

DRAFT

Public Comments

(April 30 - June 14, 1999)

South/North Corridor Project
Supplemental Draft Environmental Impact Statement

Compiled for JPACT through June 9, 1999

SUMMARY

The comments in this *draft* Public Comment Document for the South/North Supplemental Draft Environmental Impact Statement refer to a proposed alignment in North Portland from the Rose Quarter to the Expo Center. The public comment period began on April 30 and will end on June 14, 1999. This interim report contains comments received through June 9, 1999 and includes 3 open houses, a public hearing on June 1, and comments from letters, faxes, e-mails, comment cards and a telephone hotline.

Overall, the majority of comments received to date have been favorable regarding the proposed route. The public hearing was attended by over 100 people and about 88 comments were received either in writing or orally. About 59 people expressed support for the route and about 23 expressed opposition, while another 6 offered general suggestions or concerns.

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 is more accessible to elderly and disabled.

Some supporters and 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.

There were also suggestions to improve bicycle access to station areas and better bus connections to the light rail.

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 citizens and neighborhoods who want light rail in their neighborhoods to serve their economic, environmental and transportation needs with government. He describes the impacts of 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 65th 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 needs to 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 27th 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

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, with businesses in the middle losing and two auto lanes gone, squeezing traffic into one lane in each direction and onto other streets. The clear solution would be commuter trains to Washington on existing tracks and a street car on Interstate with stops every two blocks. Much has been said about federal money. Recently, a Tri-Met request for \$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 street car 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 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 that other alternatives will eliminate congestion, they won't, but what light rail does is provide a way to get work, school or wherever without congestion. Further, it will provide opportunity for a group of people who need access in jobs in Washington County or Gresham all along the light rail line where the economic engine of the region for the 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. 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 towards the goal of creating a "main street" on Interstate, 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 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) Protect 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 10th
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 and 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 to the community entrepreneurial opportunities and employment, 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 5th Avenue, #1500
Portland OR 97204

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, its 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

Favors Interstate Avenue MAX. 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

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 45th
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 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 58th Avenue
Portland OR 97213

He doesn't like to spend money if he doesn't have to, but believes that you have to send 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 build 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-dependant businesses and businesses that continue to survive only because of the depressed nature of the area and low cost of business space rental.
2. Would it be cheaper and easier to add lanes to I-5?. Subsidizing long term dependance 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 the results of that pertaining 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 to a quarter of a million in state, county and federal road tax a month. 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

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, made from broken stones. 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 they 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, Widmire, 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 torn up avenue.

Deborah Zessick
2034 N Killingsworth
Portland OR 97217

She has been a lifelong resident of north Portland and current 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 Tiernen
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, Calif. 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 it 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: 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 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 along side 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 praises 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 high 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 a position, as follows. 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. 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 insure 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, when people walked and rode streetcars. He thinks its unfortunate that the streetcars were discontinued and now 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 11th
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 wide 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 area and lead to increased 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 Wigan
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 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 out front, 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 that 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. Thinks 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 we want to see in our 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, maintained the level of service and also, 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.. He hopes that a major investment into north Portland and the land use component is vital. It's one thing to say that we're going to create investment but it's another thing to plan it and to do it correctly. He thinks that first starts with station area planning to ensure that the stations are in the right locations. He advocates refining the Albina plan, a good starting point from a policy standpoint, is taken further in station community plans for each of those station areas. 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 are essentially occupied vacancies. Businesses there are using those storefronts 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 made 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 go 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 townhome ownership-type developments. It pays off but sometimes it takes some time. Although he has some mixed feelings about the Interstate alignment, overall 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 will 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 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 every thing 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 100th 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. He is concerned as a registered voter 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 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, he just 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 everyday 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 it be moved off to the east side of the traffic lanes, allowing the vast majority of people in north Portland to access Interstate without having to cross the tracks. This would allow three-quarter of the Overlook neighbors to access the neighborhood without having to cross the train lines.

