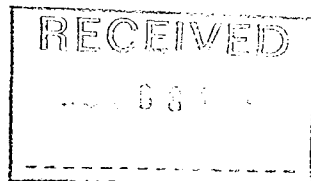


Section Three

Written Comments

(Comment Cards, Letters and Faxes)



St. Stanislaus Catholic Church

3916 North Interstate Avenue
Portland, Oregon 97227

June 7, 1999

Metro Transportation Department
600 NE Grand Ave.
Portland, OR. 97232

ATTN: Ross Roberts

Dear Mr. Roberts:

The members of St. Stanislaus Parish would like to express our concerns about our church and rectory regarding the Interstate MAX Line and have it noted that we strongly oppose implementing this mass transit system on Interstate Avenue.

The construction of St. Stanislaus church was completed on July 4, 1907. This building was designated as a Historical Landmark by the City of Portland on February 22, 1993. We have approximately 400 people attending Mass on Sunday divided between two morning Masses and one evening Mass. In addition to this, we have a daily Mass and are involved in religious education and youth activities, and administrative meetings each week night.

We have had representatives at the meetings for the public and appreciate the effort that has been made to address our concerns. We do feel that, besides the typical problems such as loss of parking, access to the church and the exposed rock in way of the track that is to be installed, that we have a more serious problem which we would like you to take into serious consideration.

We realize that a great effort has been made to insure that there will be no vibration damage to the existing buildings on Interstate Avenue. We are still very concerned that, even after installing the vibration dampening system, that all this activity will eventually undermine our structure, especially due to the fact that a basement was hand dug after the church was build in order to allow for a meeting hall below the original structure. We are especially concerned about damage to and/or loss of our structures because we know that, due to the replacement cost, that the Archdiocese of Portland would not be in a position to allow us to replace this structure with a like building. To go one step further, we might not even be considered for replacement.

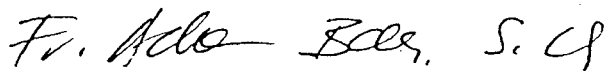
Page Two

Another important factor for our parish to consider is the parking. Although some parishioners may utilize the Max line, this is not a neighborhood church. Our parishioners come from all over Western Oregon and Washington.

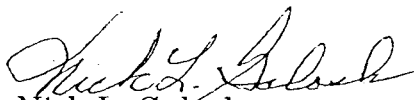
Please strongly consider the issues that we are presenting to you.

We thank you in advance for your efforts.

Respectfully,

A handwritten signature in cursive script, reading "Fr. Adam Barcz, S. Chr.".

Reverend Adam Barcz, S.Chr.
Pastor

A handwritten signature in cursive script, reading "Nick L. Galash".

Nick L. Galash
Construction Committee

cc: Archdiocese of Portland, Property Mgr.
City of Portland, Dir. of Historic Resource

Carol V Miller
3956 N Longview Ave
Portland, OR 97227

June 4, 1999

Received

JUN - 8 1999

Capital Project
& Facilities

Tri-Met
Jan Shearer
710 NE Holiday
Portland, OR 97232

It is very difficult for the average person to understand how you folks work.

First of all, the people have voted twice against the North/South Light Rail. Not only has it been voted down by the voters in our area but it has also ~~been voted~~ been voted down by Clark County voters. I am positive that this is a sure indication that the people don't want the Interstate Light Rail regardless of how you try to color it.

Not only will it restrict the usage of Interstate Avenue for the people living in the area and for the people getting off of Interstate 5 when it is back up but it is going to horribly dangerous. Have you folks thought about the three elementary schools that are in the area? In case you haven't, they are Beech School, Ockley Green School and Kenton Grade School. For crying out loud, think about the safety of the children.

We have better transportation with the buses than we will be getting with the light rail. Stopping for passengers every 10 blocks - that's a hoax.

Blocking off the streets to Overlook so the only entry and exit is Overlook and Shaver Streets and who knows how many other streets will be blocked along the way. What about the safety of the people in the area? How many more minutes will it take the fire department, the police and the ambulances to respond? It is true that not everybody will need the fire department, the police or the ambulance; but it sure would be nice to know that they would be getting to you on time instead of being hampered by light rail.

I am sorry I haven't been able to attend your meetings on the Interstate Light Rail but I have been a little busy going to and from Bend every other week for cancer treatment and your meetings just do not coincide with my treatments.

I do not know who has been attending the meetings but I am certain that the majority is not from North Portland area. They are probably from Vancouver and wanting their usual freebee. You are going to have a nice parking lot for them so they can park and ride and basically that is what the Light Rail is for. It is not for the people of Portland but it is for the Vancouverites who voted down the Light Rail in the first place.

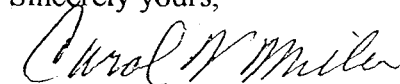
My husband and I are not against Light Rail. When we lived in West Slope, we went to the meetings and were definitely for it. We lived right across the street from where the tunnel came out. The construction, the noise or the explosions did not bother us. In fact, the people from Tri-Met even came out one morning to our home to see how loud the noise was. The truth is is that we had storm windows and our home was built on a solid foundation.

Please reconsider your decision to build this light rail down Interstate Avenue. It is just a dangerous project for the convenience of the people of Vancouver and not for North Portland.

As far as making Interstate Avenue more attractive, Vera Cruise (I know her correct name) has maligned Interstate Avenue quite a bit. You can count on one hand the businesses and homes that are not kept up. That is the fault of the city. All the city has to do is cite them. I am sure that if Serena Cruz looks in her neighborhood she will find it to be below standard more so than Interstate Avenue.

Your consideration in not going through with this horrible fax faux would be greatly appreciated.

Sincerely yours,

A handwritten signature in cursive script that reads "Carol V. Miller". The signature is written in dark ink and is positioned above the printed name.

Carol V. Miller

GERRI SUE LENT

ATTORNEY AT LAW

10565 S.E. 23RD AVENUE
MILWAUKIE, OR 97222
FAX (503) 659-5568
(503) 794-1083

June 4, 1999

Ms. Jan Shearer
TRI-MET
710 NE Holladay
Portland, OR 97232

Received

JUN - 8 1999

Capital Project
& Facilities

Dear Ms. Shearer,

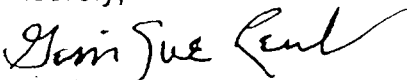
I wish to express a concern about the Expo Center station for the proposed North Max line.

I understand that the station will be 1100 feet from the door of the Center. I must protest this placement. Have you been out to the Expo Center? Riders will have to walk across the entire parking lot – which was full of randomly driving cars when I was there. Old people and children will be poured upon. Disabled persons will be completely stymied. Women in heels will never return.

The Expo Center property could be a magnet, if it were properly developed. Perhaps you know something that I don't know? Is Multnomah County going to tear down the current facility and rebuild closer to the proposed station?

If not, please spend the money to bring the station closer to the facility.

Sincerely,



Gerri Sue Lent

Received

JUN - 8 1999

June 2, 1999
2235 N. Alberta St.
PDX 97217

Dear Jan of Trimet,
Capital Project
& Facilities

In addressing the proposed light rail on Interstate Ave., I would like to state my opposition to this project for the following reasons:

The disturbance to existing businesses, many of which are marginal though stable, is unacceptable. Interstate is already an auto-traffic problem and would become a nightmare if the number of traffic lanes were reduced. The proposed route would connect trivial destinations, such as the Rose Quarter (no roses, no quarter) and the Expo Center (I know some would like to turn Portland into a tourist mecca, but I just can't see it.) Why not play to Portland's strength as a working class town and help to move people to work, school etc.?

I drive, ride the bus and bicycle and would like to see the implementation of sensible plans which augment all forms of transportation. Increasing the number of bus runs on the #5 and #1 lines would be an improvement, perhaps an express bus connecting North Portland to the NW. And how about some trollies and jitneys?

Sincere thanks!



Rayner Ward

John N. Berg
2326 N. Baldwin Street
Portland, Oregon 97217

June 2, 1999

Received

JUN - 8 1999

Jan Schaeffer
TRI-MET
710 NE Holiday
Portland, Oregon 97232

Capital Project
& Facilities

Dear Ms. Schaeffer:

I am writing to you about the proposed extension of the MAX line into north Portland.

I moved to north Portland two years ago after purchasing my first home. This part of town has great potential. It has the potential to develop into a part of town with the same vitality as Sellwood or Hawthorne. However, north Portland needs help. We need transportation options that will connect us to the city, that will revitalize our Kenton downtown, that will beautify Interstate Avenue. These are things only a MAX line along Interstate Avenue can do.

I have spoken to many of my neighbors about the MAX line and all are enthusiastic supporters. We see it as a chance to get out of our cars and commute by rail or bike to downtown or east or west. We see it as a chance to make Interstate Avenue a place of beauty and function. I know that I would use the MAX to go downtown in the evenings, to go to the airport or to the Expo Center. If the goal is to beautify the city and get people out of their cars, the north extension of MAX is an excellent idea.

I understand that there is a very vocal minority that opposes the north MAX. These people, I understand, were trying to intimidate people at the open meeting on June 1, 1999. So far I have not heard any viable transportation options from these people nor do they represent the majority of voters in Multnomah county or in north Portland.

When I look around north Portland I see busses that are overflowing. This is a part of town that enthusiastically supports and uses public transportation. It is a part of town that will use MAX. I urge you to approve the north extension of MAX. It is time the city and the region invest in transportation options in north Portland. Further, the extension of MAX will transform north Portland into a much more desirable part of town. When that happens, more workers will live close-in thereby cutting down on commuting time and increasing the use of all types of public transportation.

PLEASE VOTE TO EXTEND MAX TO NORTH PORTLAND!!



Carol V Miller
3956 N Longview Ave
Portland, OR 97227



June 4, 1999

Transportation Dept.
Interstate Max
600 NE Grand Avenue
Portland, OR 97232

It is very difficult for the average person to understand how you folks work.

First of all, the people have voted twice against the North/South Light Rail. Not only has it been voted down by the voters in our area but it has also been ~~voted been~~ voted down by Clark County voters. I am positive that this is a sure indication that the people don't want the Interstate Light Rail regardless of how you try to color it.

Not only will it restrict the usage of Interstate Avenue for the people living in the area and for the people getting off of Interstate 5 when it is back up but it is going to horribly dangerous. Have you folks thought about the three elementary schools that are in the area? In case you haven't, they are Beech School, Ockley Green School and Kenton Grade School. For crying out loud, think about the safety of the children.

We have better transportation with the buses than we will be getting with the light rail. Stopping for passengers every 10 blocks – that's a hoax.

Blocking off the streets to Overlook so the only entry and exit is Overlook and Shaver Streets and who knows how many other streets will be blocked along the way. What about the safety of the people in the area? How many more minutes will it take the fire department, the police and the ambulances to respond? It is true that not everybody will need the fire department, the police or the ambulance; but it sure would be nice to know that they would be getting to you on time instead of being hampered by light rail.

I am sorry I haven't been able to attend your meetings on the Interstate Light Rail but I have been a little busy going to and from Bend every other week for cancer treatment and your meetings just do not coincide with my treatments.

I do not know who has been attending the meetings but I am certain that the majority is not from North Portland area. They are probably from Vancouver and wanting their usual freebee. You are going to have a nice parking lot for them so they can park and ride and basically that is what the Light Rail is for. It is not for the people of Portland but it is for the Vancouverites who voted down the Light Rail in the first place.

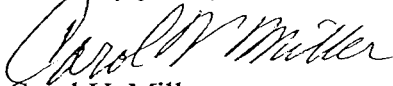
My husband and I are not against Light Rail. When we lived in West Slope, we went to the meetings and were definitely for it. We lived right across the street from where the tunnel came out. The construction, the noise or the explosions did not bother us. In fact, the people from Tri-Met even came out one morning to our home to see how loud the noise was. The truth is that we had storm windows and our home was built on a solid foundation.

Please reconsider your decision to build this light rail down Interstate Avenue. It is just a dangerous project for the convenience of the people of Vancouver and not for North Portland.

As far as making Interstate Avenue more attractive, Vera Cruise (I know her correct name) has maligned Interstate Avenue quite a bit. You can count on one hand the businesses and homes that are not kept up. That is the fault of the city. All the city has to do is cite them. I am sure that if Serena Cruz looks in her neighborhood she will find it to be below standard more so than Interstate Avenue.

Your consideration in not going through with this horrible fax faux would be greatly appreciated.

Sincerely yours,



Carol V. Miller

GERRI SUE LENT

ATTORNEY AT LAW

RECEIVED

JUN 07 1999

10565 S.E. 23RD AVENUE
MILWAUKIE, OR 97222
FAX (503) 659-5568
(503) 794-1083

June 4, 1999

Mr. Ross Roberts
METRO
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Roberts,

I wish to express a concern about the Expo Center station for the proposed North Max line.

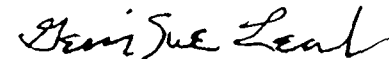
I understand that the station will be 1100 feet from the door of the Center. I must protest this placement. Have you been out to the Expo Center? Riders will have to walk across the entire parking lot – which was full of randomly driving cars when I was there. Old people and children will be poured upon. Disabled persons will be completely stymied. Women in heels will never return.

Give up the race car track station; use the money to put the Expo Center station closer to Expo. If the people in Clark County ever do decide to use light rail, then they can pay for whatever it takes to run the line across the river.

The Expo Center property could be a magnet, if it were properly developed. Perhaps you know something that I don't know? Is Multnomah County going to tear down the current facility and rebuild closer to the proposed station?

If not, please spend the money to bring the station closer to the facility.

Sincerely,



Gerri Sue Lent

RECEIVED

JUN 04 1999

EXECUTIVE OFFICER

Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Fellow Humans,

RE: SDEIS

I would like to encourage you to increase the amount of light rail around the Portland area. I use it every day to commute to work and whenever possible, even as a leg to the airport.

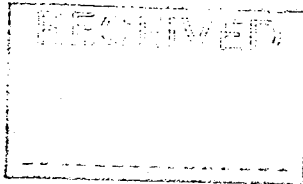
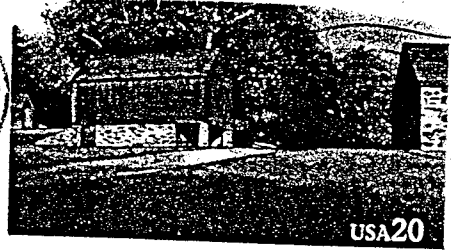
Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Enid Griffin".

Enid Griffin
9601 NW Leahy Rd.
Portland, OR 97229

NORMAN ENG
4134 N. MICHIGAN
PORTLAND, OR 97217

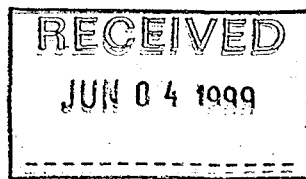


Ross Roberts
Go Metro

600 NE Grand
Portland, OR 97232



I do not like the impact of L.R.
on our neighborhood. It will increase
traffic on I-5 N and limit access
to interstate for auto travel. We
moved into this neighborhood 20+
yrs ago because of the ready access
to downtown Portland. An alternate
route of N Williams or N. Vancouver
would be better & increase the renewal
of that area. Remember - voters said
no! to light Rail. Norman ENG



June 2, 1999
2235 N. Alberta St.
PDX 97217

Dear Transportation Dept.,

In addressing the proposed light rail on Interstate Ave., I would like to state my opposition to this project for the following reasons:

The disturbance to existing businesses, many of which are marginal though stable, is unacceptable. Interstate is already an auto-traffic problem and would become a nightmare if the number of traffic lanes were reduced. The proposed route would connect trivial destinations, such as the Rose Quarter (no roses, no quarter) and the Expo Center (I know some would like to turn Portland into a tourist mecca, but I just can't see it.) Why not play to Portland's strength as a working class town and help to move people to work, school etc.?

