

Narrowing the Options

A Summary of Tier I Public Meetings and Comments

September 13, 1994



METRO

South/North Tier I Comments

In early July 1994 the technical analysis performed since the close of the Scoping Period in November of 1993 was completed. The findings were first summarized in the July 11, 1994, *Draft Tier I Technical Summary Report* and the July 19, 1994, *Draft Briefing Document*. Information pertaining to projected ridership, cost, travel times and preliminary environmental and land use issues was released to the public during a series of informal open houses. More than 300 citizens attended these meetings which were held in Portland, on Tuesday, July 26, 1994, in Vancouver, on Wednesday, July 27, 1994 and in Milwaukie, on Thursday, July 28, 1994. These meetings marked the beginning of a 4-month Tier I selection process.

On August 24, 1994, the Project Management Group (PMG), upper level staff from the 14 jurisdictions involved in the study, released draft *Tier I Final Recommendations: Terminus Alternatives* identifying south and north terminus points to be studied further in the Draft Environmental Impact Statement (DEIS). Four public meetings to receive public input on the draft PMG recommendations and the LRT alignment alternatives to be narrowed, were scheduled. These meetings, before members of the South/North Steering Group, were held in Milwaukie, on Tuesday, September 6, 1994, in Vancouver, on Wednesday, September 7, 1994, and in Portland, at noon and 5:00 p.m., on Thursday, September 8, 1994.

This document provides a compilation of comments received from the release of technical data in July of 1994 through the close of the public comment period on September 13, 1994. This report is divided into four sections:

- **Summary of Oral Comments.** This section contains the minutes from four public meetings before members of the South/North Steering Group held between September 6, 1994 and September 8, 1994.
- **Summary of Comment Cards.** This section contains all public comments submitted from comment cards received during the July 26 - July 28, 1994 technical workshops, at South/North Citizen Advisory Committee meetings, at the September Steering Group meetings, by FAX, or in the mail.
- **Letters and other Written Comments.** This section includes copies of all letters or documents received or submitted into the record during the comment period from July 26, 1994 through September 13, 1994. Letters received through the Citizens Advisory Committee meetings have also been included in this section.
- **The Appendix.** This section includes sample copies of public notices, study news articles, press clippings and other associated material.

Copies of South/North Transit Corridor Study *Tech Facts*, (Tier I technical fact sheets, developed for each of the six (6) light rail transit (LRT) alternatives), briefing documents, study newsletters, or other informational or technical material can be obtained by contacting the Transportation Planning Department at Metro.

Section One

Summary of Oral Comments

South/North Transit Corridor Study Public Meeting

**Public Comments Received September 6, 1994
St. Johns Episcopal Church, Milwaukie, Oregon**

5:00 - 8:00 p.m.

Jim Howell, representing Citizens for Better Transit, spoke in support of an Oregon City southern terminus. Mr. Howell and the members of the Citizens for Better Transit believe that stopping the light rail line at an auto-dependent shopping mall, Clackamas Town Center, would be a mistake and would not provide the ridership that an Oregon City Terminus would. He continued by stating that a Clackamas Town Center southern terminus would only add to suburban development which would in turn create more automobile trips. Mr. Howell also pointed out technical information included in the *Briefing Document*, which states that ridership would double by having an Oregon City southern terminus vs. a Clackamas Town Center terminus. Concluding, Mr. Howell stated that going to Oregon City via Clackamas Town Center would not be a sensible route to Oregon City (Phase II Extension Recommendation).

Ken McFarling spoke in support of utilizing the existing electric rail way tracks to Oregon City. He believes it would be the most direct route to Oregon City and very effective in competing with the automobile.

Mark Luetke, resident of Estacada, spoke in favor of Oregon City being the southern terminus. He believes that Clackamas County should be adequately serviced by the light rail system and a Clackamas Town Center terminus would not service Clackamas County. Mr. Luetke also added that he did not believe the upcoming ballot measure stood a chance of being passed.

John Hartsock, representing the North Clackamas Parks and Recreation District, spoke in support of a Clackamas Town Center southern terminus. He and the District support the CTC terminus, particularly due to the new Indoor Aquatics Center that was just completed, which will be adequately served by a CTC southern terminus.

Punky Lacey Scott, owner of the Bomber on McLoughlin Blvd. and representing the North Clackamas Chamber of Commerce and McLoughlin Blvd. business owners, spoke in support of the Clackamas Town Center southern terminus with the Phase II extension extending down I-205. Ms. Scott expressed opposition to the alignment alternative to Oregon City via McLoughlin Blvd. Ms. Scott believes, as well as other McLoughlin Blvd. business owners, that a light rail line down McLoughlin have a severe negative impact on the businesses. Access to businesses was her major concern with the McLoughlin Blvd. alignment alternative.

James Justice, Clackamas County resident and business owner. Mr. Justice stated that it was very important to the success of light rail that it serve Oregon City due to ridership. He added that the industrial base along Highway 224 should not be bypassed by the light rail line. Mr. Justice also stated that the alignment alternative decision should be made as soon as possible due to the

many development and redevelopment projects on hold on McLoughlin Blvd. Mr. Justice's support is for a Clackamas Town Center terminus with an extension to Oregon City via I-205.

Wendell White, representing the Town Center Village Retirement Community, spoke in support of light rail transit with a Clackamas Town Center southern terminus. He believes that the high density in the CTC area supports the CTC southern terminus.

Jack Smith. Mr. Smith was not able to stay to give his personal testimony, but his testimony card did reflect that he was in support of a light rail route to Oregon City via McLoughlin Blvd. to Clackamas Town Center then to Oregon City.

Dr. Richard Moore, Director of Oregon Institute of Technology (OIT) Metro Center, spoke in support of the Clackamas Town Center terminus. Dr. Moore's testimony was also representative of Dr. Lawrence Wolfe, also of OIT. They believe that the I-205 corridor route best serves regional and county attractions (Aquatic Center, Sunnyside Center, etc.), as well as employment centers. They are also in support of a station serving the OIT and the Aquatic Center, as well as an extension serving Clackamas Community College south of Oregon City.

John Muirhead, representing North Clackamas Employers Association, spoke in support of a Clackamas Town Center terminus. He also spoke in support of the Phase II extension going to Oregon City. Mr. Muirhead stated that he would like to see the line go along Highway 224. Mr. Muirhead is definitely not in favor of the light rail line going down McLoughlin Blvd. and, referring to the Region 2040 Plan, stated that it would not be feasible to use the McLoughlin Blvd. corridor.