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. 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 to ride this thing who didn't have to. Given all the benefits that we're receiving, let's take a look at what we're paying for it. Could you imagine, over \$100,000 million for no traffic relief, for really nothing. 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--\$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 need, 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 the 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 like people 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 metro. 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; 3) It is not good logic to reason that even though north-south light rail has failed three times, that you consider only the immediate voting precincts that will mostly use north-south light rail and deducing 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 and there's enough space on both sides of the street--the parking strips are eight to 10 feet wide and could be taken out. There's not much parking along Interstate. He likes the idea of using Interstate Avenue but questions taking it 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--it could run go right past it and encompass all of that. Then bring 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, there 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, and while we doing it, let's build it with some foresight for the future.

To: METRO

From: CHRIS WRENCH

ripping up
neighborhood

You can't build freeway lanes without
tearing ^{out} ~~up~~ areas where people live. And neighborhoods
are what make Portland a ^{healthy, flourishing,} ~~thriving~~ ^{surviving} city. This is a 24-hr. city — people live
in this city, shop downtown, keep the core
healthy and alive. To get the neighborhoods
where they live is to destroy this city.

But automobile congestion is hurting our
economic life — ^{hampering not only} ~~not only~~ commuters, but also
timely movement after 4:45 for ^{companies that provide service providers.} ~~companies that provide service providers.~~
~~sensitive~~ ~~business~~ What to do? Build light
rail networks!

Those who say restricted vehicle lanes on
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



AUDUBON SOCIETY OF PORTLAND

Inspiring people to love and protect nature.

June 1, 1999

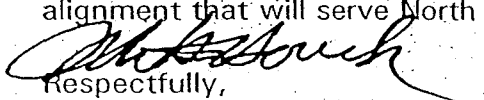
Fred Hansen, Tri-Met
Jon Kvistad, Chair JPACT
600 NE Grand
Portland, OR 97232

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 breathe, 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

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!

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~~ ^{SINCE} 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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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.

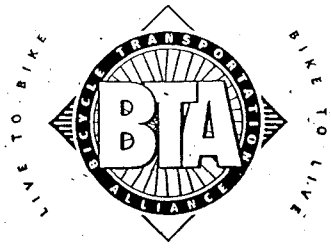
This rail line, along with the proposal to improve bus service south of Downtown Portland to Clackamas County is responsive to the will of the voters expressed in the November election. At the same time it recognizes that the region must address the mass transit needs of these corridors.

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 21st Century.

Sincerely,

Ann L. Gardner

Ann L. Gardner
Chair, Access Committee



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 11th 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 is 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
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Home Repair Team

304 N. Alberta
Portland, Oregon 97217
Telephone 503-233-NEIL
Fax 503-233-7404
postmaster@neilkelly.com

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

West Side Office
3101 SW Nimbus
Beaverton, Oregon 97003
Telephone 503-233-NEIL
Fax 503-626-2493

<http://www.neilkelly.com>



THE UNIVERSITY OF
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

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 ecomic 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 effiencent and the traffice patterns actually would improve the intestate 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 redients 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 experitise on diverse issues, including not only transporatation, 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 31st 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 advisment:

- 1) Make the investment into cement ties, instead of gravel and ballest. 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!!!

=====

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) Great idea, I'm in favor.
The Overlook neighbour hood I 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 si their second car on the sidewalk
to 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 14th 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 drive 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 Wintersgreen

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

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

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 livability. We must continue to explore ideas for non-polluting modes of transportation and implement plans for

our short-term and long-term transportation needs.

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

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

Comments (Please Print) that 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, & OAKMOUNT, WILLIAMS ARE CLOSE VIABLE ALTERNATE ROUTES WHICH WILL TAKE PRESSURE OFF INTERSTATE. EXISTING BUSINESSES ^{ON INTERSTATE} SHOULD BE ASSISTED IN HAVING MAXIMUM ACCESS DURING THE DIFFICULT CONSTRUCTION YEARS BUT THE GREATER COMMUNITY GOOD OVERIDES POTENTIAL IMPACTS TO PARTICULAR BUSINESSES. LIGHT RAIL IS AN IMPORTANT AMENITY THAT WILL HELP KEEP ALIVE THE VITAL ATTRACTIVE COMMUNITY THAT A BROAD MIX OF PEOPLE WILL BE GLAD TO CALL

HOME IN THE DECADES AHEAD.

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

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

Date 6/1/99
Name TUCK WILSON
Phone number 775-1003
Address 3509 SECLYBURN
City / State / ZIP FD X 97202

Comments due to Metro by June 14th 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 (GOMES OR
KILLINGSWORTH) THE #5 BUS MUST BE
RETAINED IN ORDER FOR THIS TO BE

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

VIABLE. PLEASE SAVE
THE #5 BUS OR
SCRAP THE PLAN!

Comments due to Metro by June 14th at 5 pm

97217

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 IRISH ROLIN (day)
Phone number 289-2346 / 221-8336
Address 1936 N. ALBERTA
City / State / ZIP PORT, OR 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) D & I feel that this issue, should be put to all
voters of Metro ^{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 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 Fulton St Blvd
City / State / ZIP Portland Or 97219

like taking the presidential race and reasoning
Clinton only grows 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 14th at 5 pm

**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.W. Williams Ave
City / State / ZIP Portland OR 97217

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

Said by, as direct "corporate welfare" huge tax abatements, or embedded social capital (infra-structure, toleration of low wages, etc.) which goes to the pockets of the few.



Metro Regional Services
Creating livable communities

public money on a public purpose for a change - something that will benefit people.

Go Light Rail!

Comment

33 cent
postage
stamp
needed

Interstate MAX Public Comments
Attn: Ross Roberts
Metro Transportation Department
600 NE Grand Avenue
Portland, OR 97232-2736

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I AM OPPOSED TO LIGHT RAIL. IT WAS VOTED DOWN IN THE TRI-COUNTY REGION - METRO SHOULD RESPOND TO THE ENTIRE REGION'S CHOICES 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

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

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

OVERFLOW FOR I-5 WHEN NEEDED. -M-7

Date 6-1-99

Name GARY J. HANCOCK

Phone number 955 1772 pg.

Address 1805 N PORTLAND BLVD

City / State / ZIP Portland OR 97217

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 20th 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.)

m

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 W/
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 14th 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 / Schmeier 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 14th 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 14th 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 37th Ave
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) 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 1 lane 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 14th 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 heart and dose-in
neighborhood

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I'm very PLEASED
with this proposal. GET this
STARTED AS PHASE 1 THEN TO
NANCOLE OR OMSE 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 97201

Comments due to Metro by June 14th 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 LIAISON EMANUEL, PCC?

Date 5-3-99
Name JENNIFER CHARON-HEALTH
Phone number 736-6930 BROWNFIELD'S
Address 4815 NE 7th AVE AWARENESS
City / State / ZIP PORTLAND OR 97211 PROJECT

Comments due to Metro by June 14th 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 14th 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 ROGER TROEN

Phone number 287-7894

Address 4226 N. MONTANA AV.

City / State / ZIP PORT, OR 97217

Comments due to Metro by June 14th 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 14th 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 bc 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 POX, OR 97217

fine. But for the sake of visual
continuity it should be a
solid surface.

Comments due to Metro by June 14th 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 14th 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 hrs 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 Argenson
Phone number 978-1103
Address _____
City / State / ZIP _____

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX
SDEIS

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

• We are a property owner
& want to be put on ALL mailing
lists
(Albina & Interstate)

Comments due to Metro by June 14th at 5 pm

Date _____

Name Van Roden

Phone number 288-7878

Address 808 N River

City / State / ZIP Pdx

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

Date 5-6-99
Name DAVID GIBLER
Phone number 289-8666
Address 1327 N BALDWIN
City / State / ZIP PTLD OR 97217

MONTANA IF ONE NEEDS
TO CROSS LOMBARD TO
ENTER FRWY.

Comments due to Metro by June 14th 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

Date May 6, 1999
Name George Spaulding
Phone number 283-6999
Address 1605 N. Willamette Blvd
City / State / ZIP Portland, OR 97217

support this project
as it does not significantly
help local problems.

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) A park-r-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 14th 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. 13f)
Also valuable would be "Lay of
the Land" - joint pub by DEC/
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 MA 97211

Comments due to Metro by June 14th 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 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print)

DEAR SIRS/MS:

I FULLY ENDORSE 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 14th at 5 pm
D.O. SEATTLE — EVENTUALLY).

THANK YOU, P.T.S. 6

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, ^{extra} 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 14th 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 14th 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 it's 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 14th 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 14th 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 14th 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 14th at 5 pm

INTERSTATE

MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I THINK IT'S GREAT !.

Date 5-6-99

Name FRANK BUTSCH

Phone number 283-4991

Address 2535 N. SUMNER ST.

City / State / ZIP PORT 97217

Comments due to Metro by June 14th 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 14th 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
VANLOVER + ELSEWHERE

Date _____
Name GRIFF PALMER
Phone number 283-7770
Address 8207 N. GILSON
City / State / ZIP PORTLAND, OR 97203

Comments due to Metro by June 14th 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 "present
reply - 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. cooperation but let's
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.

Date 5-6-99
 Name Carol Cushman
 Phone number 288-3888
 Address 4207 N Colonial
 City / State / ZIP Portland, OR 97217

I feel the proposal as it sits
now puts un-due costs (not just \$)
on residents of the adjoining
neighborhoods.

Comments due to Metro by June 14th 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.

Date 5/6/99
 Name M. Weinstein
 Phone number _____
 Address 5806 N. Williams
 City / State / ZIP Portland 97217

Thank you for the
opportunity to
comment.

Comments due to Metro by June 14th 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 18th Ave

City / State / ZIP Portland, OR 97212

Comments due to Metro by June 14th 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. confident

Am still lamenting the
Albina Plan effect of air pollution
from Swan Island. George Davis
is a household word + (DEQ)

his phone number is
memorized. JD

Date 5-6-99

Name Judy Griffen

Phone number (503) 283-4331

Address 3022 N. Ainsworth St.

City / State / ZIP Portland, OR 97217

Comments due to Metro by June 14th 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 3213
Address 4001 N Overlook Blvd
City / State / ZIP Portland OR 97227

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____

In favor of it - I think the Max would
be a great asset
I am a native Oregonian,
Labor

Date 5-6-99
Name Labor Union / Greg Carrigan
Phone number 775 3718 / 771-5419
Address 5843 N. Interstate
City / State / ZIP Portland, OR 97217

Comments due to Metro by June 14th 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 FAYASDALE

City / State / ZIP 97217

Comments due to Metro by June 14th 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 14th 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 14th 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 97222

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) ALTHOUGH I UNDERSTAND THE CON-
CERNS 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, OPEN-
ING 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 14th 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 AMTRAK -- ALWAYS NEEDING GOVERN-
MENT 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 14th 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 MRRCA AOL.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 14th 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
UP THE PRESENT TIME MAY IS PASSING
UP PASSENGERS BECAUSE THEY CAN NOT
GET ONTO AN ALREADY OVERCROWDED
CAR. THIS FRUSTRATES 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 TO 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

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 STREETCARS OFF
THE STREETS AND BUILD SUBWAYS BUT ~~YOU~~^{YOU}
WANT TO TAKE PORT AND BACK TO THE HORSE AND

BUGGY. SHAME ON YOU.

Date 5-6-99

Name JERRY NOTTMAN

Phone number 285-9295

Address 5454 N CHANNEL

City / State / ZIP PDX 97217

Comments due to Metro by June 14th at 5 pm

4 - 8 p.m., Thursday, May 12, 1999
Kaiser Town Hall
3704 N Interstate Avenue

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 exten-
sive mass transit, I am VERY pleased to see the extension of
the proposed line to Keaton to PK and Expo. A great way to
improve these 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 hall marks of the more livable (and expensive) areas
of our city. I would like to know what plans there are for

Date 5-12-99
Name B. Holzapfel
Phone number 714 291-1234
Address 1280 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 14th at 5 pm

INTERSTATE

MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

- ① Consider parking rather than tie & Buller for Interstate - Costa more land will be more in keeping with a better improved "blond" when the street is developed.
- ② PIR Station is a good idea for serving PIR & 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 PENI (Old Airport land) I have many reasons

Date 5/12/99

Name PETER TENEAU

Phone number 978-0119

Address 7715 N TERRY

City / State / ZIP

for opposing this as would other downtown advocates of long standing.

3. The old Interstate Route is fine & I fully support it as I have been working on this project for 5 years at an Urban Lodge

Comments due to Metro by June 14th at 5 pm and sure Kenton resident.



Metro Regional Services

Creating livable communities

4. Trees Trees Trees - plant as many as you can Oram in Continuously & not just at stations

5. Look the Kenton station as closely to the Kenton district as possible.

33 cent
postage
stamp
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 port (boat launch)

Interstate MAX Public Comments

Attn: Ross Roberts

Metro Transportation Department

600 NE Grand Avenue

Portland, OR 97232-2736

and since there is limited recreational access on the Slough this point for a launch is extremely important. Also,

→ we (Kenton & other N Portland residents) would like access of Pen 1 which when the PIR master plan project is completed will be an attractive place to go ~~over~~ for wildlife watching & pursuits other than playing golf or watching auto races. This area is after all part of Kenton neighborhood.

MAX
SDEIS

Your
Opinion
Counts

7. The Russell Station will come into its own sooner 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 Elliot

8. Let's build this Bay 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 14th 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 multiuse 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

THE TRAFFIC DOWN.
THE PROPOSAL LOOKS
great!

Comments due to Metro by June 14th 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

Date 5/12/99
Name GEORGE STARR
Phone number (503) 252-1514
Address 909 NE 114 AVE
City / State / ZIP PORTLAND, OR 97220

THEIR PARTICULAR TRIPS

Comments due to Metro by June 14th 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. FARRAGUT
City / State / ZIP Portland 97217
MARYANNE@RAIDBOUX.NET

Comments due to Metro by June 14th 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 Barthes
Phone number (503) 240-3366
Address 9333 N Lombards T. #23
City / State / ZIP Portland Ore 97203

after mall is open. I see
it as go a Head Protect
Talk Clark Co. Again
max To Vance mall!!

Comments due to Metro by June 14th 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 BACE 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 14th 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 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) My concerns ^{are} 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 Ctriss 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? ^(new) Is there opportunities
for business (minority)? Looks fine

Comments due to Metro by June 14th 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 PTLO BLVD FOR PARK +
RIDE. LONDON + PARIS BOTH HAVE TRAINS
TO AIRPORT WHICH WORK VERY WELL, WE
SHOULD TOO. RUSSELL STATION

Date 5-12-99

Name DAVID GREENE

Phone number ^{WK} 661-2389/283-7990 ^{4pm}

Address 6326 NE MAULONY AVE

City / State / ZIP PORTLAND, OR 97211

SHOULD ATTEMPT LOOK OF OLD

ALBINA. S. KAISER SHOULD HAVE

COVERED + LIT WALK FOR PATIENTS.

Comments due to Metro by June 14th at 5 pm

PIR STATION SHOULD HAVE MOTORSPORTS THEME, POSS HISTORICAL. PTLO 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 ^{want} need faster & clean
modes of transportation.
The light rail will run thru a
part of the city which is very
under used, giving chance
to develop & revive
the economy of
N. Portland.

Date 5-12-99

Name Julia Zallar

Phone number 283-4951

Address 936 N. Killington C.

City / State / ZIP Portland OR 97217

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) INTERSTATE MAX SDEIS
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 7th AVE.
 City / State / ZIP PORTLAND, OR 97211

Comments due to Metro by June 14th 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 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I 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 ELIMINATED.

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 14th at 5 pm
COST OF DAMAGES TO METRO.

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I
Im 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 22nd ave
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 think a streetcar
would work better on Interstate.
Then use existing track for
commuter trains to Vancouver
and beyond.

Date _____

Name Pentagorens

Phone number 232 4004

Address _____

City / State / ZIP _____

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

The Interstate alignment is better than
any I-5 alignment for redevelopment,
streetcape, 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 are
much wider than necessary. The
City should sell r.o.w. for
Comments due to Metro by June 14th at 5 pm
trend-setting development.