I drive, ride the bus and bicycle and would like to see the implementation of sensible plans which augment all forms of transportation. Increasing the number of bus runs on the #5 and #1 lines would be an improvement, perhaps an express bus connecting North Portland to the NW. And how about some trollies and jitneys?

Sincere thanks!

A handwritten signature in cursive script that reads "Rayner Ward".

Rayner Ward

RAYNER WARD
2235 NORTH
ALBERTA ST
PDX 97217

Dear Sir:

I don't understand why light rail on Interstate is even being considered again. We don't want it.

It will cause massive traffic jams on a North South thru street. It will take away one of the best bus services in the city.

What part of no don't you understand. We don't want light rail in North Portland.

If you have any questions feel free to call me at 287-6207.

Ann L. Peters

4905 N Montana

Portland Oregon

97003

PM

JUN

1999

JUN - 6-1999-99

Dear Jan of Tri-met, Capital Project
& Facilities

I am writing about the proposed
Light Rail on Interstate Ave.

Considering the cost of Light Rail
cars, and the number of businesses that
are likely to fail during the construction
phase, I would prefer to see an increase
in bus service. As a bus rider, I would
LOVE to see the #5 bus run every 5
or even 10 minutes.

I would also like to see some express
buses between ~~the~~ my neighborhood and
NW Portland, or even a regular bus that
would go straight to NW. I would really
use that one, as I do my shopping in NW.

As a driver, I would really hate to
have N. Interstate torn up, and would
reject the notion of narrowing it to only
one lane. I use N. Interstate ~~at~~ a
lot.

Thanks for listening,

Holly Whitney

2235 N. Alberta St.

Dear Transportation Dept,

6-2-99
RECEIVED

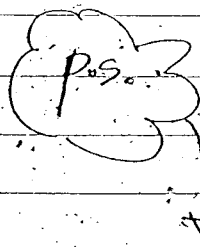
JUN 04 1999

I am writing about the proposed
Light Rail on Interstate Ave.

Considering the cost of Light Rail
cars, and the number of businesses that
are likely to fail during the construction
phase, I would prefer to see an increase
in bus service. As a bus rider, I would
LOVE to see the #5 bus run every 5,
or even 10, minutes.

As a driver, I would really hate to have
N. Interstate torn up, and would reject
the notion of narrowing it to only one
lane; I use N. Interstate a lot.

Thank you,



Holly Whitney
2235 N. Alberta St.

The light at N. Interstate & Shaver
should change to a 4-way stop,
except during rush hour. It is way
too long, and hardly any cars use
it from the Overlook Neighborhood.

Thanks!

RECEIVED

JUN 8 4 1999

June 1, 1999
Audrey Walker
7734 N. Chautauqua
Portland, Ore. 97217

Mr. Ross Roberts
High Capacity Transit Manager
Metro
600 N.E. Grand Ave.
Portland, Ore. 97232

Mr. Ross Roberts:

The people (voters) and the Oregon Legislatures have repeatedly rejected ways to pay for transportation improvements, such as a gas tax increase, vehicle registration fee increase, and any other type of overall transportation funding.

A question, where is the City of Portland going to get its \$30 million? We have been told no increase in property tax! Does the city have \$30 million just laying around or do they have a "money tree"? It is very likely to be taken from other budgets such as the police, fire, parks or schools. then there will be a need for a bond measure to replace the money taken for the light rail. It is sort of a case of robbing Peter to pay Paul.

Vancouver does not want the light rail. ODOT made a car pool lane so the Washington people could get home or to work faster at "our" expense. I don't think the people from across the river are going to park their cars and ride the Max. Light rail on Interstate Ave. would eliminate two lanes of traffic, which is an important arterial in North Portland.

There have been reports that there isn't enough parking places in the Max park and ride. Also when there is an ice storm or heavy snow Max is out of service. Then it is back to the buses, so lets just stay with the buses and put any extra money where it is needed.

I don't know if you have anything to do with the amphitheater they want to put at the Expo, but if you are I want to vote against it. In the spring and summer my patio is not the place one wants to be. The noise from the race cars is almost unbearable. An amphitheater would be worse.

PLEASE NO LIGHT RAIL IN NORTH PORTLAND AND NO
AMPHITHEATER!!!!

Sincerely,
Audrey Walker

5-28-99

I'm all for light on Interstate
Ave.

Craig Nordling

1718 N Alberta St.

Portland Or. 97217-3536

OPPS!!!

I ment Light Rail

Tri-Met Customer Service Information

CSI #: 991240067

Page : 1

Event Date: 05/03/1999 Monday Time: Reported: 05/04/1999

SUMMARY

CSI Organization: Tri-Met

Customer opposes Interstate Max.

Street: Direction: Route: Loc ID:
Train: Veh #: License #: SOUTH/NORTH PROJECT
Employee Name: Badge:
Dept: MAY 6 - 1999
Desc:

Internal Initiator Name: Int. Badge:
Dept:

Customer Name: DEBORAH SCHMITZ
Organization:
Address: P.O. BOX 82141
City ST Zip: PORTLAND , OR 97282
Phone: () Extn:
Other Info:
Number of Cust Involved: 1

Customer Service Codes: Finding:
5.3 Serv Avail-Opposed to Serv Chg R Rail

Recorder: VENABLE, LINDA LV Phone: 238-7422 Recvd Via: Person
Dept: Customer Satisfaction Ans Needed: Written

Route To: SHEARER, JAN Routing Date: 05/04/1999

Notes:

The customer asks why we are pushing Interstate Max when voters said no.
She feels Tri-Met needs more buses. She doesn't want any money spent on
Max.

Date Closed:
Coordinator:
CSI Action:
(No Actions)

** CCM100 **

05/05/1999

09:44 AM

V970121

JOHN H. SCHENK
REAL ESTATE BROKER AND CONSULTANT

FACSIMILE TRANSMITTAL SHEET

TO: Ross Roberts FROM: John Schenk
COMPANY: Metro DATE: 5/24/99
FAX NUMBER: 797-1929 TOTAL NO. OF PAGES INCLUDING COVER: 1
PHONE NUMBER: CC: Lars Larson - 15x1 & Bx3
SUBJECT: Public Comments Request - Interstate MAX Public Hearing

☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

IF this line is intended to be the integral part of a light rail line to Vancouver --- new bridge over Columbia, etc., STEP UP AND SAY SO NOW.

IF NOT, how can Metro possibly justify spending the millions of taxpayer dollars to build a line to serve an area that is the least traffic impacted of all of metro Portland?
No matter who spins the numbers, or how, any honest cost-benefit analysis would conclude with a NO-BUILD bottom line. Metro credibility?

4511 N. CHANNEL AVENUE
PORTLAND, OREGON 97217
TELEPHONE (503) 285-9111 / FAX (503) 240-2256

March 31, 1999

City of Portland
Mayor Vera Katz
1120 SW Fifth Avenue
Portland, OR 97204

Dear Mayor Katz:

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

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

Toward that end, we are interested in the feasibility of a University-sponsored shuttle service at the proposed Portland Boulevard station and the campus.

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

Sincerely,

Roy F. Heynderickx
Vice President for Financial Affairs

Kay Newell
3910 N Mississippi Ave
Portland, Or 97227
4-27-99
281-0453 fax 281-3408

Ross Roberts
Metro 600 NE Grand Ave
Portland OR 97232
797-1900 fax 797-1929

Dear Sir,

I want Light rail to come to our area.

Are you aware that a group of people are trying to deny some of us the right to be able to use light rail with ease?

The Overlook Neighborhood wants to destroy the bridge across from Kaiser hall which leads into the Boise Neighborhood. With out this bridge the people who want to ride light rail have 9 more blocks walk to reach a stop. That is a long way.

Many of our people do not have cars. My son can not drive and needs to go to Kaiser once a month. That's 18 extra blocks every time. The teen girls 2 houses down can not run at the Overlook park. My 60 year old typist would ride light rail and take 30 minutes off of her daily trip to work. But with out the Failing street Bridge to cross the freeway she would have a 9 block walk. No time saver at all.

Please ask the city to keep our Failing street Bridge. The feeling on this side of the freeway is "Why should we support a light rail if we are not able to use it. There are people who will fight to keep light rail out if the Boise Neighborhood is not able to use it. The Failing Street Bridge is our only way to the Light rail Eliot and Humbolt Neighborhoods have close stations. Keep our access open. Ask the city to keep Failing street Bridge.

Sincerely,

Kay Newell

FAX



FULL SPEED AHEAD FOR
THE INTERSTATE MAX
PROJECT!

john hart
5906 North Moore
Portland, Oregon 97217

NOW'S THE TIME.

THANK YOU.

Number of pages to follow _____

(503) 289-3477

fax 289-3542

E-mail/ hartosb@europa.com

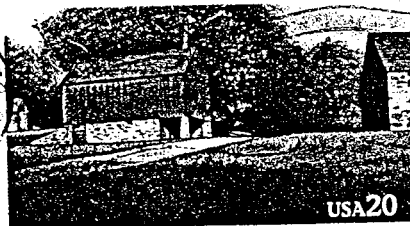
Pointless to come to your
meetings — we voted NO
on Interstate Ave light rail.
Actually we meant NO. I
live in North Portland —
more than any of the
powerful "supporters" of
the rail can say.

This project is going
to be a nightmare for
this part of the city
bringing no boon —
will not diminish
traffic — been on
Sunset lately?

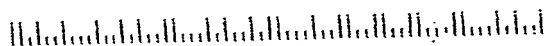
No wonder there
is voter apathy —

Bernice Eng

Eng
4134 N Michigan



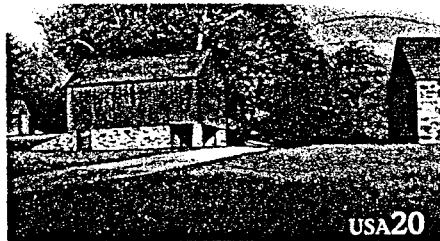
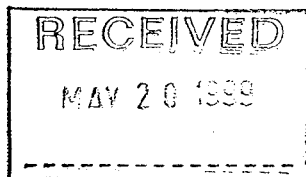
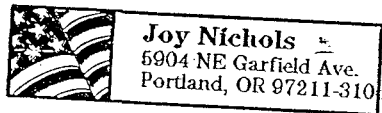
Kass Roberts
Metro
600 N E Grand
Portland OR 97232



Re: North South lite Rail. We voted it
down once; how many more times do we
have to prevent your proposed fiasco?

On your N. S. lite Rail - No-No-No!!

Sincerely,
Joy Nichols



Ross Roberts
Metro
600 NE Grand
Portland, OR 97232



4903 N Martine
Portland 972



Jon Shearer

Light rail will not enhance
North Portland. It will
take away one of the best
bus services in the city.

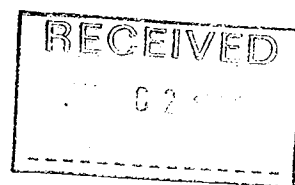
Ran the #5 out to the edge.
Advertise to Vancouver they
can park & ride. See how
many take the bus.

The light rail plan doesn't
take into account the bridges
over Columbia Ave and the
Slough. There is not enough
room now. How are you
going to put a rail line down
the middle. If new bridge
are built it will add millions
to the projected cost.

Dont push light rail down
our throats

Ann J. Peten

287-6207



May 31, 1999
7826 N. Chautauqua Blvd.
Portland, Oregon 97217
Linda Minard

Mr. Ross Roberts
High Capacity Transit Manager
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232

Mr. Ross Roberts,

Another project that is being "DUMPED" in North Portland.

I don't know why local leaders are continuing their headstrong drive toward light rail on N. Interstate Avenue. The voters have said "NO" in three separate elections. North Portland "did not" support light rail in the previous election. Voters in House District 17, where the intended line would be built voted against the measure 54% to 46%.

Light rail increases congestion. Light rail on N. Interstate Avenue would eliminate two lanes of traffic, which is an important arterial in North Portland.

The people(voters) and the Oregon Legislature have repeatedly rejected ways to pay for transportation improvements, such as a gas tax increase, vehicle registration fee increase, and any other type of overall transportation funding.

I have read several newspaper articles about passengers having to get off "MAX" and transfer them to "TRI MET BUSES" or other "MAX CARS". If buses are needed to transport passengers, and we have MAX, isn't that paying double for public transportation?

There have been reports that there isn't enough parking places in the MAX Park & Ride Garages!!

When there is an ice storm, and ice builds up on the over head lines, MAX is out of service and we are back to the buses.

If I wanted to use the proposed light rail from where I live, I would have to catch a bus, then transfer to the light rail at either N. Denver & N. Interstate or at N. Interstate & N. Lombard. Wouldn't it be better for me to stay on the bus?

A question, where is the City of Portland going to get it \$30 million. We have been told no increase in property tax! Does the city have \$30 million just sitting around or do they have a "money tree"!! Probably what will happen is money will be taken away from police, parks, fire, schools, etc., budgets, then there will be a bond measure to vote on the ballots, just an opinion!!

I feel that the main reason North Light Rail is being considered is because of all the traffic from Clark County Washington. Why should the residents of Oregon be given the tab! Washington residents don't care, they said they wouldn't pay for it. Also there isn't going to be much room left at the Expo if they get the new amphitheater.

I feel that light rail is a plot by government and developers to force people into high density housing. It will also create wealth for highrise developers.

I have obtained a copy of South/North Corridor Project-Supplemental Draft Environmental Impact Statement, April 1999. I have read it from cover to cover. There are some good ideas and plans, but I am still against light rail.

Construction of the light rail would result in temporary disruption to the neighborhoods. How many of the committee members of Metro, the Mayor, and City Council Commissioners live in the affected neighborhoods?

There is a time element when using public transportation. If my husband were to use public transportation to and from his job, he would add another 4 hours to his already 12 hour day. He can get to working the morning (between 4:30am & 5:30am) in 5 to 10 minutes. His average time to come home is 20 to 30 minutes, around 4:00pm to 4:30pm.

Lets say this plan gets the okay for the go ahead, will there be enough revenue to maintain the North Light Rail without increasing any fees to the users and the taxpayers?

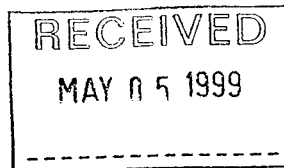
I could go on and on, but there is no point to continue.

Please consider all of the above when making your decisions? Remember that 2000 is an election year!!

Sincerely,


Linda Minard

File: Ross Roberts
Mayor Katz
Commissioner Hales
Commissioner Sten
Commissioner Salzman
Commissioner Francesconi



Howard Ballestrem
1421 N. Killingsworth
Portland OR 97217
May 2, 1999

Ross Roberts
METRO
600 N.E. Grand Avenue
Portland OR 97232

Subject: Interstate MAX Light Rail Proposal

Dear Sir:

Back in the '70s, I attended numerous hearings regarding the now defunct Mt. Hood Freeway and the I205 freeway. In the final I205 design, right of way for a light rail line from Oregon City to Vancouver WA was included.

When the South/North light rail concept was first presented to the public, I was surprised to find another corridor proposed through north Portland instead of an I205 alignment to eastern Vancouver WA where growth had been significant. The south portion was nothing more than a political urban renewal project that did nothing to relieve congestion on SE McLoughlin Boulevard to Oregon City

The north corridor with an I5 alignment to Vancouver WA was a convincing alternative to move commuters quickly and relieve congestion on I5. However, when Clark County/Vancouver WA rejected their share of the project, it became obvious to me that the north segment in any form that does not cross the Columbia River is a **WASTE**.

Thus, the Interstate MAX to the EXPO Center is nothing more than another political urban renewal project going to nowhere. The only beneficiaries being the City of Portland and the Kenton neighborhood consuming federal dollars for a local project.

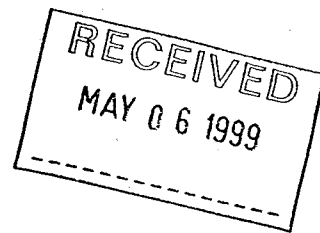
If Tri-Met or other entities think we need improved transit service in north Portland, then let's add more buses/ routes or even build a streetcar line similar to the central city line now under construction downtown.

Eliminating two traffic lanes on Interstate Avenue will only add to traffic problems on alternate streets. Some of these alternate streets either already have or are under consideration for "traffic calming" devices (speed bumps etc.)

In view of these facts, it is obvious to me that the politicians and bureaucrats in this area are determined to force the urban population out of their cars and onto public transit in spite of our preferences or **VOTES**.

It also confuses me how a city that claims it cannot afford to fix the streets and fill potholes has so many million "extra" dollars to commit to airport MAX, the central city streetcar, and an Interstate MAX line. Where are their priorities??????????

Very truly yours,



6618 NE 26th Avenue
Portland, Oregon 97211
May 4, 1999

Mr. Ross Roberts
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Roberts:

Since I will not be able to attend your Open Houses this month, I decided to write and give some suggestions that your committee might like to consider:

1. I feel very strongly that the MAX light rail system should be extended to Vancouver, Washington, since it seems to be the bedroom of many people working in the Portland area. However, since I understand that they vetoed the extension, and are the ones who are using and polluting our streets, they should:

a. Pay 25¢ or 50¢ toll fee to cross the Interstate Bridge into Portland, which would help pay for upkeep of our roads, or

b. Park their cars at the Portland International Raceway and take the MAX light rail system into town.

2. To decrease the heavy flow of traffic north and south, I would recommend that a large parking place be built at the Portland International Raceway, so that Vancouver commuters can park their cars there when coming into Portland, using the MAX light rail system in and out of Portland downtown.

You might consider these suggestions as a feasible solution to the north/south traffic problem. Later on you might also want to consider a spur of the MAX line going to the Portland Airport, since the traffic to the airport is very heavy.

Sincerely,

A handwritten signature in cursive script that reads "Gerda M. Keller".

Mrs. Gerda M. Keller

RECEIVED

MAY 7 1999

EXECUTIVE OFFICER

May 4, 1999

Executive Officer Mike Burton
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

RE: North Portland Light Rail

Dear Mr. Burton:

I would like to take this opportunity to let you know of my strong support for efforts to build a North Portland light rail line to the Expo Center.

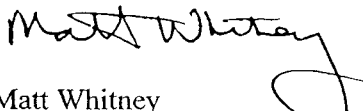
I am an active member of the Bridgeton Neighborhood Association and through that group our neighborhood has developed a neighborhood plan that has been approved by the Portland City Council. Our neighborhood plan encourages pedestrian and bicycle transportation alternatives and sensible infill developments in order to keep the character of our North Portland riverside neighborhood intact.

With the completion last year of the Roth Estates row house development we have seen the addition of over 100 new families to our small neighborhood. Now, with the new North Harbor condominium and apartment development nearing completion we expect to see another 230 condominiums and 140 apartments occupied by the year 2000.

All this new development will make the Bridgeton neighborhood one of the most densely populated neighborhoods in Portland. The Bridgeton neighborhood is located within ¼ mile of the Expo Center light rail station..

If our neighborhood and North Portland is to succeed we must have light rail.

Sincerely,



Matt Whitney
415 North Bridgeton Road #2
Portland, Oregon 97217-8009

PALMER WIRFS
& ASSOCIATES

RECEIVED

MAY 13 1999

Producers of
**America's Largest
Antique & Collectible Shows**

4001 N.E. Halsey • Portland, Oregon 97232 • (503) 282-0877 • Fax (503) 282-2953 • email: cpalmer@transport.com

May 10, 1999

Ross Roberts
Metro
600 N.E. MLK Blvd.
Portland, OR 97232-2736

Dear Mr. Roberts:

I attended the open house last Thursday regarding the light rail proposal to the Expo Center. As a tenant, I have some concerns which I have addressed to Jon Kvistad and Ed Washington in the enclosed letter. One of the Metro representatives suggested that I send a copy to you as part of the public testimony on this project.

Sincerely,



Chris Palmer
Palmer/Wirfs & Associates

PALMER WIRFS & ASSOCIATES

Producers of
**America's Largest
Antique & Collectible Shows**

4001 N.E. Halsey • Portland, Oregon 97232 • (503) 282-0877 • Fax (503) 282-2953 • email: cpalmer@transport.com

May 10, 1999

Jon Kvistad
Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Kvistad:

My name is Chris Palmer. My company, Palmer/Wirfs & Associates, has been a tenant at the Expo Center since 1981, producing three Antique & Collectible shows each year as well as the annual Christmas Bazaar. Our four shows occupy between 160,000 and 300,000 square feet (1000 to 1700 booths). We also produce similar events at the Tacoma Dome, Cow Palace and the Oregon Convention Center, all on the same scale.

Please forgive me if I cram too much into this letter. I will try to make it as brief as possible. First, I should mention that Chris Bailey, Mark Williams, and the MERC commission are aware of our concerns, but your name keeps cropping up as being the person who is spearheading the planning efforts at Expo, so here I am.

The tenants at the Expo Center, at least those events of any size, have really felt the parking crunch since Hall E was constructed three years ago. I've been hoping that somehow we were working to *increase* the number of parking spaces, but it seems like the projects that are potentially in the works will actually *decrease* that number.

Unfortunately in my case, the shortage is critical enough that we have had to make a choice: since we issue 4,000 exhibitors' badges, we counted spaces and decided that we could accommodate *either* our exhibitors or our attendees. To protect the show, I have had to institute mandatory off-site parking for our exhibitors, the very people who are responsible for 80% of our income. We depend on the largess of Brian Ferryman to rent us his parking lot (Portland Meadows), and Dale LaFollette for his parking lot at PIR, assuming that they are available. Then we spend between \$10-12,000.00 on shuttle transportation. Then my husband and I stand out in the rain as we open, to make sure our exhibitors and contractors (such as Aramark and building personnel) don't park in the Expo's lot. As you can imagine, our exhibitors get a little testy about leaving their vehicles several miles away from the show for many reasons; security (they carry money and/or merchandise), handicapped (our exhibitors are older), they have pets, need to rest, etc. But with our efforts, we now only have to close the lot for brief periods on opening day.

This is not just the concern of one large show. In addition to our four shows, there are several other big shows that have had to go the same route in order to function. Plus with the new exhibit space, we now have multiple events taking place, where no one promoter can step forward to handle the overflow.

PALMER WIRE & ASSOCIATES

Producers of
**America's Largest
Antique & Collectible Shows**

4001 N.E. Halsey • Portland, Oregon 97232 • (503) 282-0877 • Fax (503) 282-2953 • email: cpalmer@transport.com

I attended the open house last Thursday night at the Kaiser Town Hall for light rail to Expo. And while I applaud your efforts, and no doubt some of our attendees will ride light rail out to the shows, I don't believe that public transportation is the complete answer to our problem. We have produced our 800 booth show at the Oregon Convention Center since the year the Convention Center opened. After the first two years, we closed the box office on the light rail side of the Convention Center, because we just didn't get any activity at that entrance. This is despite the fact that parking in that area is very tight.

Also, each year for our Christmas Bazaar (an event that draws 40,000 people in six days), we request Tri-Met service to the Expo Center. In order to get this service, Tri Met requires us to advertise it, which we do. Unfortunately, these busses run empty day after day. I believe that part of the problem is the inconsistency of the service; the people just don't expect it out there. I think another part is that people feel that they can't manage on a bus with a lot of packages. Also, the Expo Center is fairly isolated and the parking lot is very scary after dark. Whatever the reason, even though it's offered, our attendees do not ride Tri Met.

With its main focus being consumer events, for a variety of reasons, people drive their cars to the Expo. But they don't necessarily drive alone. I think the Expo Center figures 2.4 people per vehicle on average. When I did a quick survey of other exhibit halls on the West Coast of comparable size, the Expo Center comes out with the smallest ratio of parking spaces per square foot of exhibit space. My inquiries did not include convention centers since the dynamics of conventions and consumer events are so different.

Last year I worked to help defeat the jail project because of parking and traffic concerns. I watch with extreme concern when I see anything that impacts the number of parking spaces. The new replacement of Hall D will be very welcome once it is completed, but we will live through a year of upheaval, relocating exhibitors and living with a large hole in the middle of the show. And when it's done, even with the new parking areas at the west end of the lot, by the time all the landscaping is in and revised footprint of Hall D is there, it sure looked to me like we'd end up with about the same number of parking spaces.

Next is the light rail proposal. One of Metro's representatives at the open house said he guessed that we would lose as many as 500 parking spaces to the station if it ends up in the Expo parking lot. He backed off on that number when he saw my dismayed reaction, but even the loss of 50 spaces is an issue. I understand that PIR is being considered as an alternative Park and Ride and light rail station, which would benefit us assuming we were allowed to use it, but we'd still have to get riders from there to the Expo Center. The Park & Ride idea at Expo should probably be looked at from an event perspective. There are several events that run Thursday-Sunday.

Lastly is this amphitheater thing. I realize that it's in an embryonic stage, but please, please consider the main business of this building and don't compromise its success by ignoring this critical shortage of parking space. Our goals, yours and mine, are in alignment; we want to grow the Expo Center into not only the *largest* exhibit space on the West Coast, but the most modern and the most user friendly to its tenants and attendees. Using that Expo property to develop an amphitheater takes away from the number of parking spaces that we currently have.

PALMER WIRFS & ASSOCIATES

Producers of
**America's Largest
Antique & Collectible Shows**

4001 N.E. Halsey • Portland, Oregon 97232 • (503) 282-0877 • Fax (503) 282-2953 • email: cpalmer@transport.com

Coincidentally, I am one of a five-member Facilities Committee for the Clark County Fairgrounds so I am up to speed on the Q Prime Amphitheater. The implication in the Oregonian article on Friday was that the Clark Co. venue was going to specialize in Metallica concerts. Clark County's realistic goal is to provide for all cross-sections of the market, offering all types of music and all sizes of concerts. We have X number of dates to fill and they can't all be blockbusters with capacity crowds.

The bottom line to me, and I believe that I speak for all of the large shows at Expo, is that we have to protect the future business potential of that building by providing enough places to park. People don't soon forget being turned away at the parking lot when it fills. They tend not to return. And this is the building that our property taxes support and which the community also supports when they attend events there. Even though it is not as documented as the convention and trade show business, the consumer event industry does generate dollars in the community. Our July show alone fills more than 1,000 room nights.

I thank you for listening to me say my piece. We are your anchor tenants. We don't come to your building just once every five years; we are there year around and have been for many years. The building is successful because we're successful. I'm talking about Michael O'Loughlin, with O'Loughlin Trade Shows whose company produces the Sportsmans Show, the Home & Garden Show, The Boat Show and RV Shows, Jerry Klinger with the Auto Swap Meet and Ken Glass with Rose City Gun Shows. Maybe not an especially prestigious lineup, but we do deliver the goods. As Ed Washington said, the first priority is for Metro to make money. We're all for that, but we can't strive for growth when that growth is capped by something as basic as the number of parking spaces. Parking spaces that are revenue producing.

Again, thank you for listening. I'm sure any of the tenants would be willing to meet with a metro representative should you feel the need for our input.

Sincerely,

Christine Palmer
Palmer/Wirfs & Associates

Cc: Ross Roberts
Mark Williams
Jeff Blosser
Chris Bailey

May 4th, 1999

Mayor, Vera Katz
1221 SW 4th Avenue
Portland, Oregon 97204

RE: Light Rail Extension to North Portland

Dear Mayor Katz:

I am writing you in the hopes that you will reconsider your support for the Light Rail Extension to North Portland. The following is my list of reasons against this project:

1. This extension only goes to the Expo Center and not to Vancouver Washington. The voters in Washington have spoken and they voted down Light Rail in Clark County. I seriously doubt that commuters, from Vancouver, will park at the Expo Center and board Max to Portland. They are already on the freeway to Portland, so why get off the freeway and then take a slow train commute into Portland. We need to get them out of their cars in Vancouver, not in Portland, to ease the congestion problem.
2. The Light Rail line eliminates bus service on Interstate Avenue with rail stops at Kaiser Permanente, Going Street, Killingsworth Street, Portland Boulevard, Lombard Street, Kenton and the Expo Center only. For example, if you use to catch the number 5 at Interstate and Ainsworth, you would then have to walk an additional 5 blocks, North or South on Interstate Avenue, to either Portland Boulevard or Killingsworth Street. This means if you had to walk 5 blocks to catch the number 5 on Interstate and Ainsworth previously, your walk time will double from 5 to 10 blocks in order to reach the Light Rail Station. This is not only ridiculous but, obscene to the residents of North Portland. There are too few stops to help those who have trouble walking. I know that for some of the residents the bus is their only form of transportation, I think it is unreasonable to expect these people to take an extended walk just to reach a Light Rail Station, for some 5 blocks is a long enough walk. If these people are unable to make the long trek to reach the Light Rail Station on foot, these people will be forced to rely on friends and relatives to ferry themselves from appointment to appointment.
3. The Light Rail Extension plans don't call for any Park and Ride Stations at Going Street, Killingsworth Street, Portland Boulevard, Lombard Street or Kenton. For those residents who find it too far to walk and want to drive to one of these Light Rail Stations, they would be forced to park on nearby neighborhood streets in order to walk to the Light Rail Station. This impact alone will no doubt cause area businesses to lose off street parking to commuters. I don't believe that neighborhoods should be used by commuters as a "PARKING LOT" in order to use Light Rail.
4. I believe that development along and around Interstate Avenue is vital to North Portland. However, I don't believe building Light Rail is the way to bring development to the area. The bus service along Interstate Avenue is fast, convenient and minutes to downtown. This alone is a plus for development along Interstate Avenue BUT, to replace it with a Expensive Light Rail System that is slow and has limited stops is a poor use of Public Funds and a bad selling point to the area. I would think with all the talent that City Hall has within it's grasp, that someone could think of a better way to help develop North Portland.

I urge you to rethink your position and vote against this proposal. I have always been a supporter of Public Transit and Light Rail however, this proposal is too expensive, serves too few people and is a waste of the Taxpayers money.

Sincerely,

John L. Hartsook
Patricia Hartsook
Stephen C. Hartsook
1816 N. Jessup Street

Jean Crozier
1734 N. Jessup Street

Elsie Saice
1806 N. Jessup Street

cc: Ross Roberts, Metro Transportation Department



bob hennessy, CRS
member of
"Hall of Fame"

RECEIVED

MAY 19 1999

EXECUTIVE OFFICER

May 18, 1999

Mike Burton
Executive Officer
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2763

Dear Mike,

Last November voters within the Tri-Met District boundary defeated a property tax bond measure which would have provided local funding for a light rail line running from the Clackamas Regional Center to North Portland.

I am aware of renewed interest on the part of some Portland business and community leaders to build a modified light rail project within Interstate Avenue right-of way from the Rose Quarter to the Expo Center.

The region has targeted Clackamas County for a substantial amount of new growth in the next twenty years. Clackamas County cannot continue to develop and meet long range planning goals without a number of major new roads and transit improvements.

The McLoughlin Blvd./Hwy 224 corridor is currently one of the region's most congested routes. I would urge Clackamas County, Metro, and Tri-Met to begin work on developing an alternative high capacity transit service connection from the Clackamas Regional Center and Milwaukie to the City of Portland as soon as possible.

Capital improvement projects in the McLoughlin Blvd./Hwy 224 Corridor I feel should have priority include:

1. Additional capacity improvements (like High Occupancy Vehicle lanes) on McLoughlin Blvd.
2. Grade separating the Harmony/Linwood/Railroad Ave. intersection from the UP/SP main line, and,
3. Additional capacity and signal work on Hwy 224.

I believe the additional transportation capacity including improved transit service to Clackamas County should remain a regional priority.

Sincerely,

Bob Hennessy

Cc: R. Wyden, G. Smith, D. Hooley, E. Blumenauer



RE/MAX preferred, inc., REALTORS®
10121 s.e. sunnyside rd., suite 150
clackamas, oregon 97015
phone: (503) 659-1550 fax: (503) 659-2605
each office independently owned and operated

DOUGLAS J. KELSO

1174 NE 76TH AVENUE
PORTLAND, OR 97213

RECEIVED

MAY 25 1999

May 24, 1999

Mr. Ross Roberts
High Capacity Transit Manager
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232

Dear Mr. Roberts:

Following are my comments on the South/North Corridor Project Supplemental Draft EIS.

2.2. Screening and Selection Process:

The third paragraph of this section incorrectly states the facts. The measure rejected by the voters in 1998 was not "a ballot measure that would have reaffirmed the region's 1994 authorization to sell Tri-Met General Obligation bonds, to be repaid with local property tax revenue." A correct description of the 1998 measure would be "a ballot measure that would have permitted Tri-Met General Obligation bonds authorized by voters in 1994 to fund a shorter light rail alignment than authorized in 1994." (Or similar language.) Legally, the 1994 authorization is still valid. However, the authorized funds may be used only for a project that extends to both Clackamas County and Clark County.

2.3.1. Capital Improvements

(a) Build Station Platforms for Future Expansion

All light rail stations on this line should be built to accomodate 400 to 600 foot trains at some point in the future: true "high capacity transit." Obviously, it will be years before we can run 400 foot MAX trains through downtown Portland. To do this will require either a grade separated alignment (subway or elevated line) or a major change in downtown traffic patterns (closing key streets to create 400 foot "superblocks"). Either solution will require much planning and money.

However, Tri-Met should plan ahead when building the Interstate MAX line. Every station should have expansion "built in" to the line. In practical terms, this would mean a 200 foot station platform adjacent to a 400 foot long planted median. In the short terms, the medians cost little -- the loss of a handful of parking spaces on one side of the street. In the long term, they will allow for inexpensive platform expansion, without the need to rebuild or realign any track.

This will not be a problem at most stations. However, the current design limits the platform south of Killingsworth to a 200 foot standard, and the proposed Russell Street Station is also limited to 200 feet. The obvious solution, in both cases, is to alter traffic patterns to eliminate some left turns. (This can be done at Russell with little problem. South of Killingsworth may present more difficulty.)

(b) Triple-Track Selected Stations

In anticipation of the day that light rail will serve Vancouver, this line should be built "express ready." An express MAX is simple in concept: use selected "triple-tracked" stations and careful timing to allow express or limited trains to use the system. With proper signals and timing, a third track will allow an express/limited train to pass the "local" train stopped at the station platform. I recommend triple-tracking three stations along the envisioned line.

The Expo Center station should be triple-tracked. Today, as the end of the line, it will allow trains to accumulate during peak hours. In the future, as a little-used station on the way to Vancouver, it will allow express trains to pass "local" trains stopped at platforms.

In addition, triple-track *one* of the following stations: Lombard, Portland Blvd., or Killingsworth (I recommend Portland Blvd., since Lombard and Killingsworth are obvious "limited" stops). A triple-track would require the loss of left turn lane on Interstate at *one* signalized intersection. However, that trade-off will allow properly timed limited/express trains to bypass local trains during peak hours.

Finally, build the Rose Quarter station with three tracks and two platforms (much as the existing Rose Quarter station was designed) to allow bypass service.

Limited service between downtown Portland and downtown Vancouver can operate at speeds competitive with an express bus. The project design should therefore be flexible enough to accommodate future limited trains.

c) Eliminate PIR Station From Further Consideration

The only apparent function of the PIR station is to serve raceway events. I suggest shuttle buses from the Expo Center Station to serve PIR, together with a wide, well-lit, paved, tree-lined walkway between the two sites.

I am also concerned that people using Delta Park might be confused about the hours of operation. Some people will probably wait there, only to see train after train rush by without stopping.

Finally, opening the station only during events could prove disruptive to schedules throughout the system. The proposed light rail line will need to be carefully timed to share downtown track with up to three other lines (Airport MAX, East/West MAX, and Vintage Trolley). Keeping a tight schedule will be very important. The unpredictable nature of event traffic, particularly in busy times (e.g., Rose Festival) makes "part-time" stations a bad idea.

If the PIR station is built, provide a small park & ride and regular service. However, it would be preferable not to build it at all.

2.4 Capital Costs

I recommend purchasing more light rail vehicles than currently planned.

The planned route should terminate at Beaverton Transit Center instead of downtown. The third track and platform at Beaverton Transit Center would allow trains to arrive, change drivers, and depart immediately. In doing so, this line could maintain six minute headways, staggered with existing Westside MAX service. Combining Interstate MAX with existing east/west trains will allow three minute headways between Rose Quarter and Beaverton, effectively doubling line capacity along that segment.

Since taking this line to Beaverton would roughly double travel time, it would require that roughly twice as many light rail vehicles be purchased than presently planned. Economically, it makes sense to order a larger number of cars and benefit from economies of scale.

If Tri-Met has learned one thing from past experience, it should be to err on the side of excess in purchasing light rail vehicles. Tri-Met will need the extra units eventually -- and sooner rather than later.

3.1 Transit Impacts

This section needs to take into account the full impact on the shared MAX tracks between the Rose Quarter and points west, including the Vintage Trolley and the planned MAX line to the airport. It also needs to take into account impacts on light rail service between Gateway and Gresham.

Light rail east of Gateway, including the Airport light rail line, may be unable to achieve adequate peak hour service levels if this alignment is built. If light rail to the Expo Center, the airport, and Gresham all share the same track segment downtown, service to Gresham could be materially reduced during peak hours.

One additional problem: frequent headways on all three lines might leave no room for the Vintage Trolley to operate. The need to share track with the Vintage Trolley during off-peak hours could have a detrimental effect on light rail service east of Gateway.

The FEIS should evaluate the impact of the Vintage Trolley upon light rail service and vice versa. The FEIS should also evaluate the light rail system holistically, considering the design and operation of the Airport MAX line together with the Interstate MAX line, with careful attention given to light rail out to Gresham.

If all lines cannot effectively share downtown track, then the FEIS should consider and evaluate solutions. This includes development of the Airport MAX as a shuttle between Gateway and the Airport rather than downtown service.

4.1.2 Impacts to Land Use and Economic Development

A MAX line on Interstate Avenue would support intensified land use within roughly 1/4 mile of each station. In practical terms, this would support zoning to greater development density between I-5 and Denver Avenue throughout the North Portland segment. While the rezoning would have no immediate environmental impact, it could materially increase land values in the area. The present community plans for Albina envision significant "upzoning" east of Interstate Avenue, but not to the west.

To maximize the use of light rail as a development tool, the City of Portland should consider rezoning land on both sides of Interstate. The FEIS should evaluate that redevelopment potential as an impact.

Figure A-2: Expo Center Park-and-Ride Facility

Consider alternate station designs that place the transit station closer to the Expo Center. As it stands, the design is similar to Gateway Transit Center -- riders must cross a sea of parking before they reach anything interesting. In the alternative, provide a sheltered walkway with ample planted buffers on each side. Transit riders should have a dry, pleasant, safe walk to the station with no "blind corners" along the walkway created by adjacent parked cars.

Conclusion

- (1) Build long medians next to stations for future platform expansion.
- (2) Include judicious "triple tracking" at key stations for future limited and/or express service to Vancouver.
- (3) Purchase additional vehicles to increase peak passenger capacity between Rose Quarter and Beaverton Transit Center.
- (4) Evaluate this line in conjunction with the Airport light rail project to preserve full peak hour service to Gresham and maintain Vintage Trolley service.

I thank Tri-Met and Metro for the opportunity to comment on this project.

Sincerely,



Douglas Kelso

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I strongly support a max line along Interstate avenue.
Now is the time to invest in transportation infrastructure
that will help revitalize businesses and communities along
the line and improve regional air quality.

Date June 7, 1998
Name Jenny Holmes
Phone number 503-281-8175
Address 2325 NE 44th Ave
City / State / ZIP Portland, OR 97213

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I'M AGAINST REDUCING N. INTER-
STATE TO TWO LANES, AND I DISAGREE THAT INTER-
STATE HAS EXCESS CAPACITY TODAY.
IT IS DIFFICULT TO CROSS INTERSTATE NOW
UNLESS YOU CROSS IT NOW UNLESS YOU CROSS
IT AT A SIGNAL LIGHT.
N. GOING STREET IS A HAZARDOUS INTER-
SECTION NOW, SO I DON'T UNDERSTAND HOW
IT CAN BE CHANGED OR IMPROVED.

Date 6-7-99
Name VIRGINIA STULL
Phone number _____
Address 2005 N. BLANDENA ST.
City / State / ZIP PORTLAND, OR 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

Comments (Please Print) I am strongly in Favor
of a North-side MAX line!

With the increasing population growth
in Portland, it is essential that
we act now to provide mass-transit
alternatives to the car. MAX in North
Portland will improve accessibility,
decrease congestion and will help
revitalize the North Portland area.

I will support MAX-Lines with

Date 6/7/99

Name Zoe McClanahan

Phone number 285-7461

Address 6205 N. Wilbur

City / State / ZIP Portland OR 97217

my vote, whichever
route is proposed.

Zoe McClanahan

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

Comments (Please Print)

I'M ALL FOR LIGHT

RAIL IN NORTH PORTLAND.

THIS IS WHAT GOVERNMENT

IS FOR !!

Date 6-8-99

Name EDDY McCLANAHAN

Phone number 2857461

Address 6205 N. WILBUR

City / State / ZIP PTD, OR 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I am surprised that students who must take the bus are not provided bus passes as a matter of course. Please correct that serious oversight by investing in our kids' education - follow SPIRIT's plan & allow kids to ride to & from school free. This is more urgent than Light Rail

Date 6/8/99

Name Erik Alvo Anderson

Phone number

Address 2726 NE Going / PO Box 40184
PORTLAND 97211

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 VERY MUCH SUPPORT THE MAX
TRAIN'S COMING THROUGH NORTH PORTLAND.
IT IS ABOUT TIME WE DID SOMETHING
FOR ECONOMIC DEVELOPMENT IN AREAS OTHER
THAN THE CENTER DISTRICTS ON SW, NW
ROAD, ETC. THIS IS AN EXCELLENT
PROJECT.

Date June 7 1999

Name Ray Reid

Phone number 223-7786 (HRS)

Address 715 SW MORRISON, #504

City / State / ZIP PORT, OR 97205

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) ① Yes - Build good fast,
efficient mass transit
② Build for the future
③ Put a pedestrian overpass over I-5
at N. Beech (move the existing one)
or somehow make overlook str. more accessible to
neighborhoods E. of I-5.
④ Losing the speed and accessibility of the
I-5 corridor is unfortunate.
⑤ Eventual extension to Vancouver is more

Date 6/1/99
Name Carl VanderZanden
Phone number 3973 NE 14th Ave
Address 284-9625
City / State / ZIP Portland 97212

enticing with a speedy ~~extra~~
service than a slow one - this
must be substantially faster than
bus service. ⑥ Build sooner

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

Removing 2 Lanes of Traffic
will force lots of Traffic into the
neighborhoods. These Local streets
ARE NOT built to handle heavy ~~loads~~ loads
of traffic.

I CAN NOW get A SEAT ON the BUS,
WITH Light RAIL I WILL HAVE to
STAND every day.

Date K.J. Hoddick
Name 6-2-99
Phone number 326-2121
Address 6546 N. MARYLAND
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 STRONGLY FAVOR LIGHT RAIL - A
46% PUBLIC VOTE IS A RINGING ENDORSEMENT FOR A
SERVICE WHICH ALL CAN USE - BLIND, YOUNG, OLD, POOR,
AND OTHERS WHO MAY NOT DRIVE. THOSE WHO DO
NOT WISH TO USE LIGHT RAIL NEED NOT DO SO -
THEIR OBJECTION TO PAYING FOR IT MUST BE SEEN IN
CONTEXT OF EVERYONES SUBSIDIZATION OF ALL ASPECTS
OF THE AUTOMOBILE TRANSPORTATION SYSTEM. NEITHER
SYSTEM "PAYS FOR ITSELF" - NEAR DO FIRE, AD LIE,
ETC.

Date 6-1-99
Name ROBERT Reid
Phone number 285-7461
Address 6205 N. WILBUR
City / State / ZIP PTD, OR 97217

MASS TRANSIT IS THE ONLY WISE
MOVE FORWARD - WHAT I EXPECT
FROM GOOD GOVERNMENT.

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) Why Replace The
Bus system with a MORE costly
system that does not do anything
Better? Unless you get VANCOUVER on
board do not waste TAX payer money,

Date 6-1-99
Name KENT HODDICK
Phone number 286-9803
Address 6546 N. MARYLAND
City / State / ZIP PORTLAND, OR 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) This is Not a
Regional Line; it is a private
Line built to ^{serve} KENTON AREA.
The KENTON AREA will NOT be SAVED
BY LIGHT RAIL. IN FACT THERE WAS
NOTHING EVER TO SAVE.

Date 6-2-99
Name Kent Hoddick
Phone number 326-2131
Address _____
City / State / ZIP _____

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I AM NOT IN SUPPORT
OF LIGHT RAIL DOWN
INTERSTATE AVE.

Date 6-1-99
Name Theda Grimsrud
Phone number 823-4098
Address 2410 N. Lombard
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 my mid 20's
and went to High School Riding Tri-
Met + Max. I am familiar with Max
And don't feel the Interstate Alignment
is the answer for our traffic problem.
I DO NOT SUPPORT
MAX DOWN INTERSTATE!

Date 6-1-99
Name Kelly Johnson
Phone number 240-9091
Address 1734 N. Highland
City / State / ZIP Portland OR 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) We have been residents of the
Overlook neighborhood since 1939 at below address.
We adamantly oppose light rail on Interstate Ave.
I used public transportation from 1946-1998 as part
of my employment and found it to be very adequate
particularly the last 20 years. Light rail would
cause problems for East-West movement, disrupt police
and fire traffic, cause insurmountable traffic
delays at Going Street (access to Swan Is), put more
traffic on interior neighborhood streets, and create

Date June 1, 1999
Name Boris Georgeff
Phone number 287-8813
Address 2237 N. Skidmore Ct
City / State / ZIP Portland, OR 97217

grid-lock on Interstate w/ its heavy
truck traffic. Is light rail economical,
feasible, cost effective, or are we
just building it because funds won

Comments due to Metro by June 14th at 5 pm
The neighborhood meetings I have attended where Ed Washington was
present... most people were against the project, does that count?

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____

Date _____
Name Betty Pottage
Phone number 285-3915
Address 1835 N. Highland St
City / State / ZIP Portland, Ore. 97217

No!!!

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

What are the
Plans (if any?) on designing
Sections along Interstate Are with
gardens, trees, benches? I am very
interested in helping create
areas along Interstate. Our hopes
that if Max Does become a reality
that we are intellectual, take care
& respect the design in making this
happen. I support light Rail & Hope
that it does not turn out
as ugly (^{poor}unfriendly) as Gresham.
Please contact me for anything
involving creating garden/Bk
Spaces!
Comments due to Metro by June 14th at 5 pm

Date 5.27.99
Name MAGS GUTH
Phone number 460-2664
Address 4057 N. Colonial Ave
City / State / ZIP Portland, OR 97227

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I RUN A BUSINESS ON INTERSTATE.
OUR BUSINESS IS DOING WELL AND
I'M AFRAID THAT WHAT EVER YOU
DO IT'S GOING TO MESS UP THE
FLOW OF TRAFFIC OR EVEN
CUT IT OFF! NO- DO NOT
PUT MAX DOWN FOR INTERSTATE-
THAT'S MY VOTE.

Date 5-28-99
Name STEVE LAWRENCE
Phone number 493-2863
Address 1335 N. MASON ST
City / State / ZIP PORTLAND OR 97217

HARBOR FREIGHT TOOLS

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I would love to
ride Max from Vancouver
to work but not if they
close the US Bank on
Interstate

Thanks
Rog

Date 5-26-99

Name Roger Smith

Phone number 503 275 4140

Address 4550 N Interstate Ave

City / State / ZIP Portland Or 97217

RECEIVED

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

As a property owner and Business owner in
Kenton Area I support Light Rail.

I am concerned about the traffic flow and
Volume that will travel at the Denver/
Argyle/Interstate Overpass. Please consider
this as a support for Light Rail.

Any questions please call me.

Date May 26, 1999

Name NICK SCOVILL

Phone number 289-9000

Address 2133 N ARGYLE

City / State / ZIP Portland, OR 97217

RECEIVED
MAY 28 1999

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I do not want them
to build Max lines here because
they'll have to tear my branch
(US Bank) down and I'll be
out of a job.

The max won't be of any
use to me anyway.

Date 5/26/99

Name Angela Knight

Phone number 275-4490

Address 4550 N. Interstate

City / State / ZIP Portland, OR

97217

RECEIVED

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____

I don't want you to put
the max down this
street because my buildin
will be torn down and
I will be out of a job.

asst. manager US Bank

Date 5-26-99

Name Melissa Phillips

Phone number 503-275-4490

Address 6005 N Bowdoin

City / State / ZIP Port OR 97203

RECEIVED

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

Vehicles & population growth are inevitable - Eliminating ~~and~~ lanes to add light rail is not logical - You cannot force people to use light rail. It either fits into their life style, or it doesn't. Transportation infrastructure need to be enhanced/upgraded/expanded, etc not eliminated.

RECEIVED
MAY 19 1999

Date May 17, 1999
Name J Baylar Whetman
Phone number 735 2909
Address 11919 J Fairview #141
City / State / ZIP Port 97217

Comments due to Metro by June 14th at 5 pm

RECEIVED
MAY 21 1999
INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I am in favor of the MA North/South service in North Portland. As a resident of North Portland, I favor all means of alternative transportation. My concern, as an avid recreational and commuting cyclist, has to do with the bike lanes. Please do not overlook the bike lanes connecting the Kenton area to Delta Park. This is an important, and the only major, connection for those of us on bicycles.

Date May 18, 1999
Name Ahn Marie Skvarek
Phone number (503) 289-0014
Address 5632 N. Atlantic Ave.
City / State / ZIP Portland, OR 97217

Thank you
Ahn Skvarek

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

The Interstate max would be an excellent transportation Alternative. When I take the Interstate Bus its always full in the morning and evenings. It would also serve as an inexpensive way to the Expo center and PIR w/out paying for parking. I also believe it would improve the Quality of the neighborhood. It would bring back some of the original Historic value to the Area. The Historic

RECEIVED
MAY 18 1999

Date 5-12-99
Name Joe Kersey
Phone number 285 8091
Address 5935 N Concord - PDX
City / State / ZIP 97217

^{Nature}
Culture of Portland is a growing trend which can be manifested with Light Rail, enhanced

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

THE NORTH LRT ALIGNMENT IS CRITICAL TO VENTILATING AND DECONTAMINATING TRAFFIC AWAY FROM THE PORT OF PORTLAND, THE INDUSTRIES LOCATED WITHIN THE COLUMBIA SLOUGH WATERSHED, AND HAYDEN ISLAND. THE NORTH ALIGNMENT'S ULTIMATE CONNECTION TO VANCOUVER WILL PROVIDE GREATER MOBILITY FOR PEOPLE TRAVELING BETWEEN VANCOUVER AND PORTLAND - RELIEVING TRAFFIC ON I-5 AND ITS ACCESS POINTS. NORTH LRT WILL IMPROVE THE BUSINESS ENVIRONMENT FOR TRUCKING AND AUTO DEPENDENT BUSINESSES - IT WILL ALSO CREATE OPPORTUNITIES FOR REDEVELOPMENT AT STATION LOCATIONS ALONG ITS LENGTH.

NORTH LRT IS ABOUT JOBS, REDEVELOPMENT, ECONOMIC VIABILITY, MOBILITY AND LIVABILITY.

RECEIVED
MAY 18 1999

Date 5/11/99
Name CHARLES KELLEY
Phone number 503 249 9306
Address 3322 NE 43RD
City / State / ZIP PORTLAND OR 97213

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

The addition of bike lanes on
Interstate are great! a huge
improvement.

Any additional match should be
used to upgrade from railroad
ties.

Great idea - really needed!

Date 5/14/99

Name Beckie Lee

Phone number 493-7478

Address 18 NE Sacramento

City / State / ZIP Portland, OR 97212

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

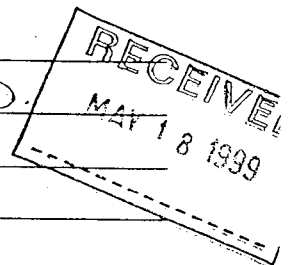
Comments (Please Print)

Lightrails is terrific.

It will help traffic
on I-5.

We need this as our
city grows.

Do it for Portland.



Date 5/16/99

Name Kaye Condon

Phone number 968-2816

Address 13254 Deerfield Ct

City / State / ZIP Lake Oswego OR 97035

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I own the Kenton Hotel Bldg
in the Kenton Business District.
Lightrail would be the
catalyst that this area needs
to ~~continue~~ jumpstart its
livability issues.

I strongly support "Plan B" and
look forward to ~~have~~ big positive
changes in North Portland if it happens.

Date 5/7/99
Name John Condon
Phone number 223 2321
Address 4386 SW. Macadam Ave
City / State / ZIP Portland OR 97201

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I do not believe this
lightrail will be beneficial to North Portland. More
traffic will have to be diverted to the freeway & you
will gridlock thousands of persons trying to enter/exit Swan
Island. Unlike E. Burnside, we have no alternative streets to
use. Interstate can no way afford to be narrowed to
accommodate light rail. N. Pld has very good bus service
& the ridership/demographics is not there to support it (light r
You cannot rely on ridership from Interstate Ave to support the
cost of this project. I'm tired of my taxes increasing to

pay for bad ideas. ~~Int~~ N. Pld would be
much better served by improving the N-S
freeway & let us keep using Interstate as a
main access to Swan Island & Downtown Pld

Date 5-14-99
Name Jeaniene Jones
Phone number 503-289-4802
Address 1312 NE Gertz Road
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) PLEASE EXTEND THE BIKE
LANE NORTH PAST DENVER @ INTERSTATE
ONTO DELTA PARK - THE EXISTING DENVER
BIKE LANE CROSSES OVER THE VIADUCT
AND ALLOWS PENINSULA BIKERS TO GO ON
TO ~~DENVER~~ DELTA PARK, MARINE DRIVE
AND OVER THE I-5 BRIDGE TO VANCOUVER.
THIS IS A MAJOR LINK TO THE NORTH!
(CYCLIST TAKE DENVER TO WHITAKER (RIGHT) THEN
LEFT TO DELTA PARK AT THE UNION 76 GAS STATION.)

Date 5/13/99
Name TODD LASHER
Phone number 289-0016
Address 5632 N. ATLANTIC AVE.
City / State / ZIP PORTLAND, OR. 97217

REBUILDING THE DENVER VIADUCT
SITDOWN MAKE THE BIKE LANE
BETTER!

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) Owning a home on Baldwin
east of Interstate Ave, I need better
access to southbound Interstate. Please
don't destroy the old trees lining Interstate
Ave. It would make it much more
user-friendly for those of us who will
be inconvenienced by construction - and
losing two lanes of traffic on Interstate -
for the train to go up to Jantzen Beach.

Date 5-13-99
Name Jane Holland
Phone number 978-0564
Address 1414 N. Baldwin
City / State / ZIP Pdx, OR 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

RECEIVED

MAY 19 1999

Your

Opinion
Counts

Comments (Please Print)

INTERSTATE AVE. IS NOT the place for
LIGHT RAIL. It will deprive this AREA
of alternate Routes. Put light RAIL
along I-5 or MARTIN LUTHER KING AVE or some
place other than Interstate. It will not
enhance this AREA in any way - Interstate
will then be useless for existing Businesses
or any of the "pipedreams" Metro has for it
Don't put light RAIL ON Interstate!!

Date 5-7-99

Name JUNE HENRY

Phone number 286-5463

Address Portland ORE

City / State / ZIP 97217

Please Respect our three
'No' votes!

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

Does it really? I don't
believe so -

Comments (Please Print)

Please stick to the original proposal with alignment
to the I-5. My section of overpass is already
fully loaded with auto & truck traffic. Restricting
two lanes for Max will destroy what works well now.
How will trucks get to I-5 across Interstate from going?
How will individuals get to Kaiser emergency with afternoon
traffic glut filling up two lanes instead of four as we
have now? This neighborhood is restricted to access on
the East side only Max will cut off (most likely) a good

portion of our neighborhood access by
removing cross streets at Interstate.

We all worked hard & years to develop
the I-5 alignment DON'T SCREW US OVER.

Date May 13, 1999

Name Ted Mistle

Phone number (503) 281 4400

Address 1416 North Failing

City / State / ZIP Portland, Oregon 97227

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

RECEIVED
SDEIS

MAY 19 1999

Your

Opinion
Counts

Comments (Please Print) AT THE TOWN HALL MEETING
LAST NIGHT I ASKED 3 TRI-MET EMPLOYEES
IF THEY LIVED IN NORTH PORTLAND SO THEY
COULD OBSERVE HOW I-5 IS BACKED UP TO THE
FREMONT BRIDGE & BEYOND BY 3:PM, DENVER IS ALL
FROM KENTON NORTH; GREELEY OVERFLOWING
WITH CARS GOING TO ST JOHNS, ALL SAID NO
I ASKED WHAT WOULD HAPPEN THE 4 MILE
LINE OF CARS THAT WOULD LEFT OVER
WHEN INTERSTATE AVE WAS CUT DOWN

Date 5/7/99Name AUSTIN HENRYPhone number 986-5463Address 2115 N. WILLAMETTE BLVDCity / State / ZIP PORTLAND, OR, 97217

TO ONE LANE EACH WAY
THEY ALL SAID THEY DIDN'
KNOW. INTERSTATE AVE WOULD
BE DESTROYED BY GRAMMING

Comments due to Metro by June 14th at 5 pmTRI-MET
LAST RA

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

RECEIVED

MAY 11 1999

Comments (Please Print) We believe that Light-Rail North has
some merit. However, many of us feel that the proposed
'middle of Interstate Ave.' route is totally unacceptable.
This alignment would most certainly constrict traffic
flow both along and across Interstate Ave.

Most services often used (funeral homes, stores, post office, etc) by our
neighborhood residents are all to the North of our area. We depend on
using Interstate to reach these destinations. Any impedence of the
traffic will have a very negative impact. Maintaining livability
of the area would be seriously compromised by reducing Interstate

Date May 8, 1999Name Edwin P. CushmanPhone number 288-3888Address 4207 N. Colonial Ave.City / State / ZIP Portland, OR 97217

to only one lane in each direction.

We are totally opposed to this route

We kindly ask that you hear our plea.

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

RECEIVED

MAY 05 1999

Date MAY 3 1999

Name RON STEWART

Phone number 222-3197

Address 3444 SW. GALE AVE

City / State / ZIP PORTLAND OR 97201

Comments (Please Print) PORTLAND HAS ALWAYS BEEN
A NATIONAL LEADER IN PUBLIC TRANSIT
PLANNING, POLICY AND IMPLEMENTATION. THE
NORTH EXTENSION ALONG INTERSTATE GIVES
TRI-MET ONE MORE OPPORTUNITY TO REMAIN A
LEADER. WE MUST ADJUST TO CHANGING
COMMUNITY OPINION AND FINANCIAL CONSTRAINTS.
THIS PROJECT ALLOWS US TO RESPECT NEIGHBORHOODS
WITHOUT DISPLACEMENT, ENABLE ECONOMIC
DEVELOPMENT THROUGH INVESTMENT IN INFRASTRUCTURE

AND STAY AHEAD OF THE GROWTH
"BELL CURVE," HOPEFULLY ENCOURAGING
VANCOUVER TO SEE THE BENEFITS
& CONTRIBUTE TO MAINTAIN/IMPROVE
OREGON RESOURCES THEY ARE
Comments due to Metro by June 14th at 5 pm
ACCESSING NOW.

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

RECEIVED

MAY 05 1999

Date May 4, 1996

Name Robert Hastings

Phone number 503-287-6084

Address 3401 NE 32nd place

City / State / ZIP Portland, OR 97212

Comments (Please Print) The north extension of
light rail needs to be completed in
order to provide clean and accessible
transit for the neighborhoods and
businesses along Interstate and
the Expo Center.

This project is important to the
region because it maintains Portland's
leadership position in federal transit
funding. It also will make the next

step to crossing the
Columbia River and helping
with transit to Clark
County.

Comments due to Metro by June 14th at 5 pm

Section Four

Email Comments

(Received at Tri-Met)

Sent: Sunday, April 25, 1999 8:27 PM
Name: Aaron Hall
From: garywmd@rcn.com
Phone: Unavailable

Comment: Sounds like an excellent proposal. Let's get this underway before we lose the ¼ BILLION dollar federal match. How can anyone have an objection to getting these federal funds returned to our state. Why should other states get the money that we Oregonians paid into the federal budget in the first place. Also, as a side note, I predict that once construction of this line is approved, Vancouver (Clark Co.) will be first in line in 2003 requesting federal matching funds for an extension north. Heck, they may even want to get their extension approved before the fall '99 deadline. After all, the preliminary work has already been done. Let's hope they can muster up the support fast enough.

Sent: Friday, April 30, 1999 9:15 AM
Name: John Nelson
From: nelsonjon7@aol.com
Phone: 245-5593, evening

Comment: This is great, Do what ever you can to get this Interstate MAX accomplished. Light Rail is now reaching critical mass in terms of where it goes. The more places Light rail goes the more people will want it. The Airport extension and this North line will be great additions.

I hope some day you will put a line from gateway TC down 205 to Clackamas Town Center, after all there is land set aside in the middle of the 205 for this purpose and it would be lower cost. I grew up in Clackamas county and we would like this line, But Portland City politics has to steer all lines to downtown like Chicago has done with all rail traffic having to go through downtown. It would be really great if you are successful in getting that line from Beaverton to Wilsonville and then a line from Wilsonville to Gateway. If you want to truly reduce congestion then don't route every thing through downtown. Never the less, I support the north line.

Name: Lauren Schmitt
From: sbatty@walkermacy.com
Sent: Friday, April 30, 1999 2:36 PM
Phone: 255-0189

Comment: I am writing to express my support for the Interstate MAX line. I believe that Tri-Met should pursue the proposal to make use of the available Federal funds and to work toward expanding MAX into a workable system. Adding bus service doesn't cut it, despite the claims of some crackpots (who probably don't use transit), because busses get stuck in the ever-worsening traffic. I voted in favor of the north-south line, and was more than willing to support it through an increase in my property taxes. However, I believe that north-south failed not because people

don't favor light rail, but because of the property tax increase. The north-south line was competing with too many other other bond measures, which effectively diluted support for the measure. I also strongly believe that the Oregonian's anti-rail sentiments, published the week or two preceding the election, were a big factor. The Oregonian doesn't seem to print the real news about MAX and Tri-Met, unlike the Daily Journal of Commerce, which regularly reports on Tri-Met and transit.

The new interstate proposal is a good place to start from, given the defeat of north-south: it does not include a property tax increase, which was a big part of the downfall of north-south. In addition, the line will provide better access to the Expo center, which is now easily accessible only by car. Improved access to and from north Portland will also be beneficial.

As a final note, if Tri-Met proceeds with the Interstate line, the agency should support the retention of the pedestrian bridge across I-5 (and re-opening it) to encourage access to the line by Boise neighborhood residents. ODOT and Portland City Council are debating the fate of the bridge. I-5 is such a major barrier that any means of providing an east-west connection to bring people to MAX should be strongly supported by Tri-Met.

Name: Joseph J. Reiley
From: jreiley@spiritone.com
Sent: Monday, May 03, 1999 10:05 PM
Day phone: 503/238-2778

Comment: Hi there. First, I think expanding the Max system is a great and much needed endeavor. Second, I think the Interstate Max should extend to the Jantzen Beach shopping areas. I don't know if you've considered it, but I find that I go there a lot more than the Expo center. Please consider some type of service to Jantzen Beach. I'm sure all the retailers would like it!

Name: Aaron Hall
From: garywmd@rcn.com
Sent: Sunday, April 25, 1999 8:54 PM
Phone: (410)526-0017

Comment: I would like to know what is being proposed for the Rose Quarter TC. How will the line make such a sharp turn without compromising pedestrian safety, especially during Blazer games and other events? Will there still be a separation of autos and trains at the Steele bridgehead as was originally proposed or has this be sacrificed in the name of cost-savings? Would Allen and Co. consider contributing towards an upgrade of the TC to accommodate higher volumes which in turn would be good for his business? Even if you're sure about the last question, please let me know the answer to the first two. Thank you.

Name: Jeff Reed
From: reedme@jps.net
Sent: Wednesday, May 05, 1999 8:33 PM
Day phone: 238-6166 Evening: 735-1711

Comment: I've been interested in a potential max line through North Portland since the beginning of the planning stages for the South/North line. I was on the CAC representing North Portland for almost 2 years, and I live two blocks west of Interstate Ave in the Arbor Lodge neighborhood.

I continue to support the concept of a max line running along Interstate Ave. and attending the Open House at Emanuel Hospital on the 3rd. I do have one concern which I will address below. The people living between I-5 and Interstate Ave are concerned with feeling isolated, and I share their concern. A person's perception becomes their reality, and much of a person's perception on this issue will be based on how the line appears to the human eye. The visual impact of the line will determine how isolated people feel about it.

I bring this up because your current plans call for the line to be concrete ties and gravel grade. I'm familiar with how this looks along Burnside, and I feel that this type of grade creates a strong visual barrier. According to the personnel I talked with at the open house, there is some talk of looking at hard surface grades.

A gravel grade crossing running up Interstate Ave would definitely have a negative visual impact and would add to the feeling of isolation among residents living in between I-5 and Interstate Ave. A hard surface grade doesn't have to be fancy or expensive, a simple, unadorned concrete grade would work fine and would also reinforce the look of visual continuity. I would like to be kept informed on discussions around this topic, as well as any CAC meetings.

Name: Ellen Markham
From: ellen@progest.com
Sent: Friday, May 07, 1999 10:49 AM
Day phone: 226-3618 Evening: 286-6675

Comment: I think the Interstate Max is a great idea. As a North Portland resident, I know I will take advantage of it. I would love to see service extended to PDX. Better public transportation options is the only thing that the newly renovated airport will be lacking.

Sent: Tuesday, May 04, 1999 4:13 PM
From: anonymous@teleport.com

Comment: Will there ever be a max line extending to the coast?

Name: Mike Bauer and Paige Coleman
From: gizzard13@aol.com
Sent: Sunday, May 09, 1999 7:20 PM
Day phone: 281-9087 Evening: 281-9087

Comment: We are excited about the Interstate Max. Today we rode the #4 Tri-Met bus and the Max downtown. We were surprised at the ease of use to and from our neighborhood. We can only imagine how a north/south train would take pressure off of I-5. Living in the Boise Elliot neighborhood, we are concerned with the air quality and traffic being so close to I-5. Thank you for working to make a great public transportation system.

Name: D. Robertson
From: Entrap2000@aol.com
Sent: Wednesday, May 12, 1999 12:59 PM
Phone: Unavailable

I think the interstate max is a great idea. In a growing city like Portland people need more commute options as major traffic jams continue grow. I think you should go ahead and start construction.

Name: Todd Lasher
From: lasherdesign@juno.com
Sent: Thursday, May 13, 1999 8:54 AM
Day phone: 289-0016 Evening: 289-0016

Comment: I saw the plans for Interstate Max at an open house and it looks great. BUT, why does the bike lane stop at Denver and Interstate (Paul Bunyon)? The Denver viaduct is the only connection to Delta Park, Marine Drive and the I-5 Bridge by bike! There is a lane there now. I know it is early in the design phase, but this is a major oversight. I hope that before this plan goes to the city counsel, it is corrected with a bike lane all the way from the Rose Quarter to Delta Park.

Name: Kurt Weber
From: Kurtweb@aol.com
Sent: Tuesday, May 04, 1999 9:00 AM
Phone: (503) 460-2626

Comment: As a current bus and bike, and former light rail, rider I say: stop the insanity. North/North? No/No.

To help solve our transit problems implement congestion pricing (and reduce gas taxes) and open transit markets to competition. Private transit companies can serve consumers at low cost --

without subsidies! Private transit companies serve hundreds of thousands of customers daily throughout these United States and around the world. When regulatory barriers are cleared away and markets opened for competition, private providers arise to meet consumer demand-without taxpayer subsidies.

In the summer of 1997 a policy change by the Port of Portland cleared away barriers that prevented entrepreneurs from getting a piece of the town car business at Portland International Airport. In the three months following the Port's policy change, the number of town cars serving airport travelers rocketed from 6 to 28.(1) Their rates are comparable to those charged by taxis. (In fairness, numerous regulations must be removed so taxis compete on the same playing field as town cars and can be more cost-competitive.)

Jitneys were once a popular form of private transit throughout the U.S., including Portland and other Oregon cities.(2) Today, they are nearly extinct, or operate unofficially, because of government ordinances and regulations. Where they do exist--legally or otherwise--they serve consumers well, for example:

- The Atlantic City Jitney Association (AJA) was started in 1915.
- Its 190 jitneys are individually-owned and operated.
- They run 24 hours a day, 365 days per year.
- The AJA ranks as the longest-running non-subsidized transit company in America.
- Cash fare is \$1.50 each way; Frequent Riders tickets cost \$1.25.
- If you are a senior citizen, you can purchase tickets for \$.50.
- These private jitneys are not subsidized by taxpayers.

Other private transit companies are fighting--and winning the right--to serve consumers. Recently, New York's City Council reversed course and allowed a Caribbean immigrant and fledgling entrepreneur to operate a private van service in Brooklyn.(3) The reversal came after widespread publicity about the case, which served as a rallying point for those who believe rules and restrictions in many U.S. cities frustrate efforts by minorities to establish small businesses. The license granted the entrepreneur allows him to operate 20 vans--which will provide 40 jobs--at a savings of 50 cents per ride compared to the city's bus fares.

In Duesseldorf, Germany, a private bus company operates on many of the same routes as the government buses do. A stark difference exists between the two: the private bus company makes a profit and receives no subsidies; the government bus system loses money: 50% of its operating revenue is tax subsidies.(4)

Town cars and airport shuttles in Portland, jitneys in Atlantic City, commuter vans in New York City, a private bus company in Duesseldorf. These and numerous other examples show that private transit providers can serve consumers well, and at a low cost without taxpayer subsidies.

Do we need alternative forms of transit? Yes. Is light rail the answer? No. Stop this insulting plan, stop wasting taxpayer dollars.

Sources

1. "Going To Town," Michael Rose, The Business Journal (Portland, OR, July 11, 1998), p. 1.
2. "Driving for a Dream," Eric Stiefvater, Brainstorm magazine (Portland, OR, March 1998), pp. 24-27.
3. Editorial, "The Vans Roll," The Wall Street Journal, (August 13, 1997).
4. European Journal, Oregon Public Broadcasting, Channel 10 (Portland, OR, Nov. 15, 1998, 4:30 pm).

Name: M Bell
From: M Bell79495@aol.com
Sent: Monday, May 03, 1999 11:48 PM
Phone: Unavailable

Comment: I am disappointed that voters have not seen fit to fund a north-south light rail from Vancouver, Washington to the Clackamas Town Center area. It seems to me that the trains carry a lot of riders, and my experience on the max has been that it is fast and easy. I think that a north-south line is a logical completion to the 25-mile line from Gresham to Hillsboro. I believe that the proposed north-south line from the Rose Quarter to the Expo-Center will be a help. I've lived in Portland most of my life and so I understand being an urbanite. Transportation is a challenge when one does not drive or have a car of one's own. We need to have a well-planned and adequate public transportation system, especially if we get the population growth which is expected in this region in the years to come.

Sent: Thursday, May 06, 1999 11:11 AM
Name: bneng
From: bneng@teleport.com
Phone: Not available

Comment: And politicians wonder why there is voter apathy. We voted no on this issue and somehow it has reared its ugly head again. I'm angry. I live in the area that will be impacted by this ill-begotten project. If I read the map correctly, one cannot even go downtown on it without a transfer. And what about parking around the stations?...neighborhoods will be parked up with stranger's cars if riders decide on this mode of transportation.

Sent: Saturday, May 01, 1999 3:44 PM
Name: Karen Lindstrom
From: Karenkkl@aol.com
Phone: Not available

This looks like a great plan, but I would like to add one more idea:

With a park-and-ride lot at the Expo Center, the majority of users will be from Washington. They did not vote to help the max line in a previous election: why should the Oregon tax payers pay for them! I think you should make this park-and-ride lot a pay lot--by month, week, or day. Oregonians can receive a rebate for the full amount by sending in a form available at the lot. Rebate and form would be sent to home address.

Sent: Tuesday, May 04, 1999 12:27 PMv
Name: Jim Barnett
From: Jbarnett@providence.org
Phone: Not available

Comment: Once again, I think Tri-Met's plans fail to properly serve the public by continued failure to adequately serve two of the biggest regional draws in the Hayden Island area; namely, PIR and the Expo Center. On the weekends, when most people visit those locations, there is NO public transit serving the area. Oh, sure, you'll probably say you will provide shuttles from the Park-and-Ride Lot or from the "Station under study", but, in my opinion, and speaking from years of Tri-Met and MAX usage experience, the shuttle schedules will likely be infrequent enough for most people to prefer driving. If you want to make Interstate MAX wildly successful, have MAX

turn west at the "Station under study", with stations at PIR and the Expo Center, then heading east to the Park-and-Ride Lot, allowing for future expansion northward to Jantzen Beach and Vancouver, Washington. Eliminate the parking lots at PIR and the Expo Center and you'll keep the trains full on the weekends; they'll be packed during weekday rush hours in any event.

Sent: Tuesday, April 27, 1999 12:16 PM
Name: Douglas Kelso
From: doug_kelso@pmug.org
Day phone: 220-8808 Evening 252-7809

Comment: This line will eventually reach Vancouver. It should be designed to allow express or limited peak-hour trains that are competitive (in speed) with the current C-Tran express bus from Seventh Street Transit Center to Downtown Portland.

"Triple-track" all stations except Killingsworth (and perhaps one other, if Tri-Met designs a "North Portland Transit Center"). In the future, a Vancouver Limited will be able to bypass "local" trains serving these platforms with careful timing and proper signals.

Design expansion into the system. Each platform should be sited and track laid to allow the platform to expand to 600 feet. It may take decades before MAX supports 6 car trains. However, Tri-Met can save a lot of money in the future with careful design today.

I also question whether all nine projected stops are necessary. Every stop adds a minute or more to travel time. Review every proposed station, taking into account ridership projects for each, and see how many can be eliminated you can eliminate.

Name: Allen Phillips
From: wphillips01@sprynet.com
Sent: Friday, April 30, 1999 11:17 AM
Phone: 643-6296

Comment: Interstate MAX is better than nothing at all. Hopefully you will be able to build the transit mall segment and the southern segment soon after that and without needing voter approval for it.

Name: Robert Hansen
From: hansenr@uswest.net
Sent: Friday, April 30, 1999 12:08 PM
Phone: Unavailable

Comment: NO means NO! Don't you people get it? How many times does the public have to kick your collective butts before you understand?

Light rail was voted down because we're tired of having tax dollars disappear into pork-barrel boondoggles. This new light rail "line to nowhere" is even worse than the original, and should be scrapped.

Name: jeff lauten
From: llauten@sprynet.com
Sent: Friday, April 30, 1999 1:30 PM
Day phone: 494-7624

Comment: Regarding the proposed interstate light rail line....Do It!!!! I would LOVE to see this project actually materialize. Again, please go forward with your plans! Build it!

Name: Clair L. Kuppenbender
From: clkupp@teleport.com
Sent: Monday, May 24, 1999 12:36 PM
Phone: Not available

Comment: I resent the use of ANY tax money to bolster Tri-Met in any way----light rail isn't worth any expenditure. It can't work and never will work today and I grew up using the old streetcars.

Name: Nick Snell
From: Alpha64@aol.com
Sent: Monday, May 24, 1999 8:22 AM
Phone: 223-0389

Comment: I would like to take this opportunity to comment on the proposed light rail line on Interstate Avenue. I do support light rail on a North-South line to continue our efforts to minimize traffic congestion, combat pollution, and add to the livability of our region. I feel, however, that the Interstate Avenue corridor is not the proper place for the light rail line. I think the alternative route along the Interstate 5 freeway makes more sense for several reasons.

The freeway corridor is already a site for transportation and would be convenient to people seeking an alternative method of transportation to the auto. It is located in an easy access location for people from neighborhoods on both sides of I-5.

Interstate Avenue is a smooth flowing arterial for traffic moving north and south. The four lanes are seldom congested and offer a route for moving traffic easily that often congests on the freeway. Interrupting this flow with a light rail line would increase congestion of traffic on Interstate Avenue and lead to the very thing that we are trying to alleviate with light rail.

The disruption of flow of traffic during construction of the line would be temporary, but remains a real threat to businesses along the Interstate Avenue route. It would also be a major inconvenience to the neighborhoods along the Avenue.

I own a building at 1335 N. Mason and operated Berliners' Inc., a wholesale beauty salon supply business, at that location for 15 years. I sold the business 2 years ago and the property is now leased to Harbor Freight Tools.

I am, of course, quite familiar with the neighborhood and was a member of the Interstate Business Association. I have been to a number of meetings in which the route for light rail was discussed and feel like I am familiar with the pros and cons of the different routes. I appreciate the opportunity to present my opinion.

Name: Ron Sporseen
From: rsporseen@pacificdda.com
Sent: Monday, May 24, 1999 2:39 PM
Phone: Not available

Comment: Is there going to be direct bus service from Going Street station to Swan Island?
Also, if fully support park and rides at the expo center for folks commuting from Washington to Swan Island.

Name: Theodore M. "Tod" Lundy
From: tod@pacifier.com
Sent: Sunday, May 23, 1999 1:14 PM
Phone: Not available

Comment: Nix on Max North

Mr. Washington and another Metro spokes person came to address our orgaization, Boise Neighborhood Association. Following their presentation I asked about the validity of taking a line past all residential development, extending it across one or two bridges to serve a Metro facility. I tell you the ansewers were very weak.

1. that it would serve a 500 car park and ride. Who from Vancouver is going to park there, and even if they did it does not help the bridge traffic.
2. That we get federal dollars. This is exactly the kind of mentality which is so damaging to our country. PORK. Waste. that is my feeling for it. NO!!!

PS: I commute by bus and would use it except that the No. 5 is perfectly fine. And it would travel no slower than the max.

ame: celwood
From: celwood@juno.com
Sent: Monday, May 24, 1999 8:16 PM
Phone: Not available

I am opposed to using the tax payers funds to fund light rail. We have voted light rail down a number of times now. It seems as though metro should have gotten the message. We don't want it and we won't pay for it. If you want our money you need to use it to repair and expand our road and freeway system. We are an automobile society and will not change no matter how the local government thinks we should change our mode of transportation. This clearly shows that our local government does not care what the people they are supposed to represent want or don't want. Again, NO LIGHT RAIL!!!

Name: Steve Cook
From: Steve.Cook@bullivant.com
Sent: Tuesday, May 25, 1999 10:08 AM
Phone: Unavailable

Comment: I cannot make the hearing June 1, but want to comment anyway.

I favor aggressively pursuing a line through North Portland along Interstate Avenue. As a part-owner of a business, a tax payer and a long-time Portland resident, I am convinced that we must continue to invest in MAX. The more legs we build to the MAX system, the better it will do its job, and the more we will get a payback on the money we have invested in Eastside and Westside MAX. The same goes for the airport extension, which I also favor. MAX needs to be an integral part of how we manage transportation and land use in the metro area, and the more we build a MAX network, the better it can do that job.

So, while I would have liked to have seen the earlier plan for North-South light rail go forward, I favor this smaller version of it going forward, on the theory that something is much better than nothing. This alignment sounds good to me in many ways--over time I am sure lots of development will occur along this alignment taking advantage of MAX, which will be very positive.

Name: Marilyn Mor, Elders in Action
From: coppers@pacifier.com
Sent: Tuesday, May 25, 1999 2:37
Phone: 281-8606

Comment: I am in support of the Interstate Max. I believe its new route is far superior to the original one. Taking an Eastside Max across the river is a waste of time and money. It is easy to transfer to downtown at the Rose Quarter.

Name: Jack Minor
From: jackups@uswest.net
Sent: Monday, May 31, 1999 7:58 PM
Phone: 503 289-3874
Subject: N Portland Resident

Comment: I have owned a home in N Portland for nearly 30 years. I live on N Ainsworth, 2 blocks east of N Greeley. I have always been VERY satisfied with my bus service, using the #1 line. I see absolutely NO need for the North Portland Light Rail. It will serve only to eliminate 2 very needed lanes of traffic on N Interstate Avenue, and will have only a detrimental effect on my current bus service. Currently, I can walk 2 blocks to a bus stop which will take me directly downtown, or to the Rose Quarter Station. Having to transfer to the light rail will add to my time; it will be a step backwards.

The only possible service this new Light Rail will offer will be to those attending events at the Expo Center. And, since these events occur only on an occasional basis, the money spent to build this will be largely a waste; AND the by-product will be congested traffic on Interstate Avenue. AND, those drivers attempting to avoid the congestion will start using N Greeley, thus making the traffic problem worse than it already is.

I fully supported the Light Rail line to Vancouver (and to Clackamas, as well) because it would provide a service to commuters, and would help decrease auto traffic. Until you can send this new Max service to Vancouver, I advise you to refrain from pursuing it any further. If you don't, you will only make yourselves appear to be an agency who wants to spend up available federal money because it is available. You would be wiser to wait until the expenditure would appear to be more in the PUBLIC's interest than your own.

Thanks for the opportunity to give my opinion; and for the excellent transit system you have provided for me in the past. Please wait until you can make it even better before proceeding.

Name: Philip Goff
From: Lizawrap@aol.com
Sent: Monday, May 31, 1999 11:14 AM
Phone: 503-223-7663

Comment: First off, let me state that I am 100% supportive of light rail and glad that Tri-Met has decided to run the newest MAX line through North Portland. Although I voted "yes" for the previous ballot measure, I was always skeptical about the south portion of the alignment and the tearing up of the transit mall downtown. Bringing MAX to the north makes the most sense economically and will produce the most ridership that does not begin with a cold-start automobile trip to a park-and-ride, as the southern portion of N/S would have had to rely on.

I have one primary comment regarding the plan for the alignment as presently designed and described in the SEIS: bicycle access. Because there will be no park-and-ride's south of the Expo Center or P.I.R., Tri-Met should do everything possible to increase access to the transit stops for non-auto trips. Certainly, that means bus transfers and walking trips to the station. Considering the relatively moderate residential density and gridded streets of North and North-East Portland within two miles of Interstate Avenue, luring cyclists to the new Max line should also be paramount. Having a few ribbon racks or a couple of bike lockers at each station--as is the case along the Gresham/Hillsboro lines--will not cut it in North Portland. It is not unreasonable to expect that dozens of cyclists may be using some of the chosen stations on a given day. It is important, therefore, that Tri-Met do whatever possible to encourage bike use by providing the appropriate infrastructure at the station platforms. Each and every station at the least should have COVERED bike parking for a dozen bicycles minimum, excluding possibly the two northernmost stops. One or two locations --Portland Ave. or Killingsworth?--could include a bike parking "station" with safe, convenient, and weather-protected parking for thirty or forty bikes. This "pavilion" could also include restrooms, a newsstand or a coffee shop so that the

bikes are, in essence, monitored throughout the day.

This bike parking model is more similar to transit stations throughout Europe and Japan and also has been tried--with success--on Los Angeles's light rail system, at the Long Beach Station. This hierarchal bike-oriented MAX stop should also be designed in conjunction with the City of Portland's implementation of other elements of bike infrastructure. The North Max alignment should be considered the center of a bicycle "travelshed," and a system of bike lanes and boulevards should enable cyclists to safely and efficiently reach the Max stops on Interstate Avenue.

The North Max line represents the only light-rail line that will ever penetrate an existing intact, primarily residential district with moderate density. It is a historic opportunity for Metro, Tri-Met and the City of Portland to reinforce our region's commitment to both light rail AND bicycling. Without abundant and effective bike parking, light-rail ridership will be partially compromised and cyclists will be encouraged to take their bicycles on MAX during rush-hour, an uncomfortable situation for most transit users.

Name: Gary Lorentzen
From: gloren@teleport.com
Sent: Sunday, May 30, 1999 3:10 PM
Phone: 289-3763

Comment: Just wanted you to know, that as a resident of Overlook, I fully support the development of the Max line along Interstate Ave. And I know others in the neighborhood who also do...

I sincerely hope you can make this important project happen. I look forward to the revitalization of the commercial streets that intersect with Interstate, to the easy access to the city center and Kenton and to the continued gentrification of the north end west of the freeway. Keep pushing for this!

Name: Phyllis Gonigam
From: phyllisg@erols.com
Sent: Sunday, May 30, 1999 1:07 PM
Phone: 703-960-5945

Comment: As a former Portland "resident" (my mother and I spent a lot of time with my brother, who lived at Interstate and Emerson until his death from cancer in 1984), and as a Portland Marathoner, I think that it would be a bad idea to build MAX along North Interstate. Please reconsider the proposed addition.

Name: Edwin P. Cushman
From: CHCRail@aol.com
Sent: Saturday, May 29, 1999 8:56 PM
Phone: Unavailable

Comment: As a life long resident of the Overlook Neighborhood I wish to comment on the Interstate Alignment of the North light rail route.

Myself and many of my neighbors are extremely opposed to this routing. Traffic on Interstate Avenue is heavy as it is. We feel reducing Interstate Avenue to only one lane in each direction is an arbitrary plan that is being forced on our local community. The congestion and restriction of travel it would cause would be extremely detrimental to the livability of our area. This plan is totally unacceptable.

Name: Angie Preciso
From: precisoa@fsipdx.com
Sent: Tuesday, June 01, 1999 3:20 PM
Phone: Unavailable

Comment: Please consider my opposition of the Interstate Avenue Lightrail Project I'm a 27 year old working mom of 2 small children. My husband and I own our home located a few blocks west of Interstate avenue. We both work outside our home and commute on I-5 daily. We see the urgent need for a strategic plan to alleviate current traffic congestion as well as prepare for

Portland's future as the population continues to grow. We also see first hand a large fraction of the congestion being Washington residents. I understand that lightrail would commute from the Rose Quarter to the Expo Center.... please let me know if I'm mistaken. Another thing I have noticed is that the congestion on I-5 North bound from North Portland to the I-5 Bridge seems to be largely caused from thousands of Washingtonians crossing over the bridge daily to and from Portland.

If you could make me believe that the stretch of lightrail from these two destinations would result in drastic improvements in congestion my over all outlook on it would change from very bad to, not as bad.

Based on what I see daily during my commute on I-5 North and South, unless the service extends to Vancouver, I believe this project has the potential to becoming a very expensive mistake - as a tax payer this is a very big concern to me.

There are many different bus routes that run every 10 to 25 minutes all around Interstate Avenue that end up downtown. Why not add a lane to I-5 ? Why not push for incentive programs to promote carpool and bus transportation ? One of these has to be significantly less costly than lightrail.

I would also like to say that we have enjoyed the slow pace and quite of my community and fear that our quality of life would indefinitely be eliminated by the load horn and sounds of the trains as well as the look it would give our neighborhood. I urge you, please take my family's concerns into

consideration. People in this area DO care about their quality of life, about the safety of their children and they DO NOT want lightrail in North Portland.

Name: Tracy Knowling
From: theknowledings@inetarena.com, tknowling@jblk.com
Sent: Tuesday, June 01, 1999 1:46 PM
Day phone: 503/219-3251 Evening: 503/978-3162

Comment: Why are you continuing to promote a rail line that the voters have turned down 3 times? What population are you trying to serve?

Where did the number on this website quoting 14,000 users per day come from? Do you really expect Vancouver drivers to get off at Marine Drive, one of the worst traffic exits we have, and drive to the expo, pay to park, then get on the light rail? I can tell you, they are not using the bus #5 now that stops at Jantzen Beach Mall, a relatively easy on and off exit on the island. What makes you think they will go to all the time, hassle, and expense to park at the EXPO?

Is it not true that the North portion of the North/South proposal is intended to ease traffic congestion from the thousands of cars that enter Oregon from Clark County every day? Isn't the mass population explosion in Clark County on the east side, area of Glenn Jackson bridge?

Wouldn't we better be able to attract interest in Light Rail to Vancouver by placing our line off existing 205 area and taking it directly to the Clark County population? It's my understanding that due to the steep grade of the I-5 bridge (which could not handle light rail) due to boat traffic openings would cause a new light rail bridge necessarily be built, and that it would be at such an angle as to not even touch down until 39th Street or the Hazel Dell area!

I live on Hayden Island. I ride the #5 bus occasionally, but find that the trip down Interstate takes too long to get to downtown Portland: 45 minutes, 40+ stops, less than 10 miles! I would love to have light rail, unfortunately, I don't believe this line ending at the EXPO is the best effort. Should you succeed and then want to take it over to Vancouver, you will have not only the Portland Harbor to cross, but also our island, as well as the Columbia River, on or attached to a bridge that is undergoing some much needed work, and would not structurally be able to handle light rail. You would have to decimate many business on our small island, and take out many homes. Have you thought beyond this initial line? I thought the reason you changed the line from I-5 to Interstate was because of 30 homes that would have to be removed. Well, to get across Portland Harbor and Hayden Island, You would cripple our community of private streets, small

business, and floating homes and remove far more community than the original I-5 plan! I thought you were promoting community, not removing it!

Glen Jackson bridge can handle a light rail line, it's newer, it's wider, it's at less of a grade. The population is there, not at downtown Vancouver. There's a better place for this light rail money. It appears to me that you (Metro, TriMet, State) are all just fighting over federal dollars and figure this is a good cause and why let it go to someone else? I've seen this happen in big corporation, each department gets territorial and decides they must have control or a bigger share of the budget, just because, well, they are more important. Shame on you, do what's right for your community, not what's right for your individual territorial projects!

Name: Lindy Holt and Chris Bartell
From: lindyh@wagged.com
Sent: Tuesday, June 01, 1999 1:35 PM
Phone: 503/286-7717

Comment: We are Overlook residents and are happy that Tri-Met has decided to take lightrail North via Interstate. Interstate and North Portland are in dire need of renovation and commerce, and we believe lightrail will be the catalyst for such change.

We do have concerns though moving forward. Such as making sure there are enough stops along the way for residents to actually "use" lightrail. It needs to be made convenient for people or they won't use it. (I spent nine months in Boston and they know how to do public transportation correctly!) Also, I heard that the tracks being proposed will cause a safety issue. Safety is an obvious concern as a lot of children will likely use lightrail to head downtown for activities.

Name: Carl Brenden
From: cbrenden@windermere.com
Sent: Tuesday, June 01, 1999 1:20 PM
Phone: 503-288-2697

Comments: PLEASE do not let the few outspoken Overlook Neighborhood opponents of light rail speak for the entire neighborhood. In my opinion there are more homeowners IN FAVOR of lightrail, but the opponents seem to encourage other opponents to respond rather than getting the entire neighborhood's voice. I think it is very short-sighted by the Board of Directors of the Overlook Neighborhood Association to view this in a negative light when in fact THEY DO NOT REPRESENT THE OPINIONS of the ENTIRE neighborhood. I urge you to move forward with the passage of the North LightRail expansion.

Name: Victoria Taft
From: vtaft@easystreet.com
Sent: Tuesday, June 01, 1999 12:38 PM
Phone: Unavailable
Subject: NORTH MAX AGAIN???

Comment: Put me down as being opposed to spending millions of dollars on another MAX line after it's been demonstrated that the voters don't want it and a much more efficient way of handling commuter traffic would occur by increasing bus service.

You guys have a jones on these shiny trains and federal grant money. Instead of thinking of job security and how pretty these things look how about considering a cost effective way of getting more people out of their cars or getting traffic to move more smoothly?

Name: Ron Howell
From: howlr@jps.net
Sent: Tuesday, June 01, 1999 6:45 PM
Phone: Unavailable

Comment: I consider myself to be a solid Tri-Met rider and supporter, however the latest proposal to site a northside light rail line to the Portland Expo Center by running a line up the middle of Interstate Avenue is inappropriate for several reasons. The premises of reduced congestion, easier access, improved air quality and not using property taxes as a source of revenue are inaccurate at best and misleading.

The idea that this newly proposed project would reduce congestion is absurd. During the project construction the majority of Interstate Avenue would be severely constricted or unusable, forcing more commuters onto I-5 and into the neighborhood sidestreets to get in to work. When the project is completed, two of the existing four lanes would be gone and the remaining two would carry much heavier traffic. In addition, the Light rail system would create limitations of street accessibility for left turns on to side streets. Generally, Tri-Met's existing Interstate Avenue bus route (#5) services this area well. With reasonable scheduling the Bus # 5 route can meet the needs of the area. Completing the light rail line to the Expo Center would mean buses in the North Portland area would likely become feeder lines to the light rail system similar to the West Side light rail changes and would provide fewer options to get to downtown Portland. Light rail stations would be farther apart creating a greater pedestrian commute just to get to light rail. For me it would double my walk.

Tri-Met's supporting premise that air quality can be improved doesn't seem to be supported as Portland's existing air quality level meets national livability standards and Tri-Met's future bus purchases could focus on natural gas powered vehicles as the existing fleet is replaced at a substantially less costly price tag. Tri-Met management can and should choose to pursue the "cleaner buses" option in my opinion. The amount of air pollution to tear up an existing street

from construction equipment should also be considered.

Regarding the cost issue, most of the information I have read has been focused on the premise that no new property taxes are to be involved in the latest northside light rail proposal. The fact that no new property taxes are planned to be used to construct the Northside system is good, however I also know that if the State is to fund some of the construction then I am paying Income Taxes which pay for a project which does not appear to provide benefits sufficient to justify the expense. Also, if Metro and the City of Portland are to invest in this project, some existing Property Taxes do support these municipal entities. What better projects with greater benefits to the community as a whole are not being suggested as an alternative to the proposed Northside Light Rail line. Other funding would likely be provided by Business Taxes paid for by local businesses within the City of Portland. These local businesses will be forced to pass the increased taxes on to their customers so, in a way, those of us who shop in Portland will still have to pay for the proposed project.

In summary, I supported the "original" Northside light rail project (along I-5 because I thought it would add to existing transportation options in North Portland. The Voters here said NO. As a voter, I try to elect and support representatives who I believe will support my community's wishes to improve itself and yet maintain its personal identity. Just because a vote is not required to move forward on this proposed project does not make it a good one. The currently proposed "Northside Light Rail alternative" is really not a good one. I understand Federal Funding is currently available to assist in completing this project but may be redirected to another City's

transit project if Portland doesn't accept a plan to use it. I do not think this means the City, the State, Metro and Tri-Met should spend tax revenues, to get the Federal transit money, on a project that just doesn't provide the benefits to justify the expenditure. The cost to the public is an inefficient use of public dollars, a reduction in existing, necessary road space (already at a premium) and is not the best use of public property (i.e. Interstate Avenue). I believe this project should NOT be pursued. Tri-Met's bus system in North Portland could benefit by the addition of a couple of Express buses during the rush hours accomplishing improved service. Area residents, as well as I personally, would be happy with that. I DO NOT WISH TO HAVE TO DEAL WITH INCREASED TAXES, SEVERAL YEARS OF CONSTRUCTION TRAFFIC CONGESTION AND THE POTENTIAL / PROBABLE DENSITY INCREASE WHICH WOULD MOST

LIKELY FOLLOW NORTHSIDE LIGHT RAIL CONSTRUCTION IMPACTING THE LIVABILITY OF THE EXISTING NORTH PORTLAND COMMUNITIES. Please do not adopt the proposed Northside Light Rail Alternative.

Name: Jim & Kathy Kuffner
From: kuffner@up.edu
Sent: Wednesday, June 02, 1999 12:30 PM
Phone: Unavailable
Subject: Message in support

Comment: Good Afternoon: My name is Jim Kuffner. My family and I reside in Portland at 7040 N. Chase Avenue and have lived at this address since 1976. We wish to go on record in support of the Interstate Max light rail line.

I attended the public hearing at the Metro center last night but, despite arriving at 4:58pm, was unable to testify in person. I was #37 on the list but at 6:45pm (when I had to leave due to other commitments) we had reached only #21. I could not wait around any longer.

Over the years my family and I have witnessed the steady decline of Interstate Avenue - both in terms of commercial business and residential. Aside from a few major "anchors" represented by Kaiser Permanente and Fred Meyer, there isn't much left to attract people to Interstate Avenue. A light rail line could change all that.

Good public policy takes time and guts to bring into place. I was involved a long time ago in the decisions and process to bring about the original eastside MAX so I know how difficult the process can be. But you must take and seize this opportunity NOW to do something for this area.

As neighbors who will be directly affected by the line, and who will be users after it is installed, we strongly urge your approval.

Name: Bartelt, Peggy
From: barteltp@uswest.net
Sent: Wednesday, June 02, 1999 2:18 PM
Phone: Unavailable

Comment: To whom it may concern, I want my opinion regarding light rail on Interstate Ave. to be heard. I support light rail, but I DO NOT APPROVE of the Interstate Avenue line that will cause one lane of traffic in each direction on this very heavily traveled street. I am especially concerned about the safety of crossing the street for those of us who already use the bus lines, and I am concerned about the bus service connections that will be impacted by this line. What happened to the people's vote?? What happened to the Freeway placement? The neighborhood I live in will be greatly impacted, but not necessarily served by the current proposal.

Name: Kurt Weber and Gene Weber
From: Kurtweb@aol.com [mailto:Kurtweb@aol.com]
Sent: Wednesday, June 02, 1999 8:25 AM
Phone: Unavailable
Subject: No to North/North

Comment: Please register me and my father as being against this project. We both live in North Portland. The arguments against building the North/North line are well-grounded. This train will do little to reduce congestion or pollution, and at great cost.

You should tell people what the annual operating costs are, and what the tax subsidy per single trip for this boondoggle is; support would plummet. Of course, this is exactly why you don't cite such numbers. I can hardly wait to see the corporate welfare and tax breaks you devise to entice development along the fixed rail line. Just more costs - more taxes to pay - that you do not speak about.

Your public discussions and seeking of public input are charades. What do you call the previous three votes on this issue? One would think you got the message.

Name: Chris Smith
From: chris.smith@exgate.tek.com]
Sent: Wednesday, June 02, 1999 6:19 PM
Subject: summary of testimony

Comment: As follow-up here is a summary of the verbal testimony I gave last night.

Chris Smith
Co-chair, NWDA Transportation Committee (testifying for myself, not the NWDA)
2343 NW Pettygrove St
Portland, OR 97210

I support the Interstate light rail project because it will help reduce traffic congestion in my neighborhood. A major traffic concern in NW Portland is congestion on neighborhood streets generated by through traffic fleeing a congested arterial network. By taking auto traffic off our regional arterials, expansion in light rail benefits all Portland neighborhoods.

Name: James A. Seeley
From: seeley@teleport.com
Sent: Wednesday, June 02, 1999 7:04 PM
Day Phone: 282 0828 Evening: 282 0828

Comment: We believe that the option of light rail on interstate is long overdue. We have supported the south/north, west side and original light rail routes. Interstate and future

connections to Vancouver (if they could be made) are the most logical extensions of the transit system. This is a household of 4 registered voters that agree light rail should be developed along Interstate Ave. Don't let the narrow visioned, short sighted, nay sayers deny this area the option of efficient transit.

Name: Kristen Carter
From: kristen@chapc.com
Sent: Thursday, June 03, 1999 10:16 AM
Phone: Unavailable

Comment: I'm a daily tri-met commuter from the U of P area and supporter of Interstate MAX. My commute time would be cut significantly with the addition Interstate MAX - I don't know about you, but I have plenty of things I'd rather be doing than commuting to and from my job!!

Section Five

Telephone Comments

Telephone Comments

May 3, 1999:

Michael Wells
3339 NW Savier
Portland, OR 97210-1936
294-2147

Thinks it's a great idea – favors because would serve a large part of the population & would save a large part of the Federal money dedicated to Portland.

Kathy Belge
6607 N Kerby Ave.
Portland, OR 97217
289-3354

Supports Interstate MAX.

Robert Edwards
13055 SE Stark
Portland, OR 97233-1556

Voted no 3 times against MAX rail lines, doesn't understand where the politicians are getting off by trying to shove it down our throats. Does the government believe that 3 times no equals yes? Is infuriated that Metro will spend money on unneeded light MAX rail line, when road improvements are needed.

Allen Schmidt
Milwaukie, OR
654-4937

Noticed on flyer for Interstate MAX, didn't see anything about whether it would be put up to the voters or not again. Stated that it has already been voted down twice already. Is it going to be strictly a Multnomah county vote or a Tri-county vote? Hasn't seen anything at all about that, wants to know what's going on, does he have to fight this thing again? Would like to hear back about this point.

Wes Winevig
7705 SE Harmony Rd.
Milwaukie, OR 97222-1211

Already on Metro mailing list. Wants to make a comment about the new attack of light rail. Is being told that the power from PGE is running so low, they are going to quit giving irrigation to farmers. They're talking about shutting down all the eastern Oregon

Kathleen Powell
4216 N. Court Avenue
287-4874

Expressed her very, very, very, strong opposition to light rail going down the middle of Interstate Avenue leaving one lane of traffic in each direction and cutting off the Overlook area and making it a very definite safety problem for everyone living there.

Phillip and Carris Barasch
4655 N. Concord
Portland OR 97217
287-3674

We both support light rail going up Interstate Avenue. In fact, we are very fervent supporters of it, so we want our opinion to be known that we would like it - it's just one block from us.

Mrs. Watt
5104 SE 32nd Avenue
775-4455

Certainly hopes this is not built. What don't you understand about our vote. Big waste of money. None of these MAX lines pay their way whatsoever. Would love to see tax money going into building roads to take care of the population. She doesn't want to live in New York.

Al Levinson
2705 SW Sunset Blvd.
Portland

The map in today's paper does not show a stop on the proposed line near the Kaiser Clinic. It looks like it's several hundred feet away (from the map). Hopes that this is not true. The #5 bus gives excellent service now to Kaiser and any change in the quality of service to Kaiser Clinic would be deplorable.

Dennis Bailey
1616 N Jessup St.
Portland 97217
286-2513

Has read the impact statement. Extremely excited about light rail down Interstate Avenue. Willing to get out lobby for it. Can't be here for June 1 hearing. Supports light rail even if it raises taxes. Doesn't think it will hurt safety. Will be a positive impact on business and housing market; will help neighborhood association and community.

May 28, 1999:

Mr. and Mrs. Elle
1549 N. Glendena
Portland

We are not interested in having the light rail on Interstate Avenue. It greatly concerns us as homeowners.

Dorothy Holland
2314 N. Emerson
Portland

Don't understand why a light system can be built on Interstate Avenue when the first vote by the public dealt with the light rail going from north and south (Vancouver to Clackamas) and the second time voted down (Clackamas to Downtown) with later point in time being from Rose Garden to Interstate but not now. How can you just do it without a vote? Doesn't see how anyone can say the \$350 million isn't taxpayers money. It's all taxpayers money, regardless of when it came in, and taxpayers should get a chance to decide where the \$350 million goes. No light rail until there's a vote to approve it. This is ridiculous.

Sarah Barrett
4804 N Concord Avenue
Portland 97217
735-0564

Supports light rail. Would like a sign or bumper sticker saying she supports light rail.

Bruce Geis
2405 N. Alberta
Portland OR 97217
283-7959

Expressed strong opposition to Interstate light rail (already turned down).

James Huddleston
4755D SW Caldew St.
Portland 97219
452-8762

Bravo--well done! Hope you break ground this very day. Only cave dwellers would oppose it. Will get us all where we want to go and back again. Good for business; good for transportation; part of balancing the transportation act. Wishes the project success.

Winneford Havard
5903 N Delaware
Portland 97217
285-7360

Most asinine project I've ever heard of. What do you think, you'll have a big crowd at the "Dancing Bear" in the Kenton area? Since this is funded by big business and developers, is this what the Kenton area and other sections of Interstate will become—bought up by other developers? Is this what the whole thing is about—big money funding this?

Bob Kerns
2605 N Emerson
Portland 97217-3818
286-3612

Expressed his support of Interstate light rail. Thinks it's a great idea. We need more mass transit in our area. Is happy to see it coming though regardless of being voted down by others. We need it in north Portland despite what others say. Mark him down as a pro vote.

Rudy Raez
1540 N Webster
2885-6373

Thinks light rail to Interstate Avenue is absolutely fabulous. Pull out all the stops and just do it.

May 29, 1999

Vern Bauers
8308 NE Glisan St., #1
Portland 97220
254-0364

He's very much in favor of the Interstate Avenue alignment.

June 1, 1999

Beth Estock
1626 N Willamette Blvd.
Portland
285-7574

Wonderful idea. 100% in support of it. Will help renew north Portland and bring about a life in that area of the city that we haven't seen in a long time. Thanks for your hard work on this.

Kim Pacourney
Overlook Neighborhood resident

Wants to express her support of Interstate light rail even though a lot of people in her neighborhood association (Overlook) are opposed to it. Just wanted the decision-makers to know there are still some people for it.

Angel Olsen Aguilar
(former chair, MCCI)
2629 N Russet
Portland 97217

She is a property owner and supports light rail. Trying to use I-5 when there are events at Expo or the PIR is impossible. Uses transit to and from work; has used it in Gresham and it is cheaper than driving a car. She recently visited Los Angeles—we need to preserve air quality here in Portland. Light rail would encourage commercial growth along Interstate. She feels north Portland has been affected by lots of government projects that have been prejudicial against low income. This will help ridership and serve low income households.

June 2, 1999:

Oliver Wirta
1722 N Going Court
Portland 97217

He favors the light rail on Interstate Avenue.

Diane Berg
7537 N Interstate
289-3074

She hopes it goes through. She wanted it to go through from the beginning and would certainly ride it all the time. She will keep her fingers crossed!

Marian Pratt
3947 N Colonial
Portland 97227

She would be in favor of it if it went all the way to Jantzen Beach.

Gene Pratt
3947 N Colonial

He, for one, does not want that light rail on Interstate, thank you.

Ila Hickey
4026 N Castle Avenue

She is approximately 5 blocks off of Interstate Avenue and sees no reason why they can't put the light rail on I-5. All she can see on Interstate as well as through the Kenton neighborhood is traffic jams and problems with businesses. Don't know how this proposal got proposed but it doesn't help any of the residents in her area of north Portland. It needs to be on I-5, not Interstate Avenue.

Woman
4035 N Castle

She thinks the light rail is a stupid idea and they should put it underground.

Donald Kyle
3959 N Overlook Blvd.

He's an Overlook neighbor and he's a little concerned about light rail at the intersection of Interstate and Shaver. He's all for it, but he's worried that he's going to have to wait forever to get to work in the morning. (There's no way he can ride it to work.) Need to pay particular attention at the stoplight at Interstate and Shaver because that's where he turns north to get on the freeway.

Rebecca Charleton
3986 N Overlook Terrace
Portland 97227

My husband, Scott, and I support light rail fully. Count us as 2 votes in favor of light rail down Interstate.

June 3, 1999:

Jean Pulliam
241 N Menses Drive
Portland 97217
240-5593

She recently moved from Gresham to Hayden Island. She used MAX all the time and is very much in favor of LRT on Interstate.

Bill Babeckos
3157 NE Marine Drive

He is definitely opposed to the Interstate Avenue alignment.

Fred Cepika
3735 N Overlook Blvd.
Portland 97227

He favors Interstate Avenue light rail; it will spruce up the street. He has some reservation about reducing the number of lanes, but he still favors it.

Lawrence Havercamp
3609 SW Britany Drive
Gresham
667-9896

He's against north light rail. It is a total waste of money for less than one percent of the people in this state.

Stephanie Walker Masson
4075 N Castle Avenue

A Overlook neighborhood resident, she really hopes Interstate MAX does not go through. She does not like the amount of traffic or noise that it will create. She knows it's good for the environment, but thinks it will not be good for her neighborhood.

Michele Gardner
3777 N Overlook Blvd.
Portland 97227
287-8355

At this point, both my husband and myself are against light rail going down Interstate. She has not heard of any benefits to the neighborhood. She keeps voting on this at different meetings and it doesn't seem like the message gets across. She doesn't know

anybody who is for it, but several neighbors say they will move if it is built. Somehow the city is getting the idea we want it.

June 4, 1999

Ursula Haskins
3735 N Massachusetts
Portland 97227

She does not want LRT to come down Interstate Avenue. Her concerns are that it will block off her neighborhood and Interstate, and that there will be just one lane in each direction. She is bothered that she voted this down and now it's going to be built. She thinks she will be worse off with the all-Interstate alignment than with the original proposal.

Mary Louise Monahan
5304 SW Erickson
Beaverton 97005

As a former Overlook resident, she is opposed to light rail on Interstate. Some may think it will improve business but the benefits would be negated by the traffic, especially with light rail stopping every 10 blocks or so. There is so much congestion already. Eventually the Urban Growth Boundary will be extended but by then the quality of life will be ruined in the city because of crowding. We need space—we're used to having it! There need to be a few more roads built, but not light rail—Oregonians won't stand for it.

Public Comment

Dawn Ekman
3957 N. Colonial Ave.
294-0787

Called IMAX office: 6/7/99, Noon.
Comments taken by: KC Cooper

Dawn is a resident of Overlook Neighborhood who uses #5 bus to downtown Portland. Currently walks two blocks to catch it. MAX would require her to walk an additional two long blocks from the closest stop.

Likes the 10-minute service on line 5. Says that she takes both MAX and buses and that MAX doesn't really get you there any faster—see's no advantage to MAX over bus.

She is concerned about the traffic impacts on Interstate, especially as seen during recent construction when traffic was limited to one lane each direction. Loss of lanes combined with increased truck traffic, and the fact that autos will use Interstate when the freeway is backed up, makes her think that traffic will worsen in the area.

She is concerned that MAX will change the character of the Neighborhood. The neighborhood is mostly residential. MAX would bring in more apartments and renters. Renters have a different mentality than homeowners because they don't take care of their property like homeowners do. Concerned that the "wrong" people will move to the neighborhood.