Terry Williams, representing the Marketing Committee of the Economic Development Commission, endorsed a light rail line going to Oregon City via I-205 with a Clackamas Town Center southern terminus. Mr. Williams spoke in opposition to a route down the McLoughlin corridor.

James Bean, representing the Business Roundtable, spoke in support of a Clackamas Town Center southern terminus with a Phase II extension to Oregon City via I-205. The Business Roundtable unanimously recommend not using the McLoughlin corridor.

Jill Thom, Mayor of West Linn, spoke in support of light rail to Oregon City.

Mary Kellum, representing the Oak Grove-Riverside Community Action Group, spoke in support of light rail using the Highway 224 route rather than the McLoughlin Blvd. alignment alternative. Ms. Kellum has been attending many of the Region 2040 meetings and believes that growth will primarily be in the Happy Valley area, which would support her backing the Highway 224 alignment alternative.

Don Sellwood, Milwaukie resident, spoke in support of utilizing the existing PTC alignment for the light rail line.

Janie Wilson, business owner, expressed concerns that she has with the current MAX line. Her business is directly on the line and she has been experiencing problems with MAX riders parking in front of her business. She has notified Tri-Met and the City of Portland with hopes of developing a parking permit program in her area. She wants the public to be aware of the negative impacts a rail line can have on a business.

Roderick Livesay, representing Thomason Auto Group, spoke in support of light rail to Oregon City via I-205. He believes that the line should avoid McLoughlin Blvd.

Roxy Helton believes that decision-makers should make certain to let citizens know exactly how the project will be funded and exactly when the financial impacts will begin to effect tax-payers.

Mary Kellum, testifying earlier, added that park-and-ride safety should also be a major issue to decision-makers -- people will not utilize the lots unless they are safe.

Other

The meeting was adjourned at 6:25 p.m.

bc

COMPARISON OF THE PROPOSED LIGHT RAIL LINE BETWEEN MILWAUKIE AND
CLACKAMAS TOWN CENTER AND THE ORIGINAL "MAX" LINE BETWEEN
DOWNTOWN PORTLAND AND GRESHAM

	MILW - CTC	PORT - GRESHAM
Ridership (av. daily riders)	(1) 2,500 (2015)	25,100 (1994)
CAPITAL COST (1994 dollars)	\$287 million	\$329 million
LENGTH OF LINE	5.4 miles	15.1 miles
C. COST / MI (1994 dollars)	\$53.2 million	\$21.8 million
C. COST / AV. DAILY RIDER	\$114,800	\$13,107

(1) Estimated additional ridership in the year 2015 if a S/N light rail line from 179th to Milwaukie is extended to the Clackamas Town Center Area.

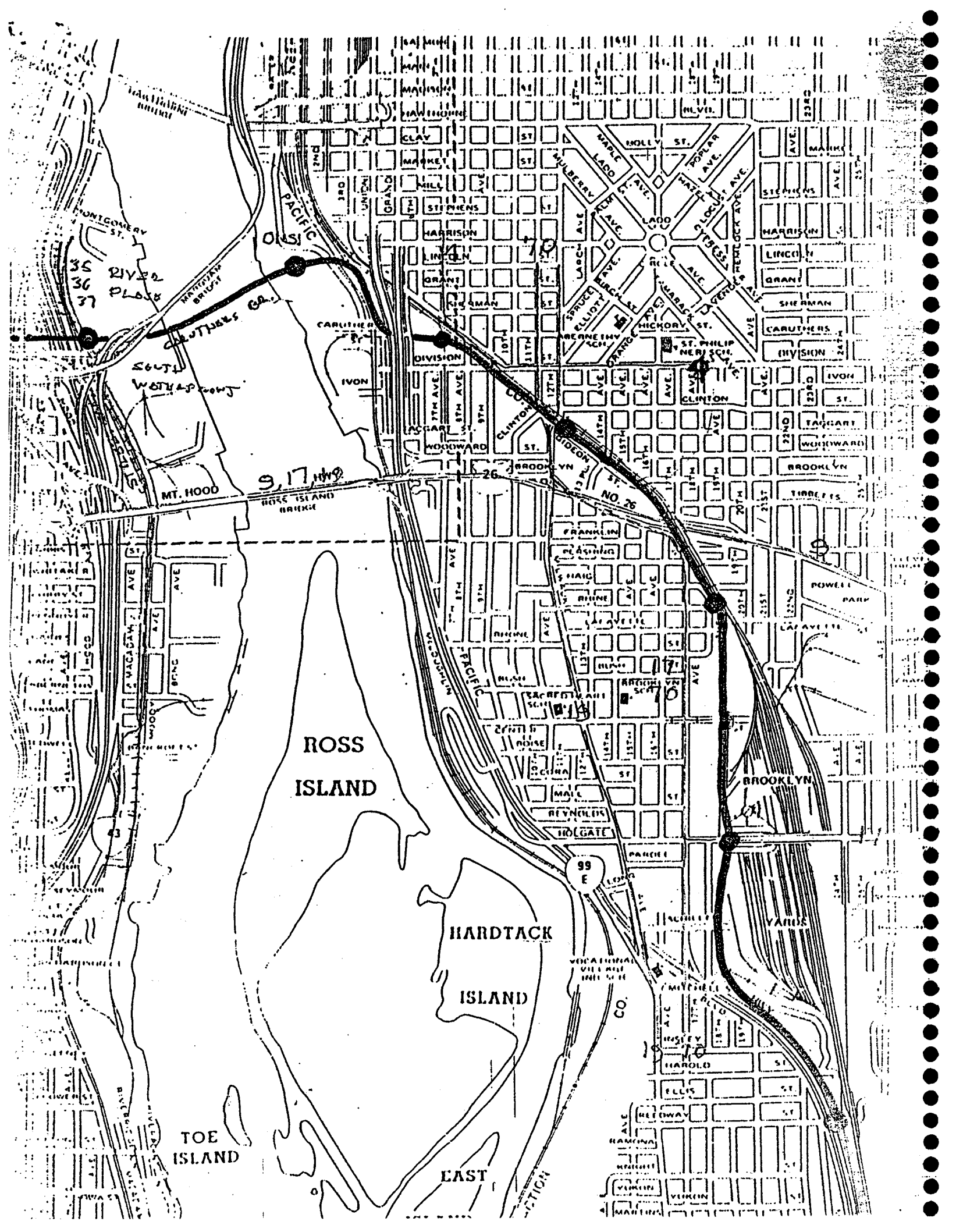
**AORTA's recommendation for the South/North
Light Rail termini and alignment**

- * South Terminus - Oregon City
- * North Terminus - 99th Street
- * Oregon City to Milwaukie - McLoughlin Blvd.
- * Milwaukie to Willamette River crossing - East of McLoughlin Blvd., west edge of Brooklyn Yards, Powell Blvd. overpass, south of SPRR right of way to Caruthers St., Caruthers St. to west side of McLoughlin Viaduct and north to OMSI over the PTC track on a bridge approach structure
- * Willamette River Crossing - Caruthers St. Bridge with pedestrian and bicycle way
- * Downtown - 4th Avenue Subway from Market St. to a 1st and Burnside junction with MAX. On the south end the alignment is on the surface from the Caruthers St. Bridge approach structure to the north edge of I-405, then north along the east side of 4th Ave. to a portal entrance north of Harrison St.
- * Coliseum Transit Center to Kaiser Clinic - East side of I-5 to Emanuel Hospital, under I-5 to Kaiser Clinic
- * Kaiser Clinic to Kenton - Two lane Interstate Ave.
- * Kenton to Columbia River - Denver St. overpass, PIA, Expo Center and Jantzen Beach
- * Columbia River Crossing - Medium level lift bridge with pedestrian and bicycle way (tentative recommendation pending a review of a bridge opening analyses)
- * Vancouver CBD to 99th St. - Main St. to 39th and no recommendation between US 99 or I-5 alignment at this time

Association of Oregon Rail and Transit Advocates
PO Box 2772, Portland, Or 97208-2772

8/31/94

Contacts: Jim Howell 284-7182 or Fred Nussbaum 292-5549



35 RIVER PLACE
36
37
MONTGOMERY ST.
SOUTH WATERFRONT

MT. HOOD
9, 17, 18, 19
HOLE ISLAND BRIDGE

ROSS ISLAND

HARDTACK ISLAND

TOE ISLAND

EAST

BROOKLYN

YARVIS

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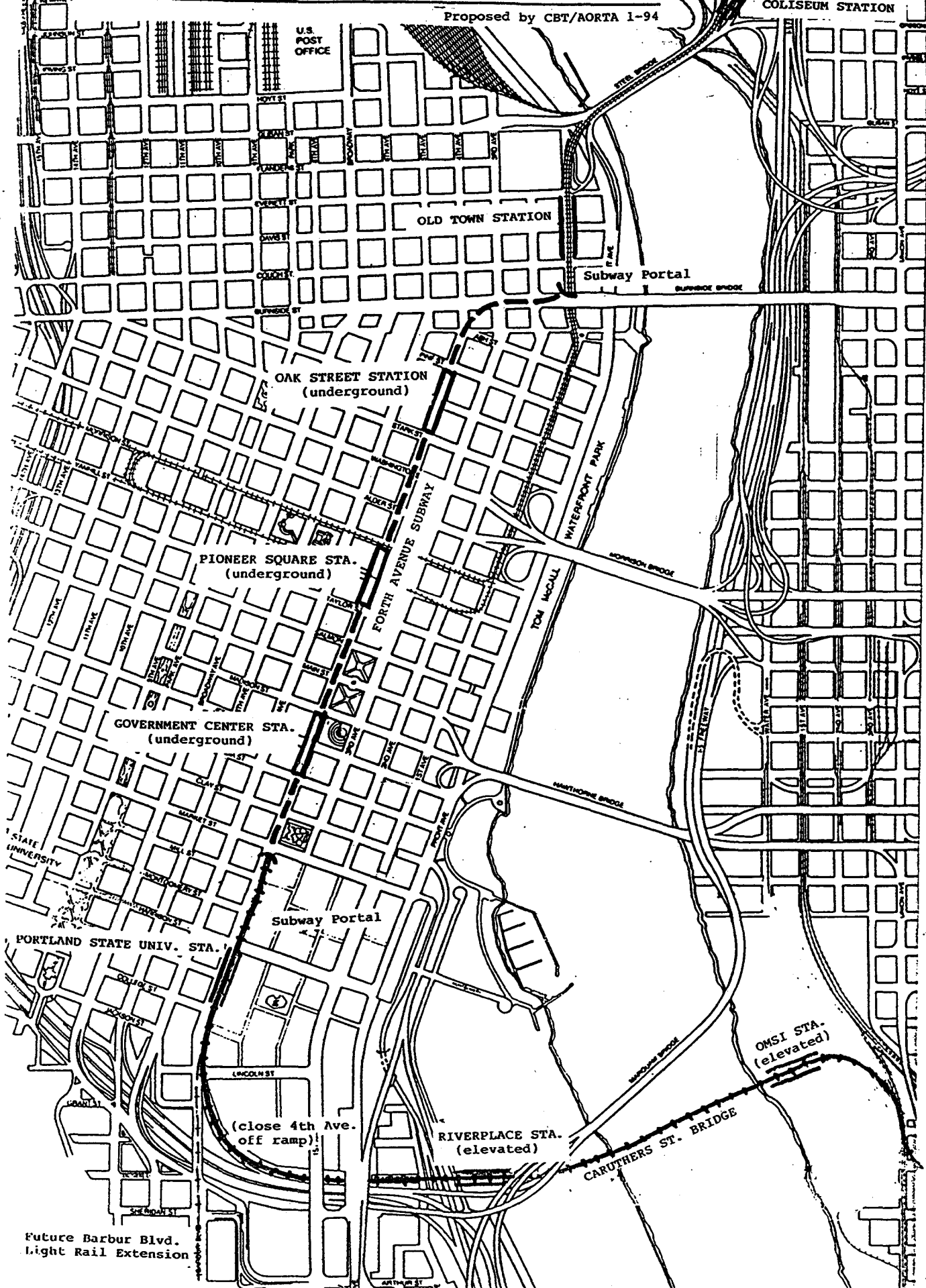
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THE FOURTH AVENUE SUBWAY ALIGNMENT

Proposed by CBT/AORTA 1-94



COLISEUM STATION

U.S. POST OFFICE

OLD TOWN STATION

Subway Portal

OAK STREET STATION (underground)

PIONEER SQUARE STA. (underground)

GOVERNMENT CENTER STA. (underground)

Subway Portal

PORTLAND STATE UNIV. STA.

(close 4th Ave. off ramp)

RIVERPLACE STA. (elevated)

OMSI STA. (elevated)

CARUTHERS ST. BRIDGE

Future Barbur Blvd. Light Rail Extension

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/6/94 Name Mark Loex+ke Phone _____

Address _____ City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(3)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/6/94 Name John Hartsock Phone 794 8002

Address 11022 SE 37th City/State/Zip Milw

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

4

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-6-94 Name Punky Lacey Scott Phone 659-9306

Address 13515 SE McLoughlin City/State/Zip Milwaukie, OR 97222

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

51

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date Sept 6 Name James Justice Phone 653-5500

Address 16420 SE McLoughlin City/State/Zip Milwaukie, OR 97222

6

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I and others represent cell. I would like to speak
about a unified county & our goals.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-5-94 Name WENDELL WHITE Phone 652-0750

Address 8601 SE CAUSEY City/State/Zip PORTLAND

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(7)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-6-94 Name JACK M. SMITH Phone 380-3111

Address 17906 COTTONWOOD CT City/State/Zip STADSTONE, OR 97027

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Represent S-205 & North Ouelunas Chamber
of Commerce -
Support Otis Meloy's - founder - Ore City

(8)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date Sept 6 Name RICHARD MOORE Phone 725-3066
OREGON TECH.
Address 7726 SE Harmony Rd City/State/Zip Portland 97221

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/6/94 Name JOHN MUIRHEAD Phone 655-8881
Address P.O. Box 22127 City/State/Zip 97222
4909 S.E. INTERNATIONAL WAY
MILWAUKIE, OR.

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

NORTH CLACKAMAS EMPLOYERS ASSOCIATION

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-6-94 Name TERPY WILLIAMS Phone 657-2305

Address ROBY 31 City/State/Zip Oregon City OR 97045

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

The Marketing Committee of the Economic Development Commission has taken a position of support for the Business Round Table i.e. we support the light rail project and recommends that it serve the C. Town Center, Oregon City, and Milwaukie. We feel it should not traverse McLaughlin Blvd, at least down the center of the street.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-6-94 Name JAMES H. BEAN Phone 652-1592

Address 1900 DAVIS RD City/State/Zip OREGON CITY OR

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

LIGHT RAIL - YES
TO OREGON CITY
NOT DOWN McLaughlin
MILWAUKIE TO TOWN CENTER TO
OREGON CITY

12

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

12

Date 9/6/94 Name Jill Thorn Phone 635-6651

Address 22825 Willamette City/State/Zip West Linn

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

14

Date 9/6/94 Name Mary Kellum Phone _____

Address 2525 Vineyard Way City/State/Zip Milwaukie,

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Oak Grove-Riverside Community Action Group
Thanks for note of taking off PTC line
from the project
Support of the project and alignment,
businesses along expressway, ~~2040~~
traffic congestion around + in Happy Valley,
2040 projections support

Your Opinion Counts

Roderick Livesey

16

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/6/94 Name Janie Wilson Phone 231-9755

Address 6011 NE Oregon #6 City/State/Zip Port OR 97213

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

17

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-7-94 Name Roderick A Livesey Phone 655-3355

Address 19495 SE McKeown Blvd. City/State/Zip Gladstone OR 97027
CFO - Thomasen Auto Group

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Thomasen Auto Group and its 450 employees are affiliated with Clatsop County Citizens for light rail. We are in support of Light Rail with a terminus in Oregon City and a I-205 routing. We would appreciate the steering committee to make a decision on routing before final decisions are made.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/07 Name Byron Halton Davis Phone _____

Address Jenning Lodge City/State/Zip _____

Comments (please print)

Turn-in comments at registration desk or fax to Metro, 797-1794.

Please keep in mind what makes sense to people who are funding or will be funding these projects. Namely, ~~just~~ whether in one or two phases, that the route to Oregon City via LTC + 205 + or 224 makes sense.

South/North Transit Corridor Study Public Meeting

**Public Comments Received September 7, 1994
Shumway Middle School, Vancouver, Washington**

5:00 - 8:00 p.m.

Representative Jolene Unsoeld acknowledged and commended the public interest in the Study. Representative Unsoeld continued with her personal support for the Study and the great opportunities she believes the Study places before the region. She also discussed air quality concerns related to continued employment growth within the region. Representative Unsoeld noted that language that is currently being developed to go to the senate for linking the south and north into one single planning unit. Representative Unsoeld emphasized the power citizens have to ensure the continued quality of life by staying involved in the Study to ensure the best possible rapid transit system.

Jan Luste, local homeowner, spoke in support of a northern terminus to 134th Street/WSU area. Ms. Luste believes that a 134th Street terminus will serve both Washington State University and citizens living in the I-205 corridor. She believes that if the extension to 134th Street is delayed it may not happen.

Roger Cole was unable to be present to give his personal testimony, but his comment card states that he has concerns as to whether or not light rail will achieve its objectives. He also has concerns regarding the cost of the project -- concerned that ridership will not be high enough.

Merrill Downey spoke in opposition to light rail. Mr. Downey believes that future problems of population and growth are due to the increased number of immigrants coming into the country.

Tad Winiacki expressed to the panel that he believes light rail to be too costly, too slow and not covering enough areas (i.e., Portland airport, train stations and universities). He expressed support for an alternate light rail transportation system (People Pod). Mr. Winiacki distributed information to the panel illustrating the advantages of the People Pod system.

Jale' Hansen spoke in support of Mr. Winiacki's People Pod system due to the fact that it would not interfere with traffic on the ground. Ms. Hansen had real concerns that the system will not be successful and will be a waste of money.

Lynn Mathers, Director of Finance and Operations at Washington State University, supported a northern terminus to 134th Street/WSU area. Ms. Mathers distributed information to the panel outlining reasons that the northern terminus should be at the 134th Street/WSU area. She explained the partnership WSU has with Portland State University and Clark College and the importance of students moving between campuses via light rail.

Larry Martin spoke in opposition to the light rail system. Mr. Martin supports improving the current bus system. He believes the cost of the system is too high.

Jeanne Lipton expressed concerns with the cost of the project. Ms. Lipton also had specific concerns with the frequent changes in projected costs. Ms. Lipton believes that the displacements illustrated in the Tech Fact Sheet should be more specific.

Susan Melchert, WSU student, spoke in support of light rail transit in an effort to reduce traffic. She also spoke in support of a terminus in the 134th Street/WSU area, serving the Washington State University campus. As for the I-5 vs. Highway 99 alignment alternative, Ms. Melchert spoke in support of Highway 99 alignment through the Hazel Dell area.

John Spence initiated his comments by stating that he did not receive the *Briefing Document* in a very timely manner -- did not have enough time to review the document thoroughly. Mr. Spence continued by stating that he believes the best way to address the future transportation problem will be to increase bus service. Mr. Spence believes that a light rail system will be too costly for taxpayers. He added that it will be difficult to get people to ride the system -- people will continue to use their automobiles.

Bill Doenecke, representing Vancouver School District, spoke in support of a Vancouver Mall terminus. The Vancouver School District has hopes to form a partnership with C-TRAN to enhance service to students. They are hoping to implement a student voucher fare system. Mr. Doenecke added that in addition to the School District, a Vancouver Mall terminus would also serve the hospital and Clark College.

Steven Bartholomaus spoke in support of an enhanced bus system. Mr. Bartholomaus believes that the cost of living will be jeopardized by bring light rail to the community. He continued by pointing out some of the problems that Portland is having with the current light rail system (MAX).

Dan McFarling, Aloha, Oregon resident, spoke in favor of a 4th Avenue subway, a Caruthers bridge crossing with a light rail station at OMSI and an Oregon City southern terminus via McLoughlin Blvd.

Karen Ciocia, Downtown Vancouver Association and member of the South/North Citizens Advisory Committee, expressed her concerns with the No-Build option. Ms. Ciocia believes that it would be detrimental to do nothing. Ms. Ciocia did not express any specific position she had in regard to any alignment or terminus alternative. However, her hopes are that a light rail system, if chosen, would enhance the Vancouver community.

Kelly Puntaney stated that he believes light rail transit is a must for the Vancouver community. Mr. Puntaney spoke in favor of a tunnel option to cross the Columbia River. However, if a tunnel proves to be too expensive, a new I-5 bridge would be his next choice, accommodating rail and auto service.

Roy Nunn, west Vancouver resident, expressed concerns in regard to current and future housing developments in the Vancouver area. Mr. Nunn explained that many of the units are being developed with multiple parking-spaces per single dwelling. He believes that some form of regulation should be implemented to minimize the number parking spaces for autos. Mr. Nunn also expressed concern with the safety of a light rail system.

Linda Lee spoke in support of light rail transit. Ms. Lee is dependent on public transportation and believes the region should be viewing and utilizing it as an alternative mode of transportation.

Joello Flanders, Cascade Park resident, expressed concerns with the cost of the project. Ms. Flanders is a retired citizen and believes that it will be too expensive. She also expressed concerns with safety and the project and ridership.

Kurt Creager, representing the Vancouver Housing Authority, stated that the Housing Authority had no specific position on the Study - they believe any terminus option would serve many of their housing units. Mr. Creager, personally, spoke in support of the 99th Street northern terminus. Mr. Creager expressed the impact the decision will have on their development and urged staff to provide the public with as much clarity as possible.

Bill Hidden spoke in support of a Highway 99 alignment alternative vs. the I-5 corridor. Mr. Hidden also spoke in support of a Main/Broadway couplet in downtown Vancouver.

Barbara Yasson, South/North Citizens Advisory Committee member, spoke in opposition of the No-Build option. Ms. Yasson supports light rail transit with enhanced access to major activity centers. She believes the system should be diverse serving residential, retail and commercial areas.

Jeanne Stewart, Vancouver resident, spoke in support of an I-5 corridor alignment, staying as close to the freeway as possible. Ms. Stewart believes that a Main Street alignment would be disastrous to her neighborhood. Ms. Stewart also commented on economic benefits a light rail line would create for businesses. She believes any business located on the line would gain economic benefits. She continued by voicing her support of a light rail system that will benefit commuters. In closing, Ms. Stewart spoke in support of a 134th or 179th Street northern terminus.

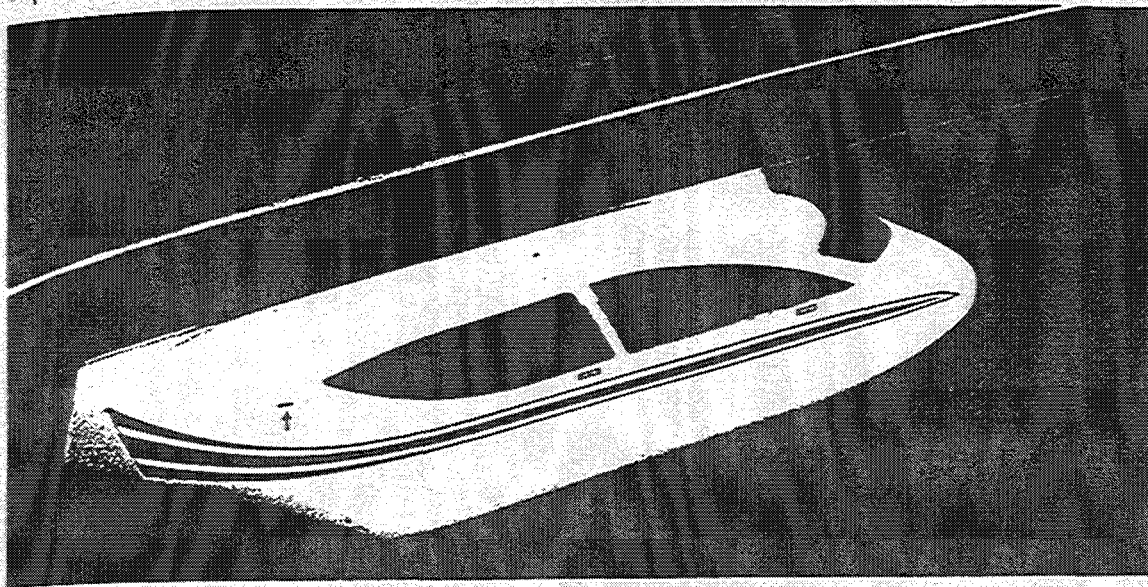
Philip Arnold spoke in support of an I-5 corridor alignment. Mr. Arnold believes that an I-5 alignment would have the least impact on the area, which is a major concern of his.

Other

The meeting was adjourned at 7:55 p.m.

bc

PEOPLE PODS



100 MPH speed, non-stop point-to-point transportation on a 3 dimensional grid.

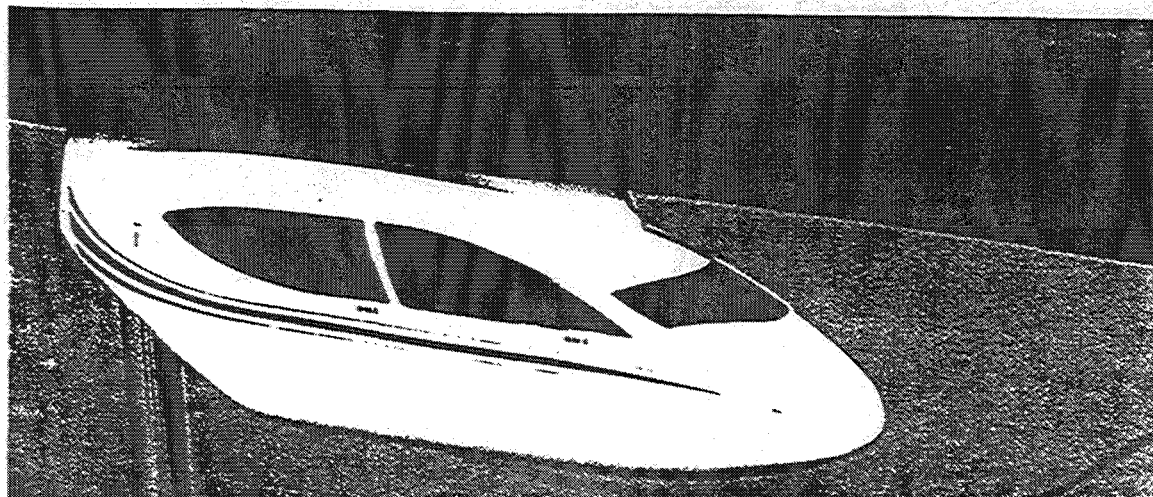
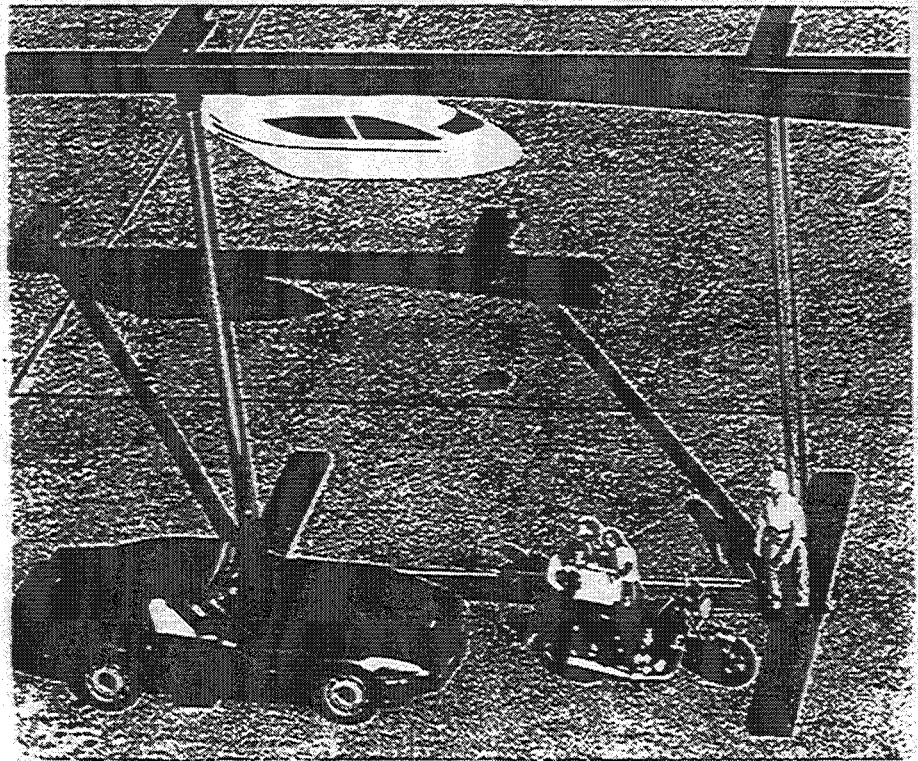
Collision proof, safe travel above all other traffic.

Non-polluting, clean electric power gives 400 MPG energy efficiency.

Faster, safer and cheaper than automobile commuting.

Lightweight, aerodynamic, two passenger capacity, advanced composite structure.

Less than \$1 million per mile low cost, lightweight, robot formed guideway track.



Daily commuting is one of our most frustrating, planet polluting, time wasting and energy wasting problems. People Pods(tm) provide a practical, fast, efficient, environmentally responsible and profitable public transportation system. Douglas J. Malewicki, the inventor, designer and engineer of ROBOSAURUS has designed and patented this personal magnetic levitation transportation system.

People Pods:

- Promote energy efficiency.
 - requires 1/20th the energy of an automobile.
 - 400 MPG equivalent!!
 - reduces dependency on foreign oil.
- All electric.
 - immediate reduction in smog.
 - pod itself produces zero emissions.
 - entire process produces 1/50th to 1/100th of the pollution of an automobile.
 - extends the earth's life expectancy.
- Cruises at 100 MPH to your destination.
 - much faster commute.
 - less stressed and more productive employees.
 - no speeding or DUI tickets.
- Affordable.
 - projected user cost approximately 10 cents per mile.
 - more than competitive with today's overall auto expenses.
- Electronic sensing, computer controlled and emergency braking.
 - safer than traveling by automobile.
 - reduces insurance costs.
 - risk free of injury/death by intoxicated, incompetent or inattentive drivers.
- Moves more people per lane per hour than any paved road, train or monorail system.
 - no more 30 mile, one hour commutes.
 - consistently prompt employees.
 - no schedules, inconvenient routes or questionable stations.
- Leaves the remaining surface traffic less congested and more freely flowing.
 - reduces auto and truck energy waste and pollution.
 - decreases product "in transit" time.
- Provides non-stop operation on 3 dimensional grid.
 - no traffic lights or pedestrians.
 - no fender benders.
 - no energy wasted on acceleration / deceleration or idle.
- Lower installation costs per mile than any paved road, railroad or monorail system.
 - no additional right-of-ways
 - cheaper to build, maintain and use.
 - highly profitable.
- Can be erected faster than any paved road, railroad or monorail.
 - no more waiting for the "Construction Ahead".
 - no more dodging dangerous "cement walls".

People Pods is a registered trademark of Aerovisions, Inc.
Patents Pending

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559-711

A POLLUTION SOLUTION

With the use of an efficient vehicle (407 MPG equivalent), using clean electricity for all power, pollution caused by commuter transportation can be reduced to insignificant levels.

AIR and NOISE POLLUTION

Studies have shown that in Southern California alone, automobiles and trucks add an average of 842 tons of pollutants to our air each weekday. Automotive engineers have done an excellent job of controlling the visible portion of combustion by-products (air pollution) and quieting the noise of 5,000 explosions a minute in our gasoline powered vehicles.

Most of the noise you hear from a modern car traveling along at a steady speed is tire noise. That noise is strictly proportional to the weight of the vehicle. Reducing gross weight from approximately 3200 pounds to 600 pounds (with two occupants) will mean a lot less noise. Maglev will eliminate the tire noise entirely. Perfect aerodynamic shapes will also reduce secondary noise.

Each person using a People Pod vehicle instead of an automobile will eliminate the pollution contribution of that automobile. Opponents may argue that the generation of additional electricity for People Pods will create additional pollution. This issue must be addressed by looking at the huge amount of pollution that People Pods will eliminate.

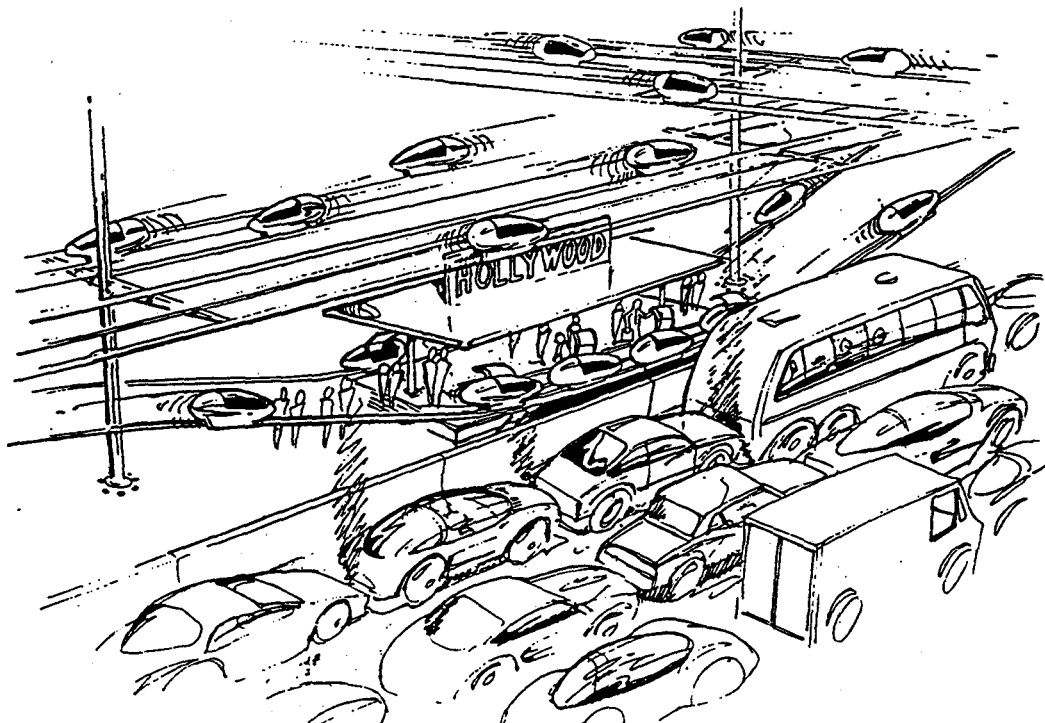
One power plant can produce the electrical energy for hundreds of thousands of People Pods. Combustion engineers can implement sophisticated computer controlled systems which burn fuel with incredible efficiency and minimal emissions. This level of sophistication would be too complex and costly if installed on each and every automobile.

To obtain the energy efficiency of People Pods vehicles, automobiles would have to achieve more than **407 MILES PER GALLON!** Especially note that People Pods are achieving this efficiency while travelling at a steady 100 Miles Per Hour!! Based on energy efficiency alone, People Pods caused pollution would be 11 times less than produced by a 33.3 MPG car and 18.5 times less than for a 20 MPG car.

Studies have shown that 50% to 90% of an automobiles total pollution comes from the first two minutes after the cold start of the engine.(7) Only after the engine is warmed up does the catalytic converter begin to do its job. The electrical power plant is not doing a cold start for each People Pod user and thus eliminates this major source of pollution.

Other studies have shown that an idling gasoline engine pours out 300 times as much carbon monoxide into the air as one that is running freely. Additionally, covering 10 miles in 30 minutes (slow, heavy traffic at a 20 MPH average speed) causes a car to emit 250% more hydrocarbons than traveling 10 miles at speed on a traffic free road. (8) An electric generating plant, produces power on a constant basis and is not subject to the idling or traffic constraints which cause excess pollution in automobile engines.

As you can see, there will be pollution due to the generation of electricity, but no matter what method is used, the net pollution for People Pod users appears to be 1/50th or perhaps 1/100th of that produced by an automobile for a comparative trip. (Fig 6)



Fast, Non-Polluting Commuting - Figure 6 (drawing by Larry Wood)

A CONGESTION SOLUTION

A single people pod lane has a potential capacity of 14,400 passengers per hour. Four lane freeways only carry 12,000 vehicles per hour.

HIGH THROUGHPUT WITH COMPUTER CONTROL
 People Pods do not depend on the inconsistent reaction time of human drivers, and are not subject to the same deceleration limits as today's freeway traffic. Computer control, high g braking capability, and electronic collision sensing allow closely spaced traffic density at high speeds. At 100 MPH, a half second spacing is a separation of 73.3 feet. Emergency deceleration from 100 MPH to a stop, at 6 g, permits a stopping distance of 55 feet. These limits would allow a throughput of up to 7,200 vehicles per lane, per hour. Depending on occupancy, as many as 14,400 people could be moved per hour. (FIG 4)

A COMMUTER'S DREAM. The People Pods system places track pairs in a grid, covering urban areas. The total number of lanes running in any given direction is spread out across the grid area, like small freeway systems, much closer together.

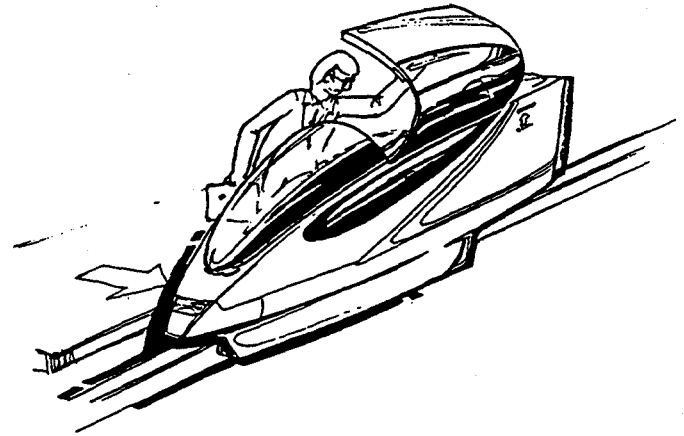
The congestion solution is derived from the total number of lanes which can be used to offload freeway traffic. Not only does the commuter save time by using a superior solution, freeways become less congested for commercial and business traffic, and those who continue to use their vehicles will not compete with commuter traffic. (TABLE 1)

If you cover a 20 by 20 mile area with one mile density grids, this grid consists of 21 two lane tracks in each direction, or 42 lanes. This is a theoretical maximum throughput of 42 x 7,200 vehicles per hour, or 302,400 vehicles per hour. Realistically, commuters are going to compete for particular segments which may become saturated at times, and other segments will never saturate. However, saturation is a measure of success, and indicates only that additional lanes should be added.

Consider the number of vehicles removed from the freeway and surface streets and the new found value of improved throughput on the existing highway system. As inexpensive as People Pods are, there are still good reasons to use our road system, and the roads will not only be available but vastly improved by having less traffic for those who will use their cars and drive commercial vehicles.

Table 1 - Travel Time Comparisons

TRAVEL METHOD	AVERAGE SPEED	TIME TO COMMUTE 25 MILES	TIME TO COMMUTE 50 MILES
BUS (many stops)	20 MPH	75 Minutes	150 Minutes
AUTO (congested freeway)	35 MPH	43 Minutes	86 Minutes
TRAIN (light rail with stops)	45 MPH	33 Minutes	67 Minutes
AUTO (max legal speed)	55 MPH	27 Minutes	55 Minutes
PEOPLE PODS (non-stop)	100 MPH	15 Minutes	30 Minutes



Commuter Entering for Departure

Figure 4 (drawing by Larry Wood)

NON COMMUTER UTILIZATION

To enhance non-commuting uses, including family travel, we envision many optional features for People Pod transportation. These features include:

Computer controlled links of several Pods for a small "train", including inter-pod voice links. This accommodates travel with children and traveling socially with more than two persons in a group. This also permits carrying cargo or large luggage on a People Pod journey.

Special telemetry and stations for cargo only use of the People Pod Grid System, for swift courier service and direct freight forwarding and expediting. Large businesses could easily accommodate their own internal stations.

High speed service direct to hospital emergency rooms.

Many significant new ways of using the People Pods system can be envisioned with only a little imagination.

A SAFETY SOLUTION

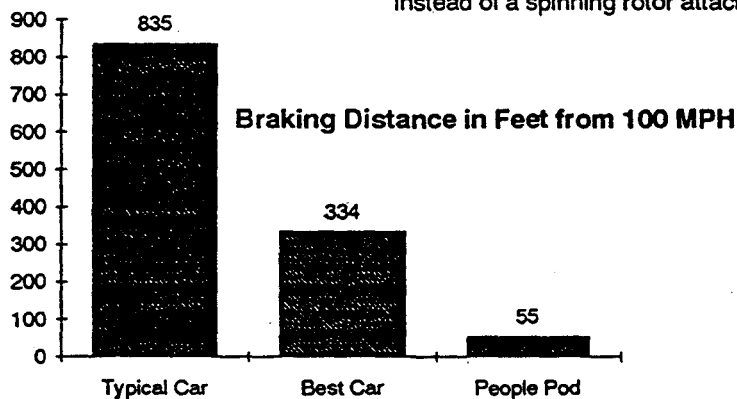
An elevated guideway reduces collision probability to a single dimension. Automated controls eliminate risk associated with driver errors. The resulting accident potential is easily managed with simple redundant computer controls.

DRIVER RELIABILITY Most freeway traffic problems are caused by accidents which are caused not by mechanical failure, but by human error. People Pods do not have driver error as a potential cause for failure. Countless deaths and waste of human life caused by intoxicated drivers can be reduced significantly.

Crashing or being involved in a crash is an inevitable expectation. As a result, the modern automobile has necessarily evolved into a 2,500 pound to 3,000 pound average weight mobile barrier of protection for its 170 pound average weight human occupant (80% who commute all alone each morning). It takes an average engine capacity of 50 to 100 horsepower to adequately propel these machines. Half of Southern California's pollution problem is caused because internal combustion powerplants have to be sized to accelerate and propel all that protective structural weight. The human occupant represents a mere 5% of gross vehicle weight!

FAR GREATER SAFETY The one dimensional aspect of this form of track travel also means the pods can successfully use simple forward looking sonar/radar sensors to automatically apply the brakes in the event of an impending collision with the rare but possible failed pod. This is not a totally useful feature for automobiles because of the ever possible cross-traffic collision.

Also note that typical automobile driver's braking is limited in its deceleration capability to about .5 g's -- a product of vehicle weight on the road surface (called the "normal" force) times the coefficient of friction between the tire and the road surface. A People Pod on the other hand, could decelerate at several g's (during a computer controlled emergency stop) because it could squeeze against the track top and bottom surfaces simultaneously with a "normal" force that is several times GREATER than the WEIGHT of the vehicle. (FIG 7) In this instance, an automobile-type, hydraulically operated brake pad pair is squeezing both sides of a section of track instead of a spinning rotor attached to a wheel and tire.



People Pod High "g" Braking Capability
Figure 7

Public transportation, including trains, which allow people to stand or walk along aisles are necessarily limited to 1/8 "g" braking/deceleration (10). This requires 2,670 feet to stop from 100 MPH.

MORE ON SAFETY - IS 100 MPH TