oversight. I hope that before this plan goes to the city counsel, it is corrected with a bike lane all the way from the Rose Quarter to Delta Park.

Name: **Kurt Weber**  
From: Kurtweb@aol.com  
Sent: Tuesday, May 04, 1999 9:00 AM  
Phone: (503) 460-2626

Comment: As a current bus and bike, and former light rail, rider I say: stop the insanity. North/North? No/No.

To help solve our transit problems implement congestion pricing (and reduce gas taxes) and open transit markets to competition. Private transit companies can serve consumers at low cost --

without subsidies! Private transit companies serve hundreds of thousands of customers daily throughout these United States and around the world. When regulatory barriers are cleared away and markets opened for competition, private providers arise to meet consumer demand--without taxpayer subsidies.

In the summer of 1997 a policy change by the Port of Portland cleared away barriers that prevented entrepreneurs from getting a piece of the towncar business at Portland International Airport. In the three months following the Port's policy change, the number of towncars serving airport travelers rocketed from 6 to 28.(1) Their rates are comparable to those charged by taxis. (In fairness, numerous regulations must be removed so taxis compete on the same playing field as towncars and can be more cost-competitive.)

Jitneys were once a popular form of private transit throughout the U.S., including Portland and other Oregon cities.(2) Today, they are nearly extinct, or operate unofficially, because of government ordinances and regulations. Where they do exist--legally or otherwise--they serve consumers well, for example:

- The Atlantic City Jitney Association (AJA) was started in 1915.
- Its 190 jitneys are individually-owned and operated.
- They run 24 hours a day, 365 days per year.
- The AJA ranks as the longest-running non-subsidized transit company in America.
- Cash fare is \$1.50 each way; Frequent Riders tickets cost \$1.25.
- If you are a senior citizen, you can purchase tickets for \$.50.
- These private jitneys are not subsidized by taxpayers.

Other private transit companies are fighting--and winning the right--to serve consumers. Recently, New York's City Council reversed course and allowed a Caribbean immigrant and fledgling entrepreneur to operate a private van service in Brooklyn.(3) The reversal came after widespread publicity about the case, which served as a rallying point for those who believe rules and restrictions in many U.S. cities frustrate efforts by minorities to establish small businesses. The license granted the entrepreneur allows him to operate 20 vans--which will provide 40 jobs--at a savings of 50 cents per ride compared to the city's bus fares.

In Duesseldorf, Germany, a private bus company operates on many of the same routes as the government buses do. A stark difference exists between the two: the private bus company makes a profit and receives no subsidies; the government bus system loses money: 50% of its operating revenue is tax subsidies.(4)

Towncars and airport shuttles in Portland, jitneys in Atlantic City, commuter vans in New York City, a private bus company in Duesseldorf. These and numerous other examples show that private transit providers can serve consumers well, and at a low cost without taxpayer subsidies.

Do we need alternative forms of transit? Yes. Is light rail the answer? No. Stop this insulting plan, stop wasting taxpayer dollars.

Sources

1. "Going To Town," Michael Rose, The Business Journal (Portland, OR, July 11, 1998), p. 1.
2. "Driving for a Dream," Eric Stiefvater, Brainstorm magazine (Portland,OR, March 1998), pp. 24-27.
3. Editorial, "The Vans Roll," The Wall Street Journal, (August 13, 1997).
4. European Journal, Oregon Public Broadcasting, Channel 10 (Portland, OR, Nov. 15, 1998, 4:30 pm).

Name: M Bell  
From: M Bell79495@aol.com  
Sent: Monday, May 03, 1999 11:48 PM  
Phone: Unavailable

Comment: I am disappointed that voters have not seen fit to fund a north-south light rail from Vancouver, Washington to the Clackamas Town Center area. It seems to me that the trains carry a lot of riders, and my experience on the max has been that it is fast and easy. I think that a north-south line is a logical completion to the 25-mile line from Gresham to Hillsboro. I believe that the proposed north-south line from the Rose Quarter to the Expo-Center will be a help. I've lived in Portland most of my life and so I understand being an urbanite. Transportation is a challenge when one does not drive or have a car of one's own. We need to have a well-planned and adequate public transportation system, especially if we get the population growth which is expected in this region in the years to come.

Name: bneng  
From: bneng@teleport.com  
Sent: Thursday, May 06, 1999 11:11 AM  
Phone: Not available

Comment: And politicians wonder why there is voter apathy. We voted no on this issue and somehow it has reared its ugly head again. I'm angry. I live in the area that will be impacted by this ill-begotten project. If I read the map correctly, one cannot even go downtown on it without a transfer. And what about parking around the stations?...neighborhoods will be parked up with stranger's cars if riders decide on this mode of transportation.



Name: **Karen Lindstrom**  
From: Karenkkl@aol.com  
Sent: Saturday, May 01, 1999 3:44 PM  
Phone: Not available

This looks like a great plan, but I would like to add one more idea: with a park-and-ride lot at the Expo Center, the majority of users will be from Washington. They did not vote to help the max line in a previous election: why should the Oregon tax payers pay for them! I think you should make this park-and-ride lot a pay lot--by month, week, or day. Oregonians can receive a rebate for the full amount by sending in a form available at the lot. Rebate and form would be sent to home address.

Name: **Jim Barnett**  
From: Jbarnett@providence.org  
Sent: Tuesday, May 04, 1999 12:27 PM  
Phone: Not available

Comment: Once again, I think Tri-Met's plans fail to properly serve the public by continued failure to adequately serve two of the biggest regional draws in the Hayden Island area; namely, PIR and the Expo Center. On the weekends, when most people visit those locations, there is NO public transit serving the area. Oh, sure, you'll probably say you will provide shuttles from the Park-and-Ride Lot or from the "Station under study", but, in my opinion, and speaking from years of Tri-Met and MAX usage experience, the shuttle schedules will likely be infrequent enough for most people to prefer driving. If you want to make Interstate MAX wildly successful, have MAX turn west at the "Station under study", with stations at PIR and the Expo Center, then heading east to the Park-and-Ride Lot, allowing for future expansion northward to Jantzen Beach and Vancouver, Washington. Eliminate the parking lots at PIR and the Expo Center and you'll keep the trains full on the weekends; they'll be packed during weekday rush hours in any event.

Name: **Douglas Kelso**  
From: doug\_kelso@pmug.org  
Sent: Tuesday, April 27, 1999 12:16 PM  
Day phone: 220-8808      Evening 252-7809

Comment: This line will eventually reach Vancouver. It should be designed to allow express or limited peak-hour trains that are competitive (in speed) with the current C-Tran express bus from Seventh Street Transit Center to Downtown Portland.

"Triple-track" all stations except Killingsworth (and perhaps one other, if Tri-Met designs a "North Portland Transit Center"). In the future, a Vancouver Limited will be able to bypass "local" trains serving these platforms with careful timing and proper signals.

Design expansion into the system. Each platform should be sited and track laid to allow the platform to expand to 600 feet. It may take decades before MAX supports 6 car trains. However, Tri-Met can save a lot of money in the future with careful design today.

I also question whether all nine projected stops are necessary. Every stop adds a minute or more to travel time. Review every proposed station, taking into account ridership projects for each, and see how many can be eliminated you can eliminate.

Name: **Allen Phillips**  
From: wphillips01@sprynet.com  
Sent: Friday, April 30, 1999 11:17 AM  
Phone: 643-6296

Comment: Interstate MAX is better than nothing at all. Hopefully you will be able to build the transit mall segment and the southern segment soon after that and without needing voter approval for it.

Name: **Robert Hansen**  
From: hansenr@uswest.net  
Sent: Friday, April 30, 1999 12:08 PM  
Phone: Unavailable

Comment: NO means NO! Don't you people get it? How many times does the public have to kick your collective butts before you understand?

Light rail was voted down because we're tired of having tax dollars disappear into pork-barrel boondoggles. This new light rail "line to nowhere" is even worse than the original, and should be scrapped.

Name: **Jeff Lauten**  
From: llauten@sprynet.com  
Sent: Friday, April 30, 1999 1:30 PM  
Day phone: 494-7624

Comment: Regarding the proposed interstate light rail line....Do It!!!! I would LOVE to see this project actually materialize. Again, please go forward with your plans! Build it!

Name: **Clair L. Kuppenbender**  
From: clkupp@teleport.com  
Sent: Monday, May 24, 1999 12:36 PM  
Phone: Not available

Comment: I resent the use of ANY tax money to bolster Tri-Met in any way-----light rail isn't worth any expenditure. It can't work and never will work today and I grew up using the old streetcars.

Name: **Nick Snell**  
From: Alpha64@aol.com  
Sent: Monday, May 24, 1999 8:22 AM  
Phone: 223-0389

Comment: I would like to take this opportunity to comment on the proposed light rail line on Interstate Avenue. I do support light rail on a North-South line to continue our efforts to minimize traffic congestion, combat pollution, and add to the livability of our region. I feel, however, that the Interstate Avenue corridor is not the proper place for the light rail line. I think the alternative route along the Interstate 5 freeway makes more sense for several reasons.

The freeway corridor is already a site for transportation and would be convenient to people seeking an alternative method of transportation to the auto. It is located in an easy access location for people from neighborhoods on both sides of I-5.

Interstate Avenue is a smooth flowing arterial for traffic moving north and south. The four lanes are seldom congested and offer a route for moving traffic easily that often congests on the freeway. Interrupting this flow with a light rail line would increase congestion of traffic on Interstate Avenue and lead to the very thing that we are trying to alleviate with light rail.

The disruption of flow of traffic during construction of the line would be temporary, but remains a real threat to businesses along the Interstate Avenue route. It would also be a major inconvenience to the neighborhoods along the Avenue.

I own a building at 1335 N. Mason and operated Berliners' Inc., a wholesale beauty salon supply business, at that location for 15 years. I sold the business 2 years ago and the property is now leased to Harbor Freight Tools.

I am, of course, quite familiar with the neighborhood and was a member of the Interstate Business Association. I have been to a number of meetings in which the route for light rail was discussed and feel like I am familiar with the pros and cons of the different routes. I appreciate the opportunity to present my opinion.

Name: **Ron Sporseen**  
From: [rsporseen@pacificdda.com](mailto:rsporseen@pacificdda.com)  
Sent: Monday, May 24, 1999 2:39 PM  
Phone: Not available

Comment: Is there going to be direct bus service from Going Street station to Swan Island? Also, if fully support park and rides at the expo center for folks commuting from Washington to Swan Island.

Name: **Theodore M. "Tod" Lundy**  
From: [tod@pacifier.com](mailto:tod@pacifier.com)  
Sent: Sunday, May 23, 1999 1:14 PM  
Phone: Not available

Comment: Nix on Max North/Mr. Washington and another Metro spokes person came to address our organization, Boise Neighborhood Association. Following their presentation I asked about the validity of taking a line past all residential development, extending it across one or two bridges to serve a Metro facility. I tell you the answers were very weak.

1. that it would serve a 500 car park and ride. Who from Vancouver is going to park there, and even if they did it does not help the bridge traffic.
2. That we get federal dollars. This is exactly the kind of mentality which is so damaging to our country. PORK. Waste. that is my feeling for it. NO!!!

PS: I commute by bus and would use it except that the No. 5 is perfectly fine. And it would travel no slower than the max.

Name: **celwood**  
From: [celwood@juno.com](mailto:celwood@juno.com)  
Sent: Monday, May 24, 1999 8:16 PM  
Phone: Not available

I am opposed to using the tax payers funds to fund light rail. We have voted light rail down a number of times now. It seems as though metro should have gotten the message. We don't want it and we won't pay for it. If you want our money you need to use it to repair and expand our road and freeway system. We are an automobile society and will not change no matter how the local government thinks we should change our mode of transportation. This clearly shows that our local government does not care what the people they are supposed to represent want or don't want. Again, NO LIGHT RAIL!!!

Name: JSTRIPN  
From: JSTRIPN@aol.com  
Sent: Tuesday, May 25, 1999 7:15 AM  
Phone: Unavailable  
Subject: Interstate Project.

Comment: I don't see how you can still be pushing the "Lightrail" project after the public voted it down. You would have less opposition if you were to run it down MLK Blvd. instead of trying to shove it down the throat of the residents who live along Interstate Ave. There are too many schools with young children present in the area of Interstate Ave, who cross Interstate. Plus traffic in the area is bad enough, we don't need a train cutting two lanes each direction into one lane...That would just push traffic to nearby Denver Ave where there are less traffic stops, and would add to more speed zone violators and danger to the kids along Denver. MLK is a wider street with no schools or residents along the road. MLK in my mind would benefit more having the Lightrail system then Interstate would. Or Just run it along side the Freeway Like you've done before...Stay away from Neighborhood's with elementary schools OK!

Name: Steve Cook  
From: Steve.Cook@bullivant.com  
Sent: Tuesday, May 25, 1999 10:08 AM  
Phone: Unavailable

Comment: I cannot make the hearing June 1, but want to comment anyway.

I favor aggressively pursuing a line through North Portland along Interstate Avenue. As a part-owner of a business, a tax payer and a long-time Portland resident, I am convinced that we must continue to invest in MAX. The more legs we build to the MAX system, the better it will do its job, and the more we will get a payback on the money we have invested in Eastside and Westside MAX. The same goes for the airport extension, which I also favor. MAX needs to be an integral part of how we manage transportation and land use in the metro area, and the more we build a MAX network, the better it can do that job.

So, while I would have liked to have seen the earlier plan for North-South light rail go forward, I favor this smaller version of it going forward, on the theory that something is much better than nothing. This alignment sounds good to me in many ways--over time I am sure lots of development will occur along this alignment taking advantage of MAX, which will be very positive.

Name: **Marilyn Mor**, Elders in Action  
From: coppers@pacifier.com  
Sent: Tuesday, May 25, 1999 2:37  
Phone: 281-8606

Comment: I am in support of the Interstate Max. I believe its new route is far superior to the original one. Taking an Eastside Max across the river is a waste of time and money. It is easy to transfer to downtown at the Rose Quarter.

Name: **Paul Kibble**, 5935 N Concord, Portland, Oregon  
From: Joe Kersey [concord5935@earthlink.net]  
Sent: Thursday, May 27, 1999 8:05 PM  
Subject: Interstate light rail vote

Comment: Light rail is a good idea. Its either that or new highways in our back yards taking out a lot of houses and making a mess. The people in Vancouver would Love new highways. They don't care about Portland. The long term benefits out weigh the short term inconveniences.

Name: **Jack Minor**  
From: jackups@uswest.net  
Sent: Monday, May 31, 1999 7:58 PM  
Phone: 503 289-3874  
Subject: N Portland Resident

Comment: I have owned a home in N Portland for nearly 30 years. I live on N Ainsworth, 2 blocks east of N Greeley. I have always been VERY satisfied with my bus service, using the #1 line. I see absolutely NO need for the North Portland Light Rail. It will serve only to eliminate 2 very needed lanes of traffic on N Interstate Avenue, and will have only a detrimental effect on my current bus service. Currently, I can walk 2 blocks to a bus stop which will take me directly downtown, or to the Rose Quarter Station. Having to transfer to the light rail will add to my time; it will be a step backwards.

The only possible service this new Light Rail will offer will be to those attending events at the Expo Center. And, since these events occur only on an occasional basis, the money spent to build this will be largely a waste; AND the by-product will be congested traffic on Interstate Avenue. AND, those drivers attempting to avoid the congestion will start using N Greeley, thus making the traffic problem worse than it already is.

I fully supported the Light Rail line to Vancouver (and to Clackamas, as well) because it would provide a service to commuters, and would help decrease auto traffic. Until you can send this new Max service to Vancouver, I advise you to refrain from pursuing it any further. If you don't, you will only make yourselves appear to be an agency who wants to spend up available federal money because it is available. You would be wiser to wait until the expenditure would appear to

be more in the PUBLIC's interest than your own.

Thanks for the opportunity to give my opinion; and for the excellent transit system you have provided for me in the past. Please wait until you can make it even better before proceeding.

Name: Philip Goff  
From: Lizawrap@aol.com  
Sent: Monday, May 31, 1999 11:14 AM  
Phone: 503-223-7663

Comment: First off, let me state that I am 100% supportive of light rail and glad that Tri-Met has decided to run the newest MAX line through North Portland. Although I voted "yes" for the previous ballot measure, I was always skeptical about the south portion of the alignment and the tearing up of the transit mall downtown. Bringing MAX to the north makes the most sense economically and will produce the most ridership that does not begin with a cold-start automobile trip to a park-and-ride, as the southern portion of N/S would have had to rely on.

I have one primary comment regarding the plan for the alignment as presently designed and described in the SEIS: bicycle access. Because there will be no park-and-ride's south of the Expo Center or P.I.R., Tri-Met should do everything possible to increase access to the transit stops for non-auto trips. Certainly, that means bus transfers and walking trips to the station. Considering the relatively moderate residential density and gridded streets of North and North-East Portland within two miles of Interstate Avenue, luring cyclists to the new Max line should also be paramount. Having a few ribbon racks or a couple of bike lockers at each station--as is the case along the Gresham/Hillsboro lines--will not cut it in North Portland. It is not unreasonable to expect that dozens of cyclists may be using some of the chosen stations on a given day. It is important, therefore, that Tri-Met do whatever possible to encourage bike use by providing the appropriate infrastructure at the station platforms. Each and every station at the least should have COVERED bike parking for a dozen bicycles minimum, excluding possibly the two northernmost stops. One or two locations --Portland Ave. or Killingsworth?--could include a bike parking "station" with safe, convenient, and weather-protected parking for thirty or forty bikes. This "pavilion" could also include restrooms, a newsstand or a coffee shop so that the bikes are, in essence, monitored throughout the day.

This bike parking model is more similar to transit stations throughout Europe and Japan and also has been tried--with success--on Los Angeles's light rail system, at the Long Beach Station. This hierarchal bike-oriented MAX stop should also be designed in conjunction with the City of Portland's implementation of other elements of bike infrastructure. The North Max alignment should be considered the center of a bicycle "travelshed," and a system of bike lanes and boulevards should enable cyclists to safely and efficiently reach the Max stops on Interstate Avenue.

The North Max line represents the only light-rail line that will ever penetrate an existing intact, primarily residential district with moderate density. It is a historic opportunity for Metro,

Tri-Met and the City of Portland to reinforce our region's commitment to both light rail AND bicycling. Without abundant and effective bike parking, light-rail ridership will be partially compromised and cyclists will be encouraged to take their bicycles on MAX during rush-hour, an uncomfortable situation for most transit users.

Name: **Gary Lorentzen**  
From: [gloren@teleport.com](mailto:gloren@teleport.com)  
Sent: Sunday, May 30, 1999 3:10 PM  
Phone: 289-3763

Comment: Just wanted you to know, that as a resident of Overlook, I fully support the development of the Max line along Interstate Ave. And I know others in the neighborhood who also do...

I sincerely hope you can make this important project happen. I look forward to the revitalization of the commercial streets that intersect with Interstate, to the easy access to the city center and Kenton and to the continued gentrification of the north end west of the freeway. Keep pushing for this!

Name: **Phyllis Gonigam**  
From: [phyllisg@erols.com](mailto:phyllisg@erols.com)  
Sent: Sunday, May 30, 1999 1:07 PM  
Phone: 703-960-5945

Comment: As a former Portland "resident" (my mother and I spent a lot of time with my brother, who lived at Interstate and Emerson until his death from cancer in 1984), and as a Portland Marathoner, I think that it would be a bad idea to build MAX along North Interstate. Please reconsider the proposed addition.

Name: **Edwin P. Cushman**  
From: [CHCRail@aol.com](mailto:CHCRail@aol.com)  
Sent: Saturday, May 29, 1999 8:56 PM  
Phone: Unavailable

Comment: As a life long resident of the Overlook Neighborhood I wish to comment on the Interstate Alignment of the North light rail route.

Myself and many of my neighbors are extremely opposed to this routing. Traffic on Interstate Avenue is heavy as it is. We feel reducing Interstate Avenue to only one lane in each direction is an arbitrary plan that is being forced on our local community. The congestion and restriction of travel it would cause would be extremely detrimental to the livability of our area. This plan is totally unacceptable.



Name: **Angie Preciso**  
From: precisoa@fsipdx.com  
Sent: Tuesday, June 01, 1999 3:20 PM  
Phone: Unavailable

Comment: Please consider my opposition of the Interstate Avenue Lightrail Project I'm a 27 year old working mom of 2 small children. My husband and I own our home located a few blocks west of Interstate avenue. We both work outside our home and commute on I-5 daily. We see the urgent need for a strategic plan to alleviate current traffic congestion as well as prepare for

Portland's future as the population continues to grow. We also see first hand a large fraction of the congestion being Washington residents. I understand that lightrail would commute from the Rose Quarter to the Expo Center.... please let me know if I'm mistaken. Another thing I have noticed is that the congestion on I-5 North bound from North Portland to the I-5 Bridge seems to be largely caused from thousands of Washingtonians crossing over the bridge daily to and from Portland.

If you could make me believe that the stretch of lightrail from these two destinations would result in drastic improvements in congestion my over all outlook on it would change from very bad to, not as bad.

Based on what I see daily during my commute on I-5 North and South, unless the service extends to Vancouver, I believe this project has the potential to becoming a very expensive mistake - as a tax payer this is a very big concern to me.

There are many different bus routes that run every 10 to 25 minutes all around Interstate Avenue that end up downtown. Why not add a lane to I-5 ? Why not push for incentive programs to promote carpool and bus transportation ? One of these has to be significantly less costly than lightrail.

I would also like to say that we have enjoyed the slow pace and quite of my community and fear that our quality of life would indefinitely be eliminated by the load horn and sounds of the trains as well as the look it would give our neighborhood. I urge you, please take my family's concerns into consideration. People in this area DO care about their quality of life, about the safety of their children and they DO NOT want lightrail in North Portland.

Name: **Tracy Knowling**  
From: theknowlings@inetarena.com, tknowling@jblk.com  
Sent: Tuesday, June 01, 1999 1:46 PM  
Day phone: 503/219-3251 Evening: 503/978-3162

Comment: Why are you continuing to promote a rail line that the voters have turned down 3 times? What population are you trying to serve?

Where did the number on this website quoting 14,000 users per day come from? Do you really expect Vancouver drivers to get off at Marine Drive, one of the worst traffic exits we have, and drive to the expo, pay to park, then get on the light rail? I can tell you, they are not using the bus #5 now that stops at Jantzen Beach Mall, a relatively easy on and off exit on the island. What makes you think they will go to all the time, hassle, and expense to park at the EXPO?

Is it not true that the North portion of the North/South proposal is intended to ease traffic congestion from the thousands of cars that enter Oregon from Clark County every day? Isn't the mass population explosion in Clark County on the east side, area of Glenn Jackson bridge?

Wouldn't we better be able to attract interest in Light Rail to Vancouver by placing our line off existing 205 area and taking it directly to the Clark County population? It's my understanding that due to the steep grade of the I-5 bridge (which could not handle light rail) due to boat traffic openings would cause a new light rail bridge necessarily be built, and that it would be at such an angle as to not even touch down until 39th Street or the Hazel Dell area!

I live on Hayden Island. I ride the #5 bus occasionally, but find that the trip down Interstate takes too long to get to downtown Portland: 45 minutes, 40+ stops, less than 10 miles! I would love to have light rail, unfortunately, I don't believe this line ending at the EXPO is the best effort. Should you succeed and then want to take it over to Vancouver, you will have not only the Portland Harbor to cross, but also our island, as well as the Columbia River, on or attached to a bridge that is undergoing some much needed work, and would not structurally be able to handle light rail. You would have to decimate many business on our small island, and take out many homes. Have you thought beyond this initial line? I thought the reason you changed the line from I-5 to Interstate was because of 30 homes that would have to be removed. Well, to get across Portland Harbor and Hayden Island, You would cripple our community of private streets, small business, and floating homes and remove far more community than the original I-5 plan! I thought you were promoting community, not removing it!

Glen Jackson bridge can handle a light rail line, it's newer, it's wider, it's at less of a grade. The population is there, not at downtown Vancouver. There's a better place for this light rail money. It appears to me that you (Metro, TriMet, State) are all just fighting over federal dollars and figure this is a good cause and why let it go to someone else? I've seen this happen in big corporation, each department gets territorial and decides they must have control or a bigger share of the budget, just because, well, they are more important. Shame on you, do what's right for your community, not what's right for your individual territorial projects!

Name: **Lindy Holt and Chris Bartell**  
From: **lindyh@wagged.com**  
Sent: **Tuesday, June 01, 1999 1:35 PM**  
Phone: **503/286-7717**

Comment: We are Overlook residents and are happy that Tri-Met has decided to take lightrail

North via Interstate. Interstate and North Portland are in dire need of renovation and commerce, and we believe lightrail will be the catalyst for such change.

We do have concerns though moving forward. Such as making sure there are enough stops along the way for residents to actually "use" lightrail. It needs to be made convenient for people or they won't use it. (I spent nine months in Boston and they know how to do public transportation correctly!) Also, I heard that the tracks being proposed will cause a safety issue. Safety is an obvious concern as a lot of children will likely use lightrail to head downtown for activities.

Name: **Carl Brenden**  
From: [cbrenden@windermere.com](mailto:cbrenden@windermere.com)  
Sent: Tuesday, June 01, 1999 1:20 PM  
Phone: 503-288-2697

Comments: PLEASE do not let the few outspoken Overlook Neighborhood opponents of light rail speak for the entire neighborhood. In my opinion there are more homeowners IN FAVOR of lightrail, but the opponents seem to encourage other opponents to respond rather than getting the entire neighborhood's voice. I think it is very short-sighted by the Board of Directors of the Overlook Neighborhood Association to view this in a negative light when in fact THEY DO NOT REPRESENT THE OPINIONS of the ENTIRE neighborhood. I urge you to move forward with the passage of the North LightRail expansion.

Name: **Victoria Taft**  
From: [vtaft@easystreet.com](mailto:vtaft@easystreet.com)  
Sent: Tuesday, June 01, 1999 12:38 PM  
Phone: Unavailable  
Subject: NORTH MAX AGAIN???

Comment: Put me down as being opposed to spending millions of dollars on another MAX line after it's been demonstrated that the voters don't want it and a much more efficient way of handling commuter traffic would occur by increasing bus service.

You guys have a jones on these shiny trains and federal grant money. Instead of thinking of job security and how pretty these things look how about considering a cost effective way of getting more people out of their cars or getting traffic to move more smoothly?

Name: **Ron Howell**  
From: [howlr@jps.net](mailto:howlr@jps.net)  
Sent: Tuesday, June 01, 1999 6:45 PM  
Phone: Unavailable

Comment: I consider myself to be a solid Tri-Met rider and supporter, however the latest

proposal to site a northside light rail line to the Portland Expo Center by running a line up the middle of Interstate Avenue is inappropriate for several reasons. The premises of reduced congestion, easier access, improved air quality and not using property taxes as a source of revenue are inaccurate at best and misleading.

The idea that this newly proposed project would reduce congestion is absurd. During the project construction the majority of Interstate Avenue would be severely constricted or unusable, forcing more commuters onto I-5 and into the neighborhood sidestreets to get in to work. When the project is completed, two of the existing four lanes would be gone and the remaining two would carry much heavier traffic. In addition, the Light rail system would create limitations of street accessibility for left turns on to side streets. Generally, Tri-Met's existing Interstate Avenue bus route (#5) services this area well. With reasonable scheduling the Bus # 5 route can meet the needs of the area. Completing the light rail line to the Expo Center would mean buses in the North Portland area would likely become feeder lines to the light rail system similar to the West Side light rail changes and would provide fewer options to get to downtown Portland. Light rail stations would be farther apart creating a greater pedestrian commute just to get to light rail. For me it would double my walk.

Tri-Met's supporting premise that air quality can be improved doesn't seem to be supported as Portland's existing air quality level meets national livability standards and Tri-Met's future bus purchases could focus on natural gas powered vehicles as the existing fleet is replaced at a substantially less costly price tag. Tri-Met management can and should choose to pursue the "cleaner buses" option in my opinion. The amount of air pollution to tear up an existing street from construction equipment should also be considered.

Regarding the cost issue, most of the information I have read has been focused on the premise that no new property taxes are to be involved in the latest northside light rail proposal. The fact that no new property taxes are planned to be used to construct the Northside system is good, however I also know that if the State is to fund some of the construction then I am paying Income Taxes which pay for a project which does not appear to provide benefits sufficient to justify the expense. Also, if Metro and the City of Portland are to invest in this project, some existing Property Taxes do support these municipal entities. What better projects with greater benefits to the community as a whole are not being suggested as an alternative to the proposed Northside Light Rail line. Other funding would likely be provided by Business Taxes paid for by local businesses within the City of Portland. These local businesses will be forced to pass the increased taxes on to the their customers so, in a way, those of us who shop in Portland will still have to pay for the proposed project.

In summary, I supported the "original" Northside light rail project (along I-5 because I thought it would add to existing transportation options in North Portland. The Voters here said NO. As a voter, I try to elect and support representatives who I believe will support my community's wishes to improve itself and yet maintain it's personal identity. Just because a vote is not required to move forward on this proposed project does not make it a good one. The currently proposed "Northside Light Rail alternative" is really not a good one. I understand Federal Funding is currently available to assist in completing this project but may be redirected to

another City's transit project if Portland doesn't accept a plan to use it. I do not think this means the City, the State, Metro and Tri-Met should spend tax revenues, to get the Federal transit money, on a project that just doesn't provide the benefits to justify the expenditure. The cost to the public is an

inefficient use of public dollars, a reduction in existing, necessary road space (already at a premium) and is not the best use of public property (i.e. Interstate Avenue). I believe this project should NOT be pursued. Tri-Met's bus system in North Portland could benefit by the addition of a couple of Express buses during the rush hours accomplishing improved service. Area residents, as well as I personally, would be happy with that. I DO NOT WISH TO HAVE TO DEAL WITH INCREASED TAXES, SEVERAL YEARS OF CONSTRUCTION TRAFFIC CONGESTION AND THE POTENTIAL / PROBABLE DENSITY INCREASE WHICH WOULD MOST LIKELY FOLLOW NORTHSIDE LIGHT RAIL CONSTRUCTION IMPACTING THE LIVABILITY OF THE EXISTING NORTH PORTLAND COMMUNITIES. Please do not adopt the proposed Northside Light Rail Alternative.

Name: **Jim and Kathy Kuffner**  
From: kuffner@up.edu  
Sent: Wednesday, June 02, 1999 12:30 PM  
Phone: Unavailable  
Subject: Message in support

Comment: Good Afternoon: My name is Jim Kuffner. My family and I reside in Portland at 7040 N. Chase Avenue and have lived at this address since 1976. We wish to go on record in support of the Interstate Max light rail line.

I attended the public hearing at the Metro center last night but, despite arriving at 4:58pm, was unable to testify in person. I was #37 on the list but at 6:45pm (when I had to leave due to other commitments) we had reached only #21. I could not wait around any longer.

Over the years my family and I have witnessed the steady decline of Interstate Avenue - both in terms of commercial business and residential. Aside from a few major "anchors" represented by Kaiser Permanente and Fred Meyer, there isn't much left to attract people to Interstate Avenue. A light rail line could change all that.

Good public policy takes time and guts to bring into place. I was involved a long time ago in the decisions and process to bring about the original eastside MAX so I know how difficult the process can be. But you must take and seize this opportunity NOW to do something for this area.

As neighbors who will be directly affected by the line, and who will be users after it is installed, we strongly urge your approval.

Name: **Peggy Bartelt**  
From: barteltp@uswest.net  
Sent: Wednesday, June 02, 1999 2:18 PM  
Phone: Unavailable

Comment: To whom it may concern, I want my opinion regarding light rail on Interstate Ave. to be heard. I support light rail, but I DO NOT APPROVE of the Interstate Avenue line that will cause one lane of traffic in each direction on this very heavily traveled street. I am especially concerned about the safety of crossing the street for those of us who already use the bus lines, and I am concerned about the bus service connections that will be impacted by this line. What happened to the people's vote?? What happened to the Freeway placement? The neighborhood I live in will be greatly impacted, but not necessarily served by the current proposal.

Name: **Kurt Weber and Gene Weber**  
From: Kurtweb@aol.com [mailto:Kurtweb@aol.com]  
Sent: Wednesday, June 02, 1999 8:25 AM  
Phone: Unavailable  
Subject: No to North/North

Comment: Please register me and my father as being against this project. We both live in North Portland. The arguments against building the North/North line are well-grounded. This train will do little to reduce congestion or pollution, and at great cost.

You should tell people what the annual operating costs are, and what the tax subsidy per single trip for this boondoggle is; support would plummet. Of course, this is exactly why you don't cite such numbers. I can hardly wait to see the corporate welfare and tax breaks you devise to entice development along the fixed rail line. Just more costs - more taxes to pay - that you do not speak about.

Your public discussions and seeking of public input are charades. What do you call the previous three votes on this issue? One would think you got the message.

Name: **Jason Franklin**  
From: ak-jf@aracnet.com  
Sent: Wednesday, June 02, 1999 8:28 AM  
Day phone: 241-7095 Evening: 284-9136

Comment: As a planner and resident of NE Portland I believe that Interstate MAX is a poor idea at best. The Interstate alignment was studied early in the process and dropped for a number of reasons, the biggest probably being ridership. My biggest complaint against this alignment (I supported the previous alignment) is the lack of ridership and the probability that the already sub-standard bus service in NE Portland will become worse. Bus service along Interstate, MLK and Broadway should be increased with the money that is being proposed for Interstate MAX. In

addition, the City of Portland is considering taking Urban Renewal money from MLK and using it for Interstate MAX. The Mayor proposes creating a new urban renewal district, but even that will take time and may not be approved. I am a supporter of light rail when it is done for the right reasons and along a rational alignment. This alignment is just a means to build something, not a sound investment in the future of the region.

Name: **Chris Smith**  
From: chris.smith@exgate.tek.com]  
Sent: Wednesday, June 02, 1999 6:19 PM  
Subject: summary of testimony

Comment: As follow-up here is a summary of the verbal testimony I gave last night:

Chris Smith  
Co-chair, NWDA Transportation Committee (testifying for myself, not the NWDA)  
2343 NW Pettygrove St  
Portland, OR 97210

I support the Interstate light rail project because it will help reduce traffic congestion in my neighborhood. A major traffic concern in NW Portland is congestion on neighborhood streets generated by through traffic fleeing a congested arterial network. By taking auto traffic off our regional arterials, expansion in light rail benefits all Portland neighborhoods.

Name: **James A. Seeley**  
From: seeley@teleport.com  
Sent: Wednesday, June 02, 1999 7:04 PM  
Day Phone: 282 0828      Evening: 282 0828

Comment: We believe that the option of light rail on interstate is long overdue. We have supported the south/north, west side and original light rail routes. Interstate and future connections to Vancouver (if they could be made) are the most logical extensions of the transit system. This is a household of 4 registered voters that agree light rail should be developed along Interstate Ave. Don't let the narrow visioned, short sighted, nay sayers deny this area the option of efficient transit.

Name: **Kristen Carter**  
From: kristen@chopc.com  
Sent: Thursday, June 03, 1999 10:16 AM  
Phone: Unavailable

Comment: I'm a daily tri-met commuter from the U of P area and supporter of Interstate MAX. My commute time would be cut significantly with the addition Interstate MAX - I don't know

about you, but I have plenty of things I'd rather be doing than commuting to and from my job!!

Name: **Ronald Narode**, 4005 N. Concord Ave., Portland, OR 97227  
From: RNarode@aol.com  
Sent: Thursday, June 03, 1999 12:02 PM  
Phone: 503 282-3857  
Subject: light rail

Comment: I believe that the light rail should be routed along I5 and NOT along N. Interstate Ave. This will be safer for traffic and for reducing residential crime. It will also permit Fire truck entry much more easily to neighborhoods whose access will be limited by light rail on N. Interstate Ave.

These considerations, in addition to preventing the disruption of neighborhood life during construction on N. Interstate, provide ample justification for light rail to be relegated to the I5 corridor ONLY. Thank you.

Name: **Frank Opila**  
From: franko@teleport.com  
Sent: Friday, June 04, 1999 10:57 AM  
Phone: 283-1145  
Subject: Interstate MAX

Comment: I am a resident of the Overlook neighborhood. I SUPPORT having a MAX line on Interstate. I like having MAX stops at Killingsworth and Going.

Here is a suggestion: It would be great if some trains went from the Interstate route directly out to Hillsboro and some to Gresham and even the Airport. I think the transit center at the Rose Quarter should be designed so that this is a possibility (even if it is not implemented initially).

Name: **Carol Miller**  
From: CARVMIL@aol.com  
Sent: Friday, June 04, 1999 4:31 PM  
Phone: Unavailable  
Subject: Interstate Light Rail

Comment: It is very difficult for the average person to understand how you folks work.

First of all, the people have voted twice against the North/South Light Rail. Not only has it been voted down by the voters in our area but it has also been voted down by Clark County voters. I am positive that this is a sure indication that the people don't want the Interstate Light Rail regardless of how you try to color it.



Notg only will it restrict the usage of Interstate Avenue for the people living in the area and for the people getting off of Interstate 5 when it is backed up, but it is going to be horribly dangerous. Have you folks thought about the three elementary schools that are in the area? In case you haven't, they are Beech School, Ockley Green School and Kenton Grade School. For crying out loud. think about the safety of teh children.

We hav ed better transportation now with the buses than we will be getting with the light rail. Stopping for passengers every 10 blocks - that's a hoax.

Blocking off the streets to Overlook so the only entry and exit is Overlook and Shaver Streets and who knows how many other streets will be locked along the way. What about the safety of the people in the area? How many more minutes will it take the fire department, the police and the ambulances to respons? It is true that not everybody will need the fire department, the police and the ambulance, but it sure would be nice to know that they would be getting to you on time instead of being hampered by light rail.

I am sorry I haven't been able to attend your meetings on the Interstate Light Rail but I have been a little busy going to and from Bend every other week for cancer treatment and your meetings just do not coincide with my treatments.

I do not know who has been attending the meetings but I am certain that the majority is not from North Portland area. They are probably from Vancouver and wanting their usual freebee. You are going to have a nice parking lot for them so they can park and ride and basically that is what the Light Rail is for. It is not for the people of Portland but it is for the Vancouverites who voted down the Light Rail in the first place.

My husband and I are not against Light Rail. When we lived in West Slope, we went to the meetings and were definitely for it. We lived right across the street from where the tunnel came out. The construction, the noise or the explosions did not bother us. In fact, the people from Tri-Met even came out one morning to our home to see how loud the noise was. The truth is is that we had storm windows and our home was built on a solid foundation.

Please reconsider your decision to build this light rail down Interstate Avenue. It is just a dangerous project for the convenience of the people of Vancouver and nor for North Portland.

As far as making Interstate Avenue more attractive, Vera Cruise (I do know her correct name) has maligned Interstate Avenue quite a bit. You can count on one hand the businesses and homes that are not kept up. That is the fault of the city. All the city has to do it cite them. I am sure that if Serena Cruz looks in her neighborhood she will find it to be below standard moe so that Interstate Avenue. Your consideration in not going through with this horrible fax paux would be greatly appreciated.

Name: **T.J. Hester**, 2410 N. Blandena Street, Portland, OR 97217  
From: drwhimsy@teleport.com  
Sent: Friday, June 04, 1999 6:11 PM  
Day phone: 503 326-2123 Evening: 503 735-1118

Comment: As a resident of the area that will be served by the proposed light rail line, I want to express my enthusiastic support for the project. We reside in the Overlook area. Currently, my wife and I, who both work in downtown Portland, commute by a mix of bicycle, bus, and automobile. If light rail is built as proposed, it will significantly increase our use of mass transit.

My primary reservation about the Interstate alignment, was a concern that the design might not include bicycle lanes. I recently obtained and read the SDEIS and was very pleased see that bike lanes are included in the design. My wife has stopped commuting by bicycle due to the traffic on Interstate Avenue and concerns over safety. If bike lanes are developed with light rail, it will increase our comfort and frequency of our bike commuting. Additionally, during the darker months and on inclement days, we will opt for light rail over driving downtown. I also believe that light rail will have a very positive impact on development in the neighborhoods along Interstate Avenue between Edgar Kaiser and Lombard.

I have read with interest, many of the published criticisms of light rail. I find it disturbing and disingenuous that the public discourse on transit alternatives routinely involves cost comparisons that ignore the tremendous secondary costs associated with automobile usage (i.e., pollution and health effects). I also believe that there is a social benefit to people sharing a rail car as opposed to remaining in the isolation of their cars. Accordingly, I feel that dollars spent on practical dedicated mass-transit infrastructure, are a sound investment. Light rail is such a system.

I have repeatedly voted for light rail and I remain an ardent supporter. I hope to see it come to my neighborhood. I would welcome any opportunity to communicate with, and voice my support to, the folks who will make the ultimate decision.

Name: **Jarrett Walker**, Nelson\Nygaard Consulting Associates  
From: NNPortland@aol.com  
Sent: Friday, June 04, 1999 8:01 PM  
Phone: 503/227-3463  
Subject: Support and Caution RE Interstate MAX

Comment: I strongly endorse the Interstate Avenue MAX project, and hope that the project proceeds. In subsequent engineering, the following issues should be addressed:

1. It's obviously problematic to have two downtown-bound platforms so far apart at Rose Quarter, where passengers at one platform can see the train go by at the other, but can't get there in time. It is also unclear how passengers will transfer from the Interstate line to go east on the Gresham line. Consider routing the line from Russell station south via Larrabee (crossing Broadway at grade), Winning Way, Wheeler so that the Interstate platform is adjacent to the

Gresham-Hillsboro platform. This will permit Interstate-Gresham transfers to happen easily at Rose Quarter. It would also provide a more useful station at Broadway.

2. If the two Rose Quarter platforms are too far apart, then design of Rose Quarter Station must incorporate a "Next Train" automatic signage system similar to that used in many multiple platform rail stations, so that downtown-bound passengers know which way to walk to catch the next train to downtown. Such signs should be placed at the bus transit center between the two stations, and also convenient to major egress paths from the sports venues.

3. The Expo Center and PIR sites are inadequate to justify the extension north of Kenton, and Park-and-Ride potential at these sites is minimal. If the line is not going to Vancouver at once, these stations should not be built until development is adequate to support them. Alternatively, the stations could be built as "shells" but not completed pending an extension to Vancouver. Under the current proposal, the routine sight of empty trains along I-5 within full view will work against the MAX program in the long term, by putting the lowest-ridership segment of the system on the most prominent public display. If you must do this, at least build a wall to hide the line from the view of motorists. Thank you for the opportunity to comment.

Name: **Chris Cotrell**  
From: cotrell@teleport.com  
Sent: Saturday, June 05, 1999 3:22 PM  
Phone: Unavailable  
Subject: I support Interstate MAX

Comment: The Interstate MAX proposal is a very effective and cost-efficient plan that would serve the N/NE community, as well as the entire area, quite well. I support this excellent project. I am quite happy to have any of my tax dollars going to it, even though I live in SE Portland and would rarely have use for this particular line.

Name: **Kathryn Armstrong**  
From: jka@easystreet.com  
Sent: Thursday, June 03, 1999 8:30 PM  
Phone: Unavailable  
Subject: Interstate Max comments

Comment: As a North Portland resident who used to make the commute to downtown daily, I'm very supportive of a North Portland light rail line -- in concept. I voted for the ballot measure and am quite sorry it failed. However, I don't think I can support the current proposal for two main reasons:

1. It's far too short. Rose Quarter to the Expo Center is hardly a commuter route, and switching at Rose Quarter to get downtown negates the greatest appeal of light rail: speediness. I feel fairly confident in saying I'd never use that route.

2. It's a big mistake to take two of the lanes from Interstate Ave. As I'm sure you're aware, Interstate is a major commuter corridor, and it's already beginning to experience the strain of the growing population. Reducing Interstate to two lanes would make that road a nightmare during rush hour, and extremely busy other times.

I'd love to see light rail in North Portland. Improving the atmosphere along Interstate Ave. would make a huge difference in the livability of North Portland, as would improving the Kenton business district (my neighborhood); however, something like this needs to be done correctly, not haphazardly for the sake of doing something.

I'd like to know, if this proposal goes through (and I imagine it will), how many of the people who drafted this plan live in North Portland, or regularly use Interstate Ave. I doubt I'll be surprised at the answer. Please keep me updated about the status of this project.

Name: **Douglas J. Hepburn**  
From: douglas.j.hepburn@exgate.tek.com  
Sent: Thursday, June 03, 1999 12:44 PM  
Phone: Unavailable

Comment: I wish to briefly express my objection to running the North South Lightrail up Interstate Ave in North Portland.

\* Interstate Ave. is a major North South traffic artery, especially when there is any type of traffic problem on I-5. Loosing two lanes of this street will make traffic problems on I-5 even worse.

\* Loosing two lanes of Interstate will disrupt neighborhood transportation and adversely affect local merchants.

\* I perceive that down grading Interstate Ave. from 4 to 2 lanes will not help any revitalization efforts of this N. Portland neighborhood.

\* North Portland is the wrong place for the light rail. It is an old and fully developed part of town bounded on the West side by the Willamette River.

\* There is little potential for future growth or an expanding rider base. I don't believe that W. Vancouver provides much more potential.

\* This light rail would be much better placed along Hwy. 205 connecting Clackamus Town Center area, the Portland Air Port and East Vancouver.

\* East Portland and East Vancouver provide a much greater population base and is where the population growth of the area is at.

\* I believe that for the effort to do this project, money invested and potential usage and

disruption to the involved neighborhoods involved I-205 is a much better route for this light rail project.

Name: **Joseph Manley**  
From: **jmanley@teleport.com**  
Sent: **Monday, June 14, 1999 4:18 AM**  
Phone: **289-5744**  
Subject: **NO on the Interstate MAX. NO MEANS NO!!!**

Comment: **NO ON THE INTERSTATE LIGHT RAIL PROJECT!!!**

Light rail is absolutely the wrong way BM\_1\_ to go on Interstate Avenue. You thereby create a huge structure that permanently blocks 2 lanes from all other uses--all so you can make a highly partial and recurring use of the space during the day.

Interstate is the only north-south alternative to the absolute gridlock on I-5. You will ruin the only alternative we have to traffic gridlock.

Interstate is also Overlook's only non-gridlocked alternative to the downtown. You will strip that from our neighborhood for NOTHING--REALLY LESS THAN NOTHING because light rail is such more less cost-effective and beneficial than more buses.

**THE INTERSTATE MAX IS NOT ONLY FOOLISH, BUT ACTUALLY DESTRUCTIVE.**

**JUST RUN MORE BUSES UP AND DOWN INTERSTATE, ON A REGULAR AND HIGHLY DEPENDABLE SCHEDULE. Then you only use the space when you need it and leave it free for others. DON'T BE A HOG!!!!**

With buses, you will transport the same or more passengers more cost-effectively, and with less environmental impact than light rail. [Since light rail uses electricity from coal-fired power plants]. And faster, given the projected speed of your SNAIL RAIL.

At a time when local roadways are increasingly overburdened and congestion is worsening at an alarming rate, you are needlessly and senselessly stripping away half of a major roadway. It's just plain nuts.

**\*Light rail will never make up for the cars you have displaced.\***

You are doing this to Interstate just when the new Kaiser-Permanente facility is placing new burdens on Interstate Avenue. AND FACE IT, PEOPLE WANT TO GO TO HOSPITALS IN THEIR CARS--PARTICULARLY THOSE WHO ARE PATIENTS. That is a well known fact in the traffic management industry.

I have spent most of my adult life in areas with large public transportation systems, including rail

systems. I have always supported public transportation in cities. But your light rail proposals just make absolutely no sense. I cannot support them.

END YOUR LIGHT RAIL OBSESSION. IT'S JUST PLAIN STUPID. NO MEANS NO! NO. NO. NO. NO. Four times you've been told NO!

We mean it. Start doing something rational--like using conventional rail lines to get commuters from Vancouver to downtown Portland. Or is that just too sensible and cost-effective to be a Tri-Met program????

And in general start having a comprehensive regional transportation plan and a rational approach. So far your approach is just light rail is the answer to every problem and that's it. Light rail will always carry only a very small percentage of rides at a huge price. Even if you manage to get this bad proposal through--BY FIAT--you are doomed to failure.

The Interstate Max will be a transportation disaster that is permanently ruin access to Portland through the north. It will give light rail a bad name in the region, and the Metro, Tri-Met, and Portland governments an even blacker name. THIS TIME YOU HAVE REALLY SCREWED THE POOCH ON THE FRONT PORCH.

Name: **Harvey Schowe**  
From: **None@teleport.com**  
Sent: **Friday, June 11, 1999 6:30 PM**  
Phone: **246-1367**

Comment: Comments About Proposed Interstate Max

1. I am interested in knowing why Legacy Emanuel Hospital was not considered for a light rail stop? The proposed rail line follows N Interstate Avenue after leaving the Rose Quarter area. The section of N Interstate between Rose Quarter and in the vicinity of the Fremont Bridge has a considerable amount of auto and truck traffic because of the Union Pacific Rail Yards and other industries. The light rail route may affect the flow of traffic along this portion of this highway. The route can cause additional traffic congestion unless the street has adequate width for this. According to a seismic risk map of the Portland area, the section of Interstate near the river is higher than further up the hill. However, sound engineering design of the light rail can reduce the problem.

2. In addition, A stop is proposed at North Russell Street. How much passenger traffic do you expect from this stop? Has any one done any research on the number of passengers expected to use stop? Are they the people who work in the nearby business and Emmanuel Hospital? Was an engineering economics study done for this stop? How much more will the proposed rail expansion cost if the hospital stop was included.

a. As a suggestion perhaps you can survey people who work at the hospital or patients

visiting the hospital about their views on a stop at the hospital.

b. Are people willing to walk up the hill from the Russell street stop to the hospital and other commercial establishments?

3. With a stop at Emmanuel Hospital, Tri-Met can get additional passengers who work at the hospital, patients visiting doctors, and relatives and other individuals visiting patients. Other retail and commercial businesses are nearby on N Willams and Martin Luther King Blvd.. I think you will get more passengers than at North Russell stop. Over time, this hospital will be adding more wings or buildings with increased potential passenger volume. Also I heard the city wants to develop the area around the hospital for additional commercial development or urban renewal. Perhaps I am wrong.

4. An Emmauel stop could perhaps be located on the south west edge of the complex to reduce costs. The rail line can turn and go down toward Interstate near North Granham street. Perhaps Tri-Met can avoid nearby private property near the hospital when heading toward Interstate with a corridor near City of Portland Water Bureau shops and state highway department property under the Fremont bridge. Is it possible with some creative engineering that the light rail route from Rose Quarter can go behind the Rose Garden Arena and then head toward the hospital before going down to Interstate? I know engineers will have a difficult problem of having the rail line cross the congested Broadway Street area. Perhaps an under pass or over pass can minimize disruption of this street but that is expensive.

5. Another minor comment about the idea of a Emanuel Hospital stop. The light rail would provide a connection between Emmanuel and Kaiser Permanente Interstate Campus. However, I think this is only a minor benefit.

6. According to your newspaper article, you show a station under study at Delta Park near Portland International Raceway. I can see a reason for the stop if people using the park but if the station purpose is to serve the Portland International Raceway then that is a different situation. How often the station will be used to serve the raceway? I rather see money for this station put at another place where you can get more passenger volume.

7. It is unfortunate that the light rail line has to stop at the Exposition Center because of costs. If light rail could cross the slough into Jantzen Beach shopping center. You can can potential of high passenger volume in this area. Although some people can argue that this shopping center serves Washington state residents. If money is available, I would at least make a start on an eventual connection into Jantzen Beach. I have no objection of the station in the future when funds are available but I would consider it it a lower priority than other sites.

8. I object to the idea of installing toll booths on the interstate highways in the Portland area. First you have to hire people and install equipment to collect tolls and for enforcement. Although some of this work can be automated. Tolls are a vehicle tax. You can get the same result with increases in vehicle registrations and gas taxes without the extra administration involved. In addition, people will drive on local streets in order to avoid the tolls with a resulting

increased traffic congestion. Too many toll booths can create potential traffic bottle necks especially during rush hour. I suggest if you want to see a toll road in operation, I suggest you go to Chicago area especially near Aurora. The main high ways have toll booths on highway exits, highway entrances, and located every few miles. These toll booths are a nuisance.

9. I think Portland's transportation needs will require a mix of different means of transportation. In other words, I do not think there should be an over dependance on one type of transportation wheather its the automobile, bus, and light rail.

10. As a light rail user, I have found that people are using the train frequently but trains can get very crowded and uncomfortable at times. With a employer subsidized annual bus pass I have cut my driving expenses considerably. I use the car mostly on week ends or evenings.

11. Finally, I want to mention that I have no affiliation with Emanuel Hospital or live in North Portland. I have no preference on contacting me.

Name: **Arlen Kerbaugh**  
From: manx1342@teleport.com  
Sent: Sunday, June 13, 1999 10:16 PM  
Phone: Unavailable  
Subject: North Portland light rail

Comment: Why do you insist on trying to shove light rail down our throats after we have voted it down three times. In the last election, District 17, the area of your latest attempt to usurp the voters will, voted fifty four percent NO!

We are not believing all the lies of relieving congestion, improving air quality, saving energy, shortening commute times, and all the other unsubstantiated "stats" that you keep purporting as facts. We haven't bought into them in the past and we aren't buying into them now. We, the voters, have said what we want and don't want to spend our money and taxes on three times now. Are we going for four? Wake up! NO means NO!

Name: **Andrew Hale**  
From: a9hkf@spiretech.com  
Sent: Sunday, June 13, 1999 10:51 PM  
Day phone: 725-7638 evening: 725-7638

Comment: I'm usually content to remain one of the "silent majority", but light rail is one issue to which I feel the need to support by speaking up. I want to offer my support of the existing MAX lines as well as of initiatives to expand the system.

I came to Portland to study, from the Lower Columbia valley in SW Washington. The MAX



system, TriMet, and Portland's generally proactive approach to transit was a major factor in my choice to come to Portland instead of Seattle. or elsewhere in Washington, where I would have paid less for my study, (even with reciprocal tuition)

The Puget Sound region seems to have made so little progress in mass transit, and has paid the price in terrible traffic, esp. recently as growth has increased so much there. This is an excellent contrast to Portland's approach to the problem of growth and transit. I would hate to see Portland's excellent start at a good rail system "derailed" and the city move toward a situation like Seattle's simply because a few people don't understand the need for rail now and esp. in the future.

I realize that the majority of Portlanders are already in favor of more MAX--I want simply to add my name to that forward-thinking group. I hope initiatives like this will continue to make Portland such a friendly and livable city!

Name: **Madelyn Elder**  
From: madelyn3@teleport.com  
Sent: Thursday, June 10, 1999 7:15 PM  
Phone: Unavailable  
Subject: Support youth free fares to school before N-S Max

Comment: I live 1 block away from Interstate, near Going St. North - South Max is of great interest to me. There are a lot of low-income youth who live in my neighborhood who would benefit far greater from SPIRIT's plan to allow students to ride to and from school on TriMet for free fares. Quite frankly, the bus service between downtown and Kenton is fabulous, and I don't quite see the need for MAX, unless one were to extend it to Vancouver--and in that case, why not just use existing rail for that?? Please reconsider spending all that money on a lightrail that won't truly meet anyone's needs.

Name: **Teresa Cope**  
From: Terleyg@aol.com  
Sent: Thursday, June 10, 1999 9:27 PM  
Phone: Unavailable  
Subject: light rail

Comment: We have lived on Montana Ave for over 20 years, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood. The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play. The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning

north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What do we, the Tax Paying Citizens get after the construction of the light rail?

A 4 way Interstate, reduced to a 2 Way Street which will result in total gridlock, especially at rush hour. I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter. THIS IS A NO VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

Name: **Brent Cope**  
From: **CBRENT@aol.com**  
Sent: **Thursday, June 10, 1999 9:17 PM**  
Phone: **Unavailable**  
Subject: **light rail**

Comment: We have lived on Montana Ave for over 20 years, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood. The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play. The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What do we, the Tax Paying Citizens get after the construction of the light rail?

A 4 lane Interstate, reduced to a 2 lane Street which will result in total gridlock, especially at rush hour. I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter. THIS IS A NO VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

Name: **Scot Nakagawa**  
From: **SNakag2627@aol.com**  
Sent: **Friday, June 11, 1999 12:53 AM**  
Phone: **Unavailable**

Comment: I am a supporter of the SPIRIT Y2K plan which would allow students to use public transit for free during school hours. I believe the plan will promote the use of public transportation among young people in our city, reduce the volume of traffic in school zones, and

alleviate the financial stress low income families must bear in order to get their children to school on public transit.

I understand that SPIRIT has been told that while Tri-Met is supportive of the plan in theory, the 4.5 million dollar price tag is too dear. I am also led to understand that the North Light Rail project that is slated to go shortly will cost the city, Metro and Tri-Met as much as 110 million dollars to build.

I don't understand why Tri-Met has chosen to deny youngsters the opportunity to use public transit for free because this will cost too much when the city, Metro, and Tri-Met have 110 million to spend on North Light Rail. It seems to me that your denial is really based in poorly considered priorities and not in a lack of funds.

I believe that accessibility should be the first priority in planning and managing public programs. As one who grew up in a family of limited means, I am acutely aware of the real barriers to accessing services that low income people face when public works come with a price tag. Until the system is financially accessible to everyone, I don't believe it is truly public, and as one member of the public here in Portland, I would like to ask that you reconsider.

I live in North Portland and I use public transportation as much as possible. I'm concerned about our environment, and do what I can to avoid adding to problems of air pollution and traffic congestion. I would very much like to see light rail come to my North Portland neighborhood. However, I believe that the accessibility of our existing system are just as important.

Bus fare can be just as much of a barrier to accessibility to a low income family as an uncut curb or the lack of a lift may be to a person in a wheelchair. The barrier that financial hardship can present, particularly to children, is very, very real. Tri-Met has made room for bikes on public transit -- now I think its time we made room for low-income students.

I'm a long time political campaigner and community organizer. I've served in the past as the Executive Director of a statewide foundation here in Oregon that funds community activism; as the Field Director of the National Gay and Lesbian Task Force in Washington, D.C.; and currently serve on the Executive Committee of the World Council of Churches United States Urban Rural Mission, a partnership between church congregations, religious organizations, and community workers throughout North America and the Caribbean.

In the course of my work, I've witnessed communities across the United States and throughout North America as they have struggled to balance the needs of low income people with environmental considerations and the many issues associated with growth and economic development. I believe that Portland and the state of Oregon has done relatively well in trying to balance these sometimes disparate concerns. I hope that in this current process Tri-Met will choose correctly and support the SPIRIT Y2K plan. I believe that it is a plan that requires vision and leadership from Tri-Met. I also think it is entirely appropriate for Tri-Met, the City, and Metro to place considerations such as compassion, equity, and investing in future generations before the public.

Thank you very much for your time and for your consideration of these important issues. I trust the concerns expressed here will be taken very seriously and that Tri-Met will see its way clear to providing free access to our public transportation system to young people.

CC: "Young, Carolyn" <YoungC@tri-met.org>

Name: **Monica Kirk, Esq.**  
**Robin Hochtritt, RN, MSW**  
From: hochkirk@inetarena.com  
Sent: Friday, June 11, 1999 6:49 AM

Comment: Although we live in Tigard, and not NE Portland, our work (at a downtown government agency office, and with a NE Portland/downtown-based mental health agency) has exposed us to the transportation issues facing NE Portland residents, particularly children and youth. The recent Oregonian article profiling the 40% drop out rate from Portland high schools was particularly alarming to us. What is happening? If SPIRIT's research is correct, the lack of free public transportation (such as we had as children) is a significant contributing factor.

Tri-Met has a role--and a significant one at that--in promoting transportation equity in our community if for no other reason than to support kids in pursuing a fundamental (and legally mandated, to age 16) right to education. METRO needs to get engaged as well.

We support the SPIRIT transportation campaign, and the efforts of community leaders such as Fred Hansen, Vera Katz, Eric Sten and Serena Cruz, to ensure a transportation-education "safety net" for our youth. SPIRIT's Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours. This needs to be Metropolitan Portland's #1 transportation priority. Don't you agree? If there is any assistance we can provide vis-a-vis engendering support among elected officials in Washington county, don't hesitate to ask. This is not a Portland issue; it is a Regional issue.

CC: "Young, Carolyn" <YoungC@tri-met.org>

Name: **Karolina Juszcak**  
From: karolina.juszcak@epi.epson.com  
Sent: Monday, June 14, 1999 4:57 PM  
Phone: 503 289-2466  
Subject: Comments to SDEIS light rail on North Interstate Avenue.

Comment: Plan that was presented for review at Kaiser Town Hall did not address several issues in detail. Please take our comments for Interstate Max under consideration.

1. Parking on N. Interstate Avenue. How many parking places are there going to be and where on N. Interstate Avenue between Overlook Park and N. Skidmore? Currently there is street

parking between N. Failing and N. Skidmore.

2. Effect of Light rail on Polish Library and St. Stanislaus Church building foundations. How will those buildings be protected against Light Rail vibrations? Will there be special cushions installed?
3. Overpass on N. Failing safety and crime. When the overpass will reopened again will there be an increase of crime in the neighborhood? The area by the overpass needs to be well lit. We would like old fashion streetlights to be like they are in down town on 5<sup>th</sup> Avenue.
4. Street safety and children. Children are using the Overlook Park for various activities how will the children be protected against light rail. We have Polish school on Saturdays during school year and around 60 children attend. How will they be protected against light rail?

Please include us in discussions and planning on the Overlook Park to N. Skidmore part of light rail before final design is presented. We look forward working with you on those issues.

Polish Library Building Association  
3832 N. Interstate Av.  
PORTLAND, OR 97227  
Phone 503 287-4077

Name: **David Parsons**  
From: [orc@pell.portland.or.us](mailto:orc@pell.portland.or.us)  
Sent: Monday, June 14, 1999 4:53 PM  
Phone: Unavailable

Comment: Actually, this is a brief comment on the /South part of the line (the part that isn't being built): Expanding bus service on the south side is a good idea, but I'm not so certain that adding capacity to 99E is such a good idea, because widening it out, particularly through the Eastmoreland/Westmoreland area, will involve removing the trees that line it (and make it a lot quieter.) I live about 6 blocks away from 99E, and I hear more traffic noise from I-5 across the river; it would be very distressing to hear as much noise from 99E.

Name: **Carl Levin**  
From: carl@teleport.com  
Sent: Monday, June 14, 1999 4:43 PM  
Phone: Unavailable  
Subject: Max preferences

Comment: I think that the max line between Rose Quarter and Expo is an excellent idea. The Interstate route would give this community a much needed shot in the arm. Thanks.

Name: **Ken Shellito**  
From: CBRENT@aol.com  
Sent: Thursday, June 10, 1999 9:23 PM  
Phone: Unavailable  
Subject: from Brent--- Please sign & forward to interstatemax@tri-met.org

Comment: To Whom It May Concern:  
Subject: Light rail on Interstate Ave.

We have lived in North Portland most of my life, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood. The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What do we, the Tax Paying Citizens get after the construction of the light rail?

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Name: Laura Zalent  
From: lez@plaza.ds.adp.com  
Sent: Monday, June 14, 1999 4:39 PM  
Subject: comment for public hearing

Comment: Hello. I live in North Portland. Have for 15 years and hope to continue living here. We live in the city b/c we want to. Let's enhance livability.

I think the new plan for the light rail to go down Interstate Avenue and connect with the Max at Rose Quarter is a great idea.

I think this would improve our neighborhoods, since I-5 split them up years ago. It is a good way to give back to the community. I see opportunity for adding infrastructure and development along Interstate Ave. North Portland is a wonderful area that Light Rail would improve. Plus I like that little, if any, housing and businesses would be displaced by this new plan.

I think a rider would enjoy riding through our neighborhood. The ride through a community would be quite pleasant and safe. Riders would have the opportunity of doing many other activities nearby. And we want to encourage late night riders too- not just commuters. As Portland gets more urbanized and more populated we need the light rail for evening events downtown and at PIR and for the Christmas light shows (at both the Victorian house and at PIR). Not to forget shopping!! Or the concerts and graduations at U of P. Also Rose Quarter and Lloyd center. etc. etc.

North Portland is a development area just waiting to happen. More people are moving here b/c it is a NICE place to live. And they want to get downtown and around easily for the treasures that are there.

I want to be able to ride my bike to a train station at Portland and Interstate, stop for coffee, and take the train to work downtown. And on other days I want to take a bus instead of my bike. (If I take the bus these days I sit on it for nearly an hour while it winds around NE Portland and then gets me to my destination. When I drive, in off-peak hours, it takes me 15 minutes.) I want to take public transportation. Luckily I can afford a car. But I would prefer to lessen pollution, support my community, and get some reading done while on the train. Please make it easier and more pleasant for me, and others, to get out of my car and ride the train. Thanks for listening. Interstate MAX is a great idea for all of Portland.

Name: **Anna Aguilar**, EJAG Director  
From: [ejag@teleport.com](mailto:ejag@teleport.com)  
Sent: Tuesday, June 15, 1999 2:20 AM  
Phone: Unavailable  
Subject: Support for SPIRIT Campaign

Comment: I am writing to voice my support for SPIRIT's transportation campaign. As the director of the Environmental Justice Action Group (EJAG) I am well aware of the challenges facing low income and people of color in N/NE Portland. When transportation is too expensive or too inaccessible for people to regularly use, the community suffers. We will be watching with great interest to see how you and your agency respond to the reasonable request of SPIRIT for students to receive free Tri-Met passes. Our community cannot afford to lose the potential of our youth. The cost would be too high. Support the SPIRIT campaign, support transportation equity.

Name: **Duke Wolf**  
From: [DUKE97217@teleport.com](mailto:DUKE97217@teleport.com)  
Sent: Monday, June 14, 1999 3:47 PM  
Day phone: 731-4002X825 Evening: 286-8590

Comment: I voted for north south and I think north is still a great Idea. I work in NE Lloyd district and live in North Portland. A Max line to the Rose quarter with good connections would encourage me to use transit. I don't use the bus because it is disruptive to make so many stops and meanderings. So I add to the freeway congestion at Lombard.

Name: **Georganne Watters**, Tri-Met Public Art Program committee member  
From: Priester, Mary  
Sent: Monday, June 14, 1999 12:35 PM  
Phone: Unavailable  
Subject: next meeting

Comment: Here are my two cents worth regarding the proposed new alignment for MAX:

I have recently moved to Vancouver from Gresham and although I drive, I do so primarily because there is no efficient way for me to use public transportation. The key to taking drivers out of their cars is to provide the linkages that make connections fast and get you to where you need to go. So far, MAX is like a toy. Until MAX links the entire Metropolitan area of both Portland and Vancouver, drivers will continue to drive. It's really just that simple. I look forward to the day when Tri-Met has the public support to really build a service that can take you where you need to go. Building light rails are no more unsightly than new concrete highways, from an



aesthetic viewpoint. Retaining and restoring natural Northwest beauty is of prime importance to local residences, providing those of us who live here a quality of life not found elsewhere in major U.S. cities. Tri-Met, along with public art, can improve the local landscape and give this region a look of restored beauty. I would say this is particularly true in North Portland.

Name: **David Milholland**  
From: **Priester, Mary**  
Sent: **Monday, June 14, 1999 12:25 PM**  
Phone: **Unavailable**  
Subject: **Light Rail Support**

Comment: Dear Portland City Mayor and Commissioners:

As newly elected vice-chair of the Tri-Met Public Art Advisory Committee, and a nearly 2-year member of same, I strongly endorse the agency's effort to extend a light rail line from the Rose Quarter up Interstate to the Columbia. Portland and Oregon's nationally-recognized leadership in mass transit was severely dampened by the narrow defeat last November of the Eastside north-south line. The timing of that election, as our region experienced its first, brief economic downturn, primarily due to events in Asia beyond our control, tilted many against what had been earlier endorsed heartily by the same voters.

There will always be naysayers toward mass transit. The American love affair with the internal combustion engine has not yet run its course, despite vastly increased congestion, a brutally impacted municipal airshed, with further deterioration lurking on the horizon.

The only clear response must be a well-run system of mass transit, with frequency climbing as ridership increases. Having experienced two excellent systems at length, in Mexico City and Moscow, which move the lion's share of their populations daily to both work and recreation, each with exceptional art throughout, I've been sold on light rail as our best local equivalent.

I'm a resident of NE Portland, living just a mile from the proposed Portland Blvd. stop, I and my family would utilize the new system, and find it increasingly valuable as the overall gridwork continues to develop. In the long run, of course, spurs to Vancouver on or near both current freeway crossings, are a necessity. For now, however, building a line through N&NE Portland will have to do, as a symbol of our city and region's commitment to a transportation system which envisions a far-better urban experience for all its citizens. Do the right thing, City Commissioners. Find the way to keep our region's transportation future on track.

Name: **Deborah Horrell**, Tri-Met Art Advisory Committee Chairperson, Artist  
From: Priester, Mary  
Sent: Monday, June 14, 1999 12:23 PM  
Phone: Unavailable  
Subject: Interstate Max support

Comment: In the brief seven years I have lived in this city, travel by car has become ever more time consuming. Given what I assume to be a common experience, I was tremendously suprised that our otherwise well-informed, forward thinking citizens did not support the South-North proposal. Interstate Max is our second chance to expand alternative transport in our rapidly growing city.

Name: **Marilee Smith**  
From: marileep@teleport.com  
Sent: Monday, June 14, 1999 10:22 PM  
Phone: 248-5020

Comment: I would like to comment on the proposed Interstate MAX and would like my opinions counted as part of the public testimony. I oppose the Interstate MAX. We've already voted on it 3 times.

1. We already have very adequate bus service along Interstate from Vancouver to downtown. The #5 runs on a convenient and regular schedule with service to Vancouver. Additionally, C-TRAN offers express service from Vancouver to Portland and back.
2. MAX will not revitalize Interstate Ave. Interstate seems to be in the process of 'coming back' on its own. I think it is a serious mistake to reduce Interstate to 2 lanes. Much of the traffic on Interstate goes to Swan Island and I don't think MAX will impact their commute except to make it longer and snarl traffic.
3. MAX is noisy. I lived at 33rd and Schuyler (NE) and could hear the squealing wheels of MAX even though we lived a good quarter mile away. This problem has plagued Westside MAX as well.
4. If MAX becomes a reality there is no provision for park and ride except for a "proposed" site at the Expo Center. Since many regular routes are discontinued or altered when MAX opens it is more difficult to get to MAX or to take the bus. Neighborhood parking will increase as it has in other areas where MAX runs (Hollywood for example)
5. The plan and proposed route seem 'thrown together'. If MAX is ultimately to run to Vancouver why not use an alternate route (Vancouver, MLK or I-5) and run to Jantzen Beach? Plus there is no plan for art or other efforts at improving the areas around the MAX line like there was for Westside MAX. North Portland is a nice place to live too.

Name: **Christine Charneski**  
From: **chch@hevanet.com**  
Sent: **Friday, June 11, 1999 11:01 AM**  
Phone: **287-5428**

Comment: I have just rec'd an email notice regarding local governments' reluctance to sponsor no-cost transit for high school students. I strongly concur with SPIRIT's suggestion that all of us would be served by providing transit access to high school students.

The primary reason I oppose all light-rail is because of the lack of support for enhanced services to urban riders who do not happen be close to light-rail. Grabbing the pot of federal money by stealing from MLK Jr. Blvd. redevelopment and other local projects is a clear indicator of where priorities continue to be. Putting off requests such as SPIRIT's while being able to suddenly come up with funding to create a questionable construction project furthers my skepticism. Today's letter in The Oregonian is another nail in the coffin.

My neighbor was one of those recently surveyed regarding light-rail North. She told me it was a very loaded survey, difficult to answer "NO" to and one that was clearly designed to provoke supportive answers. As a transit using, bicycle riding urban progressive I will remain in the anti-light-rail camp until I see much greater committment to needs expressed by the real community, not just planners and developers (i.e. bicycle storage at MAX stations, better service in inner-city transit, low/no-cost transportation for high school students, whatever else people are saying they need). THEN we can make the commuters happy, if we can do it without sacrificing our local neighborhoods. Thank you for your time and consideration.

Name: **Scott P Schumacher**  
From: **3SHOES@prodigy.net**  
Sent: **Saturday, June 12, 1999 1:13 AM**  
Phone: **Unavailable**  
Subject: **Fw: from Brent--- Please sign & forward to interstatemax@tri-met.org**

Comment: To Whom It May Concern:  
Subject: Light rail on Interstate Ave.

>

We have lived in North Portland most of my life, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood. The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option

for travel. The prospect of so many people trying to find a faster route on side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street 4520 N. Colonial, Portland, OR 97217 Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What do we, the Tax Paying Citizens get after the construction of the light rail? > A 4 lane Interstate, reduced to a 2 lane Street which will result in total gridlock, especially at rush hour. I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter. THIS IS A NO VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

Name: Susan C. Remmers  
From: SCREMMERS@aol.com  
Sent: Friday, June 11, 1999 9:17 AM  
Phone: Unavailable  
Subject: Y2K youth transit proposal

Comment: I am asking Metro to implement SPIRIT's Y2K proposal. \$4.2 million is a small investment in our youth. Here's a headline worthy of consideration: TRUANCY AND VIOLENT CRIME AMONG PORTLAND YOUTH AT ALL TIME RECORD LOW

Reports credit youth access to public transit free of charge during school hours with the recent downturn in youth truancy and violent crime. Clearly, the more kids we have in school, the more kids educated and monitored during day time hours. The implications are far reaching. Educated youth are more likely to land good jobs thus putting back into the economy the revenue necessary to enjoy continued growth and prosperity.

Now here's the really catchy part- Notably, Y2K affords access for all youth, including youth from distressed low income neighborhoods. It also has the added advantage of teaching our kids at an early age to use public transit systems as an alternative to cars keeping our air pollution and youth related auto accidents at an all time low.

CONGRATULATIONS TO SPIRIT AND METRO FOR WORKING TOGETHER TO IMPROVE THE FUTURE AND ENHANCE THE QUALITY OF LIFE IN THE PORTLAND METROPOLITAN AREA. Now that's a headline worth reading! Do the right thing, fund Y2K now.

Name: **Jae Kauffman**  
From: jaeshawn@hotmail.com  
Sent: Friday, June 11, 1999 3:02 PM  
Subject: Support our student riders!

Comment: I write you today as an advocate of public transportation and the education of our youth. Portland SPIRIT has been determined to come up with real solutions to some of the daily obstacles their members, friends, and families face.

I encourage you to support the funding of free Tri-met ridership to students during school hours. Tri-met estimated the cost of such an arrangement to be 4.6 million dollars. I ask you to actively support this initiative.

However simplistic, I would tend to believe that though the political forces for a North/Interstate lightrail is greater, enough will could find the issues of our young people as important.

Name: **Steven Napier**  
From: napiersv@jps.net  
Sent: Friday, June 11, 1999 2:28 PM  
Phone: (503) 281-2143  
Subject: YES

Comment: YES: My wife and myself want the max to come to North Portland.

Name: **Lurlene Shamsud-Din/President-elect, Oregon Alliance of Black School Educators (OABSE)**  
From: shamsud-dinl@catlin.edu  
Sent: Friday, June 11, 1999 10:55 AM  
Subject: Re: Action Alert!!!

Comment: I support SPIRIT's proposal for the Y2K Plan on Transportation support for students.  
**LIGHT RAIL PROJECT TAKES PRIORITY OVER YOUTH**

>

For the past year, SPIRIT has been working on a campaign to promote transportation equity. Leaders and members of SPIRIT have had several meetings with key public officials, including Tri-Met General Manager Fred Hansen, Mayor Vera Katz and County Commissioner Serena Cruz to generate support for their Youth 2000 and Beyond Investment plan (Y2K). SPIRIT's Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

Time and again, SPIRIT has been told the Y2K Plan is a great idea, but no money exists for such a project. According to Tri-Met, it would cost approximately \$4.6 million to implement the Y2K plan. Now, there is a proposal for a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million, and the City of Portland \$30 million. The fact is, the money is available, but investment in youth as future riders, workers, voters and transit supporters does not rank high enough in regional transportation planning and prioritization.

>

SPIRIT is asking you to send a strong message to Metro that they should invest \$4.6 million into SPIRIT's plan for students to ride Tri-Met to and from school for free BEFORE investing \$55 million in the North Light Rail Interstate MAX.

>

Please call, write, fax or email by 5pm, June 14, 1999 to:

>

Ross Roberts  
Metro Transportation Department  
600 NE Grand Avenue  
Portland, OR 97232  
Phone: 797-1900  
Fax: 797-1929  
Email: [interstatemax@trimet.org](mailto:interstatemax@trimet.org)

>

SPIRIT is a multi-racial and intergenerational membership organization dedicated to strengthening and organizing low income communities and communities of color in Portland. Our central programs seek to develop the leadership of women and girls by challenging institutions to create policies that promote social, economic, racial and gender equity. FOR MORE INFORMATION, contact Darlene Lombos at 503-281-3613 or [spirit@cyberhighway.net](mailto:spirit@cyberhighway.net). Thank you for your support!!!

Name: **Judy Griffen**, 3022 N Ainsworth, Portland Or 97217  
From: "Shearer, Jan" <[SHEARER@tri-met.org](mailto:SHEARER@tri-met.org)>  
Sent: Thu, Jun 10, 1999 4:09 PM  
Phone: Unavailable  
Subject: public comment rec'd at Field Office

I do not want the track bed to be "unfinished" (i.e. gravel).

Cross lights for pedestrians: How long do I have to get across an intersection? Is finished surface safe for those in wheelchairs? No gaps to trap stroller wheels?

Please have some "get acquainted, free ride" days. Please send all safety issue info. Need many, maintained adequately, waste bins and flower bowls, benches, etc. as in all other MAX areas. Thank you.

Name: Roberts, P., Overlook Neighborhood  
From: robertsp@coho.net]  
Sent: Thursday, June 10, 1999 9:42 AM  
Phone: Unavailable  
Subject: Shoving Light Rail Down Our Thoats

Comment: Since Tri-met & ODOT seem hell-bent on shoving light rail down our throats, I thought I should at least voice my opinion before I choke to death.

I think the money would be better spent on adding more buses and bus services that would actually make it easier for people to take the bus. Light rail is not a very flexible commuter traffic solution. (I lived in Hawaii for two years without a car because I could get anywhere I needed to go on the whole island, and do it conveniently--most buses came every 10 to 15 minutes! Maybe you could learn something from the folks in Honolulu about their bus system; and what a better place to do a little research yah!?)

The new proposal on the North/South light rail supposedly "solves" a lot of the "problems" from earlier versions, but how is cutting down on car lanes going to "solve" the commuting dilemma? I ask you, have you ever driven down Interstate during peak business hours? Currently with two lanes going both directions, it can still be congested. How is cutting Interstate Avenue down to one lane each way going to solve the traffic congestion again???? I think it will be a nightmare! As local residents & business drivers are stuck in bottleneck traffic, are we supposed to smile and wave to the few using light rail?

And what about the Going Street/Interstate intersection that is so heavily used by truck traffic & workers getting to Swan Island. I'm wondering how having a "light rail" crossing is going to bog down the traffic there during peak hours.

I don't know all the details on the Federal money being obtained for this project, but if it can be used to put more buses and bus services on-line, I think that's the most cost effective way to cut down on traffic congestion. The easier it is for people to catch a bus THAT GOES WHERE YOU NEED IT TO, WHEN YOU NEED IT (without having to wait too long, walk too far or transfer too many times) the more people will ride the bus. I know, I've been there.

I don't think light rail is the solution we are looking for to cut down on commuter traffic on I-5. The only people I've ever talked to who are in favor of light rail, are people who don't use it and/or don't live near it.

I seriously hope that this new North/South light rail project is derailed. We, the people, have already voted NO on this proposal TWO TIMES! What part of NO don't you understand?

Name: **Kay Dannen**, property owner in Washington County  
From: dannen@portlandstreetcar.org]  
Sent: Thursday, June 10, 1999 9:13 AM  
Phone: Unavailable  
Subject: Continue the vision for Interstate Max

Comment: Light rail is a great thing for this community, and it's absolutely essential to the future of this region. Let's be smart about population growth and plan for our future now with a good regional transportation network. Getting around the Portland metropolitan area is all about options, so continue the work, continue the vision. I implore all transportation officials to continue the dialogue and not divert from our land use and transportation goals for this wonderful metropolitan area many of us call home.

Name: **Amanda McCloskey**, Community Development Network, 2627 NE MLK Jr. Blvd., #202, Portland, OR 97212  
From: cdn@teleport.com  
Sent: Wednesday, June 09, 1999 2:07 PM  
Phone: 503/335-9884 Fax 335-9862  
Subject: Testimony for June 1 Interstate Max Public Hearing

Comment: I had to leave the Tuesday June 1 Interstate Max Public Hearing before I had a chance to testify. I was told that I could testify via e-mail before June 14th, so please enter the following testimony into the hearing record. Thank you!

**COMMUNITY DEVELOPMENT NETWORK TESTIMONY:**

Thank you for this opportunity to testify. My name is Amanda McCloskey, and I work for the Community Development Network, a trade association of nonprofit housing developers in the Portland area. We are also a member of the Coalition for a Livable Future. Our testimony today is in support of the proposed Interstate Max line, as it will benefit North and Northeast Portland by providing needed investment in low-income neighborhoods and better transportation services and thus access to jobs for residents. However, we have some concerns:



Our top two concerns are redevelopment effects and funding issues:

The bottom line is that the residents of the neighborhoods through which the light rail travels should benefit from this redevelopment, not be harmed by it. Many of those current residents are low income.

1) Redevelopment Effects: Displacement through Gentrification? The N/S light rail line can either be yet another force of displacement in these previously affordable neighborhoods or it can part of a process of redevelopment without significant displacement. The latter will only be possible if policy makers are willing to focus on this issue and put some tools in place. Specific issues/tools include:

(a) Redevelopment of housing around station areas MUST be targeted at a real mix of incomes, and must in particular address the needs of current NE residents who are being displaced by gentrification. It should be noted that low income people use transit far more than high income people in general, and so providing housing for lower income people close to light rail would probably also do a better job of increasing transit ridership as well. Tools to accomplish this mix of incomes should include: a clear commitment of tax increment dollars (see below), strategic purchase of particular sites by the City for redevelopment by nonprofits (perhaps as part of the proposed citywide Community Land Trust), inclusionary zoning in all urban renewal areas (inclusionary zoning requires that private developers include a certain number of simpler, more moderately priced units in all developments over a certain size), and long-term/permanent affordability requirements attached to ALL local subsidies used in the area (including tax abatements).

(b) The Housing Preservation Ordinance should help us preserve the existing project-based section 8 buildings (which house very low income people) in the neighborhoods, but we have no existing tools to address the preservation of existing, unsubsidized affordable housing in the neighborhoods around the light rail. To this end, the City can make some strategic purchases (putting key properties in the hands of nonprofits before the rents go up too much); do a careful inventory so we will know what we are losing; and make a binding commitment to replace the units lost. (Right now the City probably does not have the funds to do this, but tax increment funds might be used -- see below.) Strong education programs for existing low-income homeowners who may fall prey to speculators will also be important.

(c) Local business owners will face many of the same speculative pressures that owners of currently affordable housing will in the area, and they will face the additional problems associated with trying to run a business during light rail construction. Without a clear strategy to address their needs, the most likely scenario is that people with deeper pockets from outside the neighborhood (and probably outside of Portland) will buy most of the key business sites near the station areas and it will be they, rather than existing local business owners who will reap the benefits of all this public investment. PDC needs to look at ways they can support

local businesses during construction and afterwards so that at least some of these owners can stay. Another important strategy that should be considered is purchase by the City (and placement in the citywide community land trust) of other key parcels that could be leased back to local business people for development as neighborhood-oriented businesses.

2) Funding Issues. We believe strongly in the importance of funding the light rail initiative. However, the affordable housing infrastructure of the city as a whole, and of the neighborhoods this line runs through, are desperately under-funded. We routinely talk about funding for transit or roads in increments of tens or hundreds of millions of dollars, while in the affordable housing world

we fall on our swords over a half million dollars here and 5 million dollars there when dealing with problems that require infrastructure-level investments (\$500 million might solve the affordable housing problem for the poorest people in Portland). There are several important funding issues we should have a position on in this particular discussion:

(a) If tax increment funds from the Lloyd Center area urban renewal district (or any other URD) are to be committed to the light rail project, it should not reduce the amount of funds available in the district to do affordable housing work -- PDC needs to make a clear statement about which budget areas in the TIF plan for the given district it intends to take these funds out of, and this should hold affordable housing harmless. Otherwise, light rail will be adding quite directly to the affordable housing problems in NE.

(b) If more land is to be declared part of the NE urban renewal areas in order to help fund light rail and/or the redevelopment around it, strong commitments need to be made about the use of the tax increment funds generated to address displacement/gentrification and ensure that current low-income NE residents are not pushed out of their communities by this redevelopment effort.

Two other issues that others probably are already addressing are accessibility and safety issues:

3) Accessibility of light rail to neighborhood residents -- planning needs to address any barriers to local residents making good use of light rail (the freeway, for example, may be a barrier that needs to be bridged in some areas), the goal should be to create a system that many local people will use (not just a commuter line for people in Vancouver).

4) Safety issues -- (a) redevelopment around the stations should emphasize uses that provide eyes on the street at all hours (housing, mixed use, etc.) so that people getting on or off at odd hours are not walking through areas abandoned at that time of day; (b) station design should emphasize connection with surrounding areas, and be open/high visibility. Thank you for your consideration of these issues.

Name: Stephen Sasser, Portland  
From: SSasser@nwppc.org]  
Sent: Tuesday, June 08, 1999 2:43 PM  
Phone: Unavailable  
Subject: North Light Rail Interstate MAX Testimony

Comment: Dear Mayor Katz and the Portland City Council,

I received a post card / announcement regarding the North Light Rail Interstate MAX hearing coming up on June 15<sup>th</sup>. After examining the map, I had to wonder: Why are there no stations at Portland Meadows and Portland International raceway? It seems to me that a lot of traffic congestion relating to events at these two venues could be avoided with direct MAX service. And, it is passing right by them, so no additional tracks would be required. If you accept e-mail testimony, please consider this as such.

Name: Michael C. Marino  
From: 110433.1445@compuserve.com  
Sent: Tuesday, June 08, 1999 1:05 PM  
Phone: Unavailable  
Subject: North Interstate Max

Comment: I support the North Interstate Light Rail Project and hope that the current plans, or something very similar, will be carried through by the organizations overseeing its implementation. I look forward to seeing a project that enjoys much public support going into place and I believe it will be of service to the communities in which it is placed, and to which it connects.

Name: Erika Reiber, 4038 N. Castle, Portland, OR 97227  
From: petelangston@compuserve.com  
Sent: Monday, June 07, 1999 10:08 PM  
Phone: Unavailable  
Subject: Light Rail on Interstate Ave.

Comment: There is too much commercial truck traffic traveling south on Interstate Ave. from Going St. and the I-5 exit to be accommodated with only one lane of traffic. There either needs to be two lanes along the light rail, or the light rail should cut back toward I-5 before it gets to Going St. as was the plan on one of the earlier votes. This is a safety issue for everyone living in the area. Thanks to the great bus service we already have here, we have easy access to the Rose Garden & downtown and will not benefit from light rail. Thanks for considering other options...

Name: **Jay and Rachel Brown**  
From: **beebeard@uswest.net**  
Sent: **Monday, June 07, 1999 6:23 PM**  
Phone: **Unavailable**  
Subject: **Plea for South Light Rail**

Comment: I write this the day before a neighborhood meeting with Clackamas County Planners- we will be viewing the "final plans" for the 92nd Avenue Frontage Road/Monterey Overpass Project. We were recently informed that a change in the plans means a rather drastic encroachment on our property, and are now working things out with county planners.

As I envision the future in our neck of the woods, the only thing I can be sure of is cars ..... cars.....cars, as far as the eye can see.....Both my husband and I supported Ballot Measure 74-26 and were heartbroken when it was voted down. It is my belief that the vote nevertheless reflected some pretty significant support for light rail in Clackamas.

What are we going to do without it?! It does not solve the problem to build more roads and increase bus service. Has that EVER worked? We will simply fill the new roads with more cars (as history has shown), and all those spanky, new buses will be stuck just as surely as the rest of traffic.

I believe that the naysayers have taken advantage of a traditionally silent, apathetic community, and I fear that you hear only their carping voices and will leave Clackamas stranded. I feel stranded enough in Clackamas, thank you very much! It's not fun being the ugly stepchild of Portland. It particularly galls me that those with their sparkling new light rail system (west side) voted down approval for ours! Ugh. Shameless!

Please, please, pretty please.....TRY AGAIN! I know you are all battle-weary, and I am eternally grateful for all that fighting of the good fight. But it's not over, yet....at least, I hope not. Please try for light rail in Clackamas again. Please! We will need it desperately with all the development going on out here. I cringe at the thought of losing all that hard-won federal funding, too.

Try again! This is an unusual area with a lot of disconnected, wary people. Even so, didn't a significant number of people support light rail? Please try again! I can only imagine the nightmare we will find ourselves in in a few years, without it.....shudder. Yours, with fingers crossed and ever hopeful.....

Name: **Leanne Kerner**  
From: **ekerner@uswest.com**  
Sent: **Monday, June 07, 1999 8:48 AM**  
Phone: **Unavailable**

Comment: **DO IT!** The Interstate MAX is a good proposal. It should advance sooner rather than later. I would not be a daily user but definitely weekly.

Name: **Deborah Yates**  
From: **daypubs@imagina.com**  
Sent: **Saturday, June 05, 1999 8:49 AM**  
Phone: **Unavailable**  
Subject: **Light Rail**

Comment: To Anyone Who Cares (yeah right) at the evil empire of Tri-Met:

I have yet to figure out why we as Oregonians even bother to vote. We voted down the North-South Light Rail. We have told you through our VOTES and opinion surveys that **WE DON'T WANT A NORTH-SOUTH LIGHT RAIL**. But Tri-Met refuses to listen to the citizens as it own agenda which is constantly forced down our throats. To quote Earl Blumenhauer after the results of the election was in: "The voting down of the North-South Light Rail is a mere inconvenience to us. It will just slow us down some."

It has been proven through studies, observation and calculations that Light Rail is not cost efficient. It is extremely expensive to build, maintain and it does not carry (due to the geographical constraints and limited number of trains) enough people during the commuting hours to make it worthwhile. Only the construction contractors and Tri-Met benefit from light rail. The **VOTING** (remember we told you we did not want north-south light rail) public and citizens of Portland have to suffer from the financial burden of light rail.

I don't know what it will take to get it through your thick heads: **WE DO NOT WANT NORTH-SOUTH LIGHT RAIL---**let alone on Interstate!!!!!! If you are so hell bent and determined to put a north-south light rail in, go put it on 205 where the freeway and bridge which was designed for light rail. **GET REAL!!!!** I know that I am wasting my time and energy expressing my opinion on this matter. Tri-Met does not care what I, or anyone else, has to say. You will get your agenda met no matter what. But, for the record **WE DO NOT WANT LIGHT RAIL ON INTERSTATE!!!!**



Section Five

**Telephone Comments**

## Telephone Comments

*May 3, 1999:*

Michael Wells  
3339 NW Savier  
Portland, OR 97210-1936  
294-2147

Thinks it's a great idea – favors because would serve a large part of the population & would save a large part of the Federal money dedicated to Portland.

Kathy Belge  
6607 N Kerby Ave.  
Portland, OR 97217  
289-3354

Supports Interstate MAX.

Robert Edwards  
13055 SE Stark  
Portland, OR 97233-1556

Voted no three times against MAX rail lines; doesn't understand where the politicians are getting off by trying to shove it down our throats. Does the government believe that three times no equals yes? Is infuriated that Metro will spend money on unneeded light MAX rail line, when road improvements are needed.

Allen Schmidt  
Milwaukie, OR  
654-4937

Noticed on flyer for Interstate MAX, didn't see anything about whether it would be put up to the voters or not again. Stated that it has already been voted down twice already. Is it going to be strictly a Multnomah county vote or a Tri-county vote? Hasn't seen anything at all about that; wants to know what's going on; does he have to fight this thing again? Would like to hear back about this point.

Deborah Schmitz  
PO Box 82141  
Portland OR 97282

She asks why we are pushing Interstate MAX when the voters said no. She feels Tri-Met needs more buses. She doesn't want any money spent on MAX.



Wes Winevig  
7705 SE Harmony Rd.  
Milwaukie, OR 97222-1211

Already on Metro mailing list. Wants to make a comment about the new attack of light rail. Is being told that the power from PGE is running so low, they are going to quit giving irrigation to farmers. They're talking about shutting down all the eastern Oregon farms because of irrigation, because of the dams. They're talking about all the electric problems that will occur. Feels this is the worst possible time to be imposing another light rail that uses massive amounts of electricity. Pleads to have this thought over. Thinks this is a bad idea.

*May 5, 1999:*

David Helms  
12205 SE 31<sup>st</sup> Place #125  
Milwaukie OR 97222  
654-1101

He favors and supports light rail.

*May 26, 1999:*

Steve Mason  
8415 SW 19<sup>th</sup> Avenue  
Portland OR 97219

Please continue sending all light rail information possible. He's very much in favor of it and knows it will happen eventually.

*May 27, 1999:*

Rick Berry  
714 NW 24<sup>th</sup> St., #1  
Portland OR 97210

He really hopes and strongly suggests that the light rail should happen as much as possible. Probably better in small stages though and try not to get the "voter power," since the outlying areas are not educated enough to understand the potentials for light rail. Thinks it's a great thing and must be sought after.

Todd Lasher  
289-0016

He just received a brochure from Overlook Neighborhood Association regarding voicing opinion on Interstate Light Rail. He thinks Interstate MAX is a great idea. Sorry to see that the association has tainted their message in the negative stating that there would be safety issues. He disagrees.

Kathleen Powell  
4216 N. Court Avenue  
Portland OR  
287-4874

Expressed her very, very, very, strong opposition to light rail going down the middle of Interstate Avenue leaving one lane of traffic in each direction and cutting off the Overlook area and making it a very definite safety problem for everyone living there.

Phillip and Carris Barasch  
4655 N. Concord  
Portland OR 97217  
287-3674

We both support light rail going up Interstate Avenue. In fact, we are very fervent supporters of it, so we want our opinion to be known that we would like it - it's just one block from us.

Mrs. Watt  
5104 SE 32<sup>nd</sup> Avenue  
Portland OR  
775-4455

Certainly hopes this is not built. What don't you understand about our vote. Big waste of money. None of these MAX lines pay their way whatsoever. Would love to see tax money going into building roads to take care of the population. She doesn't want to live in New York.

Al Levinson  
2705 SW Sunset Blvd.  
Portland OR

The map in today's paper does not show a stop on the proposed line near the Kaiser Clinic. It looks like it's several hundred feet away (from the map). Hopes that this is not true. The #5 bus gives excellent service now to Kaiser and any change in the quality of service to Kaiser Clinic would be deplorable.

Dennis Bailey  
1616 N Jessup St.  
Portland OR 97217  
286-2513

Has read the impact statement. Extremely excited about light rail down Interstate Avenue. Willing to get out and lobby for it. Can't be here for June 1 hearing. Supports light rail even if it raises taxes. Doesn't think it will hurt safety. Will be a positive impact on business and housing market; will help neighborhood association and community.

*May 28, 1999:*

Mr. and Mrs. Elle  
1549 N. Glendena  
Portland OR

We are not interested in having the light rail on Interstate Avenue. It greatly concerns us as homeowners.

Dorothy Holland  
2314 N. Emerson  
Portland OR

Don't understand why a light rail system can be built on Interstate Avenue when the first vote by the public dealt with the light rail going from north and south (Vancouver to Clackamas) and the second time voted down (Clackamas to Downtown) with later point in time being from Rose Garden to Interstate but not now. How can you just do it without a vote? Doesn't see how anyone can say the \$350 million isn't taxpayers money. It's all taxpayers money, regardless of when it came in, and taxpayers should get a chance to decide where the \$350 million goes. No light rail until there's a vote to approve it. This is ridiculous.

Sarah Barrett  
4804 N Concord Avenue  
Portland 97217  
735-0564

Supports light rail. Would like a sign or bumper sticker saying she supports light rail.

Bruce Geis  
2405 N. Alberta  
Portland OR 97217  
283-7959

Expressed strong opposition to Interstate light rail (already turned down).

James Huddleston  
4755D SW Caldew St.  
Portland OR 97219  
452-8762

Bravo—well done! Hope you break ground this very day. Only cave dwellers would oppose it. Will get us all where we want to go and back again. Good for business; good for transportation; part of balancing the transportation act. Wishes the project success.

Winniford Havard  
5903 N Delaware  
Portland OR 97217  
285-7360

Most asinine project I've ever heard of. What do you think, you'll have a big crowd at the "Dancing Bear" in the Kenton area? Since this is funded by big business and developers, is this what the Kenton area and other sections of Interstate will become—bought up by other developers? Is this what the whole thing is about—big money funding this?

Bob Kerns  
2605 N Emerson  
Portland 97217-3818  
286-3612

Expressed his support of Interstate light rail. Thinks it's a great idea. We need more mass transit in our area. Is happy to see it coming though regardless of being voted down by others. We need it in north Portland despite what others say. Mark him down as a pro vote.

Rudy Raez  
1540 N Webster  
2885-6373

Thinks light rail to Interstate Avenue is absolutely fabulous. Pull out all the stops and just do it.

*May 29, 1999:*

Vern Bauers  
8308 NE Glisan St., #1  
Portland 97220  
254-0364

He's very much in favor of the Interstate Avenue alignment.

*June 1, 1999:*

Beth Estock  
1626 N Willamette Blvd.  
Portland  
285-7574

Wonderful idea. 100% in support of it. Will help renew north Portland and bring about a life in that area of the city that we haven't seen in a long time. Thanks for your hard work on this.

Kim Pacourney  
Overlook Neighborhood resident

Wants to express her support of Interstate light rail even though a lot of people in her neighborhood association (Overlook) are opposed to it. Just wanted the decision-makers to know there are still some people for it.

Angel Olsen Aguilar  
(former chair, MCCI)  
2629 N Russet  
Portland 97217

She is a property owner and supports light rail. Trying to use I-5 when there are events at Expo or the PIR is impossible. Uses transit to and from work; has used it in Gresham and it is cheaper than driving a car. She recently visited Los Angeles—we need to preserve air quality here in Portland. Light rail would encourage commercial growth along Interstate.

She feels north Portland has been affected by lots of government projects that have been prejudicial against low income. This will help ridership and serve low income households.

*June 2, 1999:*

Oliver Wirta  
1722 N Going Court  
Portland 97217

He favors the light rail on Interstate Avenue.

Diane Berg  
7537 N Interstate  
289-3074

She hopes it goes through. She wanted it to go through from the beginning and would certainly ride it all the time. She will keep her fingers crossed!

Marian Pratt  
3947 N Colonial  
Portland 97227

She would be in favor of it if it went all the way to Jantzen Beach.

Gene Pratt  
3947 N Colonial

He, for one, does not want that light rail on Interstate, thank you.

Ila Hickey  
4026 N Castle Avenue

She is approximately 5 blocks off of Interstate Avenue and sees no reason why they can't put the light rail on I-5. All she can see on Interstate, as well as through the Kenton neighborhood, is traffic jams and problems with businesses. Doesn't know how this proposal got proposed, but it doesn't help any of the residents in her area of north Portland. It needs to be on I-5, not Interstate Avenue.

Woman  
4035 N Castle  
Portland OR

She thinks the light rail is a stupid idea and they should put it underground.

Donald Kyle  
3959 N Overlook Blvd.  
Portland OR 97227

He's an Overlook neighbor, and he's a little concerned about light rail at the intersection of Interstate and Shaver. He's all for it, but he's worried that he's going to have to wait forever to get to work in the morning. (There's no way he can ride it to work.) Need to pay particular attention at the stoplight at Interstate and Shaver, because that's where he turns north to get on the freeway.

Rebecca Charleton  
3986 N Overlook Terrace  
Portland 97227

My husband, Scott, and I support light rail fully. Count us as 2 votes in favor of light rail down Interstate.

*June 3, 1999:*

Jean Pulliam  
241 N Menses Drive  
Portland 97217  
240-5593

She recently moved from Gresham to Hayden Island. She used MAX all the time and is very much in favor of LRT on Interstate.

Bill Babeckos  
3157 NE Marine Drive  
Portland OR

He is definitely opposed to the Interstate Avenue alignment.

Fred Cepika  
3735 N Overlook Blvd.  
Portland OR 97227

He favors Interstate Avenue light rail; it will spruce up the street. He has some reservation about reducing the number of lanes, but he still favors it.

Lawrence Havercamp  
3609 SW Britany Drive  
Gresham OR  
667-9896

He's against north light rail. It is a total waste of money for less than one percent of the people in this state.

Stephanie Walker Masson  
4075 N Castle Avenue  
Portland OR

A Overlook neighborhood resident, she really hopes Interstate MAX does not go through. She does not like the amount of traffic or noise that it will create. She knows it's good for the environment, but thinks it will not be good for her neighborhood.

Michele Gardner  
3777 N Overlook Blvd.  
Portland 97227  
287-8355

At this point, both my husband and myself are against light rail going down Interstate. She has not heard of any benefits to the neighborhood. She keeps voting on this at different meetings, and it doesn't seem like the message gets across. She doesn't know anybody who is for it, but several neighbors say they will move if it is built. Somehow the city is getting the idea we want it.

*June 4, 1999:*

Ursula Haskins  
3735 N Massachusetts  
Portland OR 97227

She does not want LRT to come down Interstate Avenue. Her concerns are that it will block off her neighborhood and Interstate, and that there will be just one lane in each direction. She is bothered that she voted this down and now it's going to be built. She thinks she will be worse off with the all-Interstate alignment than with the original proposal.

Mary Louise Monahan  
5304 SW Erickson  
Beaverton OR 97005

As a former Overlook resident, she is opposed to light rail on Interstate. Some may think it will improve business, but the benefits would be negated by the traffic, especially with light rail stopping every 10 blocks or so. There is so much congestion already. Eventually the Urban Growth Boundary will be extended but by then the quality of life will be ruined in the city because of crowding. We need space—we're used to having it! There need to be a few more roads built, but not light rail—Oregonians won't stand for it.

*June 6, 1999:*

Paul Mendez  
9845 N Jersey St.  
Portland OR 97203

He wonders where we get off stealing park and city renewal dollars to build something that was already voted down three times.

Delaine Rann  
2043 N Webster  
Portland OR 97217

She favors Interstate Avenue Light Rail. Any development on Interstate and increase in public transportation is nothing by a benefit to north Portland. She says she is someone who is all for it, and as someone who works in Old Town, she would be happy to use it.

*June 7, 1999:*

Dawn Ekman  
3957 N Colonial Avenue  
Portland OR 97217  
294-0787

Dawn is a resident of Overlook Neighborhood who uses No. 5 bus to downtown Portland. Currently, she walks two blocks to catch it. MAX would require her to walk an additional two long blocks from the closest stop. She likes the 10-minute service on No. 5. She says that she takes both MAX and buses and that MAX doesn't really get her there any faster--she sees no advantage to MAX over bus.

She is concerned about the traffic impacts on Interstate, especially as seen during recent construction when traffic was limited to one lane each direction. Loss of lanes, combined with increased truck traffic and the fact that autos will use Interstate when the freeway is backed up, makes her think that traffic will worsen in the area.

She is concerned that MAX will change the character of the neighborhood. The neighborhood is mostly residential. MAX would bring in more apartments and renters. Renters have a different mentality than



homeowners because they don't take care of their property like homeowners do. Concerned that the "wrong" people will move to the neighborhood.

*June 9, 1999:*

Maureen Gadotti  
5534 N Burrage  
Portland OR 97217

She does not want light rail to happen.

Edith Kerbaugh  
12341 SE 67<sup>th</sup> Court  
Milwaukie OR  
653-8015

She doesn't see the need for this in terms of moving people along that route. Using the bus is a good way to go and a lot cheaper. Also, it will increase congestion because it will take away traffic lanes, which means it will be bumper-to-bumper through the area. She doesn't see how any problems are being solved, and she thinks a lot of money would be spent to create more problems.

*June 10, 1999:*

George Spaulding  
Land Use Chair, Overlook Neighborhood Association  
283-6999

He is strongly opposed to the Interstate MAX proposal as it now exists, for the following reasons:

- 1) It would limit the access of emergency vehicles to his neighborhood
- 2) Tie and ballast track construction
- 3) Traffic disruption and parking on Interstate.

*June 11, 1999:*

Julie Taylor  
1901 N Farragut  
Portland OR 97217

Hope they build it--can't wait!

Alma Tylander  
2453 N Humboldt St.  
Portland OR

She is not in favor of MAX going down Interstate Avenue. We don't need it--that's her opinion.

Leonard Kirkpatrick  
7609 NE Rodney Court  
Portland OR 97211

Mr. Kirkpatrick is 74 and does not want taxpayers money used on light rail. "It's hard enough for some folks to put food on the table without having to pay for more things that the government wants. Senator Smith says the federal government will pay some of the money but not all of it. The taxpayers have to pay the rest."

Jan Meskamin  
4054 N Colonial  
Portland OR  
249-0934

She voted against light rail going down Interstate Avenue. She does not want it.

Lauren Redmond

She thinks it's very important that children be given free access to the light rail when they are going to school. No child should miss school because of inability to pay for transportation.



Section Six

**Public Notice Advertising**

**Interstate MAX public notice ads appeared in the following newspapers:**

**Public comment period/open house ad**

The Oregonian April 30, 1999

**Open house ad**

The Oregonian April 29, 1999

The Portland Observer April 28, May 5 and 12, 1999

The Skanner May 5, 1999

El Hispanic News April 28, 1999

Hayden Island Connection  
(article/announcement) May 1999

Between the Rivers  
(Ad and article) May 1999

**Public hearing ad**

The Oregonian May 20 and 27, 1999

The Portland Observer May 26, 1999

The Skanner May 26, 1999

El Hispanic News May 27, 1999

The Asian Reporter May 25, 1999



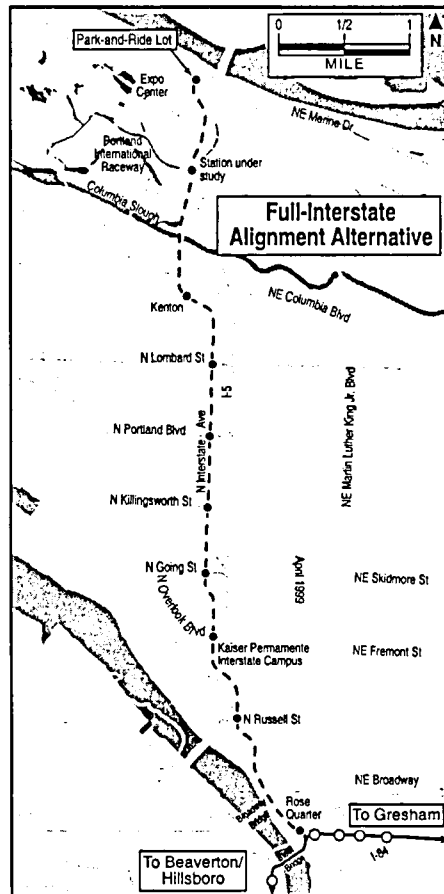
# Call for public comment on Interstate MAX light-rail alternative

## Environmental study available for comment through June 14

A Supplemental Draft Environmental Impact Statement (SDEIS) for a Full Interstate light-rail route in North Portland is available for public review and comment. The SDEIS provides the public with a summary of the benefits, costs and impacts of this route that are significantly different from other routes studied in the Draft Environmental Impact Statement (DEIS). Following is a brief description of the route, a summary of the environmental impacts studied and ways you can receive further information and make your comments known to decision-makers. Comments can be submitted until 5 pm on June 14, 1999.

**Background** – This SDEIS has been prepared in compliance with the National Environmental Policy Act. The Federal Transit Administration is the federal lead agency, and Tri-Met and Metro are the local lead agencies.

Following publication of the DEIS in February 1998 and subsequent adoption of a Locally Preferred Strategy (LPS) in July 1998, a funding measure was on the November 1998 ballot to provide a portion of the local funding for the project. The funding measure did not pass and Metro held a series of listening posts asking the public how to proceed with transportation plans in the South/North Corridor. Following the listening posts, local business and community members urged Tri-Met, the City of Portland and Metro to investigate a modified Interstate Avenue Alignment in the North Corridor Study Area. This new alignment is called the Full Interstate Alignment Alternative or Interstate MAX.



## INTERSTATE MAX OPEN HOUSES

The Northeast Coalition of Neighborhoods and the North Portland Neighborhood Office, along with Tri-Met, the City of Portland and Metro, invite you to learn about the proposed Interstate MAX light rail line.

**Monday, May 3**  
4-8 pm

Emanuel Hospital-Lorenzen Center  
2801 N Glantenbein, Portland  
(bus lines: 4-Festina, 33-Fremont  
or 40-Macki Crest)  
Sponsored by the Urban League

**Thursday, May 6**  
4-8 pm

Kaiser Town Hall  
3704 N Interstate Ave., Portland  
(bus line: 5-Interstate)  
Sponsored by Kaiser Permanente

**Wednesday, May 12**  
4-8 pm

Kaiser Town Hall  
3704 N Interstate Ave., Portland  
(bus line: 5-Interstate)  
Sponsored by Coalition for a Livable Future

**Description of the alignment** – The Full Interstate alignment alternative would result in the construction of 5.6 miles of new light-rail track and nine new light rail stations. It would operate on 1.5 miles of existing track between the SW 11th Avenue downtown turnaround and the Rose Quarter. Between the Rose Quarter Transit Center and the Kenton commercial district, light rail would be located in the median of North Interstate Avenue. It would continue north in the center of North Denver Avenue across the Denver viaducts and then proceed north between the I-5 freeway and North Expo Road to a terminus station in the existing Expo Center parking lot.

**Benefits and impacts** – The Full Interstate route would result in lower cost, fewer displacements and fewer environmental impacts than the routes evaluated in the DEIS. In general, the impacts could include changes in access, local traffic, noise and vibration, neighborhoods and short-term construction impacts.

## For more information and to provide comments

For a copy of the SDEIS, call Metro's transportation hotline at 797-1900. Leave your name, address, ZIP code and phone number as instructed. Copies of the SDEIS will be available at the open houses, local libraries (review only), Metro, Tri-Met and (after May 5) the Interstate MAX field office at 5101 N Interstate.

- Mail written comments to Ross Roberts, Metro, 600 NE Grand Ave., Portland OR 97232
- Phone your comments to Metro's transportation hotline at 797-1900
- Submit written comments at open houses (see box above)
- Fax comments to 797-1929
- Go to [www.tri-met.org/interstatemax](http://www.tri-met.org/interstatemax) and e-mail to [interstatemax@tri-met.org](mailto:interstatemax@tri-met.org)
- For hearing impaired assistance, call Metro's TDD line, 797-1804
- To speak with Community Relations staff, call Tri-Met at 962-2499

All comments must be received by 5 p.m. on June 14, 1999 to be included in a public comment document.

**Public hearing** – A public hearing will be scheduled and advertised in early June as another opportunity to comment on the SDEIS. (Time, date and location to be determined. Call the transportation hotline at 797-1900 for more information in early May).





## INTERSTATE MAX OPEN HOUSES

The Northeast Coalition of Neighborhoods and the North Portland Neighborhood Office, along with Tri-Met, the City of Portland and Metro, invite you to learn about the proposed Interstate MAX light rail line.

**Monday, May 3**  
4-8 pm

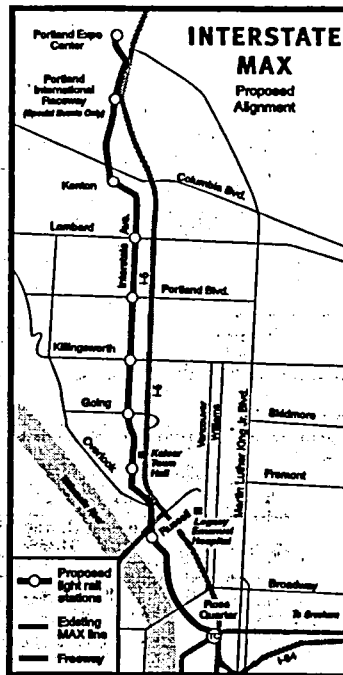
**Emanuel Hospital-Lorenzen Center**  
2801 N Gantenbein, Portland  
(bus lines: 4-Fessenden, 33-Fremont  
or 40-Mocks Crest)  
Sponsored by the Urban League

**Thursday, May 6**  
4-8 pm

**Kaiser Town Hall**  
3704 N Interstate Ave., Portland  
(bus line: 5-Interstate)  
Sponsored by Kaiser Permanente

**Wednesday, May 12**  
4-8 pm

**Kaiser Town Hall**  
3704 N Interstate Ave., Portland  
(bus line: 5-Interstate)  
Sponsored by Coalition for  
a Livable Future



You can also comment on the Supplemental Draft Environmental Impact Statement that describes the benefits, costs and impacts of the Interstate MAX line.

For information call:

(503) 962-2499

TTY: (503) 238-5811

[www.tri-met.org](http://www.tri-met.org)





May 26, 1999



## INTERSTATE MAX PUBLIC HEARING

Share your comments about the Supplemental Draft  
Environmental Impact Statement on light rail along  
N. Interstate Ave., Rose Quarter to Expo Center.

**Tuesday, June 1, 1999**

**5-8 pm**

Metro Regional Center  
600 NE Grand Ave., Portland  
(Tri-Met bus 6, 8, 10 or MAX)

### Other ways to comment

*Mail:* Ross Roberts  
Metro Transportation Dept.  
600 NE Grand Avenue  
Portland, OR 97232

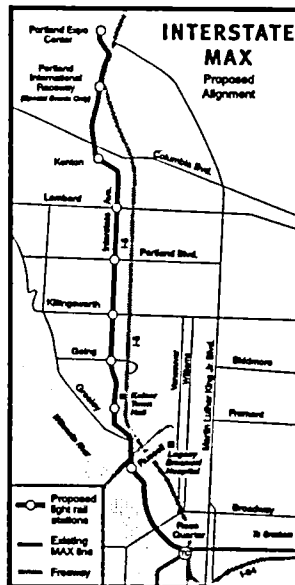
*Fax:* 797-1929

*Phone message:* Transportation  
Hotline at 797-1900

*E-mail:* [interstatemax@trimet.org](mailto:interstatemax@trimet.org)

*TDD:* (telephone device for the  
deaf) 797-1804

**Comment deadline:  
5 pm, June 14, 1999**



### For more information

Copies of the Supplemental Draft Environmental Impact Statement are available at Metro, Tri-Met, the Interstate MAX field office, by calling 797-1900, or read it at your local library.

The Interstate MAX information office at 5101 N Interstate is open 11 am-7 pm Monday-Thursday and 11 am-5 pm Friday. For information call 962-2499.



# INTERSTATE MAX OPEN HOUSES

The Northeast Neighborhood Coalition and the North Portland Neighborhood Office, along with Tri-Met, the City of Portland and Metro, invite you to learn about the proposed Interstate MAX light rail proposal.

**Monday, May 3**  
**4-8 pm**  
**Legacy Emanuel Hospital**  
 Lorenzen Center  
 2801 N Gantenbein, Portland  
*(bus line 4-Fessenden, 33-Fremont  
 or 40-Mocks Crest)*  
 Sponsored by the Urban League

**Thursday, May 6**  
**4-8 pm**  
**Kaiser Town Hall**  
 3704 N Interstate Ave,  
 Portland  
*(bus line 5-Interstate)*  
 Sponsored by  
 Kaiser Permanente

**Wednesday, May 12**  
**4-8 pm**  
**Kaiser Town Hall**  
 3704 N Interstate Ave,  
 Portland  
*(bus line 5-Interstate) --*  
 Sponsored by  
 Coalition for a Livable Future

Why a new light rail proposal? After voters turned down property tax support for light rail last November, Metro held a series of listening post meetings asking citizens how to proceed with transportation plans for the South/North corridor. Community and business leaders asked whether a route could be built with no property tax support, no displacements and serve the Expo Center.

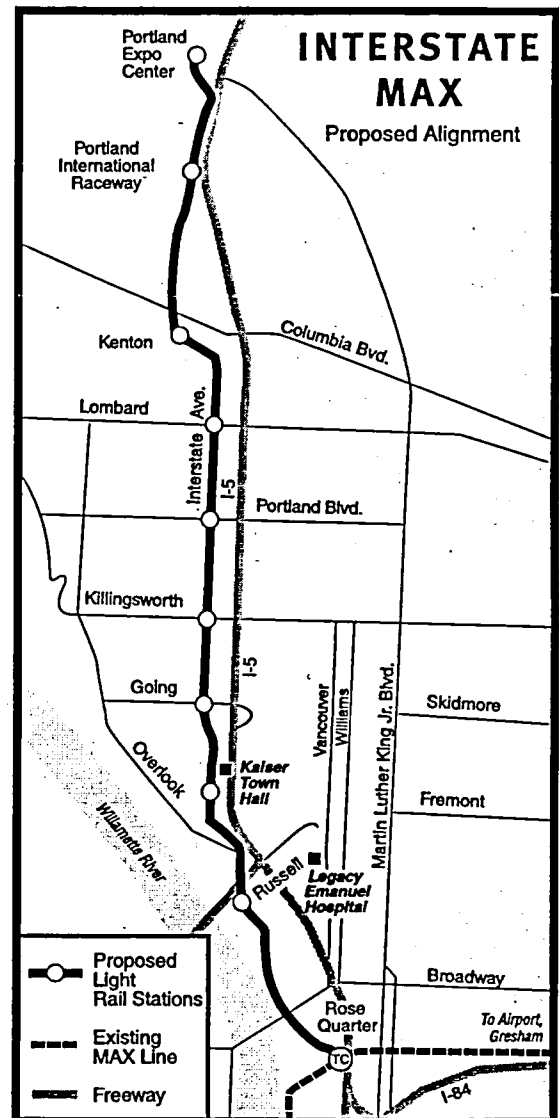
In the North, the result is a proposed route in the median of Interstate Avenue from the Rose Quarter to Kenton and along Denver Ave. to the Expo Center. The City of Portland, Metro and Tri-Met are asking citizens what they think about the new route. (A proposal for improved transportation services, including rapid bus, high occupancy vehicle lanes and other options, is being studied for the south part of the corridor.)

A new report called a Supplemental Draft Environmental Impact Statement (SDEIS) is being completed on the impacts and benefits of the Interstate route compared to routes previously studied. Following publication of the SDEIS in late April/early May, the public will have 45 days to learn about and comment on the SDEIS document itself.

The open house times listed here are the first of several opportunities to learn about and comment on the proposed route. Drop in any time during the posted hours, talk to staff about the proposal and fill out a comment card. Public comments will be welcomed throughout the spring and thereafter--as long as studies of the proposal continue.

You can receive a copy of the SDEIS by calling Metro at 797-1900. Copies will be available at the open houses, local libraries (review only), Metro, Tri-Met and (after May 5) the new Interstate MAX field office at 5101 N Interstate. Other ways to comment on the SDEIS and Interstate MAX will include a public hearing in late May. Mail written comments to Ross Roberts, Metro, 600 NE Grand Ave, Portland OR 97232; phone your comments to Metro at 797-1900; fax them to 797-1929; go to [www.tri-met.org/interstatemax](http://www.tri-met.org/interstatemax); or email [interstatemax@tri-met.org](mailto:interstatemax@tri-met.org). For hearing impaired assistance call Metro's TDD line, 797-1804.

To speak with Community Relations staff,  
 call Tri-Met at 239-2254 or 962-2499.



*All meetings are accessible to those using mobility devices.*

## Open Houses scheduled for Interstate MAX light rail proposal

There are three open houses scheduled in May to provide the opportunity for the public to learn about the proposed Interstate light rail line.

Recently, community groups, members of the business community and North/Northeast residents asked Tri-Met, the City and Metro if a light rail extension in North Portland was feasible. The proposed 5.6 mile Interstate MAX line would run from the Rose Garden Transit Center to the Expo Center. It is currently being reviewed and studied.

Within the next two months, local governments must decide whether to endorse the project which then begins more detailed engineering and environmental studies, as well as finalizing a funding package. If the project is endorsed, federal funds will be pursued in the fall.

A citizen's advisory committee has also been formed to help evaluate whether the Interstate MAX light rail line should be built. This

committee will make suggestions, ensure neighborhood concerns are addressed and provide feedback to Tri-Met, the City and to Metro.

The meetings are scheduled as follows:

Monday, May 3

4-8 p.m.

Emanuel Hospital Lorenzen Center  
2301 N. Gantenbein

Sponsored by the Urban League

Thursday, May 6

4-8 p.m.

Kaiser Town Hall  
3704 N. Interstate Ave.

Sponsored by Kaiser Permanente

Wednesday, May 12

Kaiser Town Hall

3704 N. Interstate Ave.

Sponsored by Coalition for a Livable Future

### Free Cookies & Coffee

at the

Hayden Island Neighborhood Association  
Meeting

May 13th • 7pm • Oxford Suites

Everyone is welcome and encouraged to attend



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Councilor Bill Atherton  
Amendment for Resolution No. 99-2806A  
June 24, 1999

Amend Resolution No. 99-2806A to create Resolution No. 99-2806B:

Amend on page 1 in the third paragraph:

WHEREAS, in November 1998, voters in the Portland metropolitan region did not approve a property tax bond measure for local funding of a revised South/North Corridor Light Rail Project; ~~ballot measure that would have reaffirmed the region's 1994 voters' approval of local funding for the South/North Corridor Light Rail Project; and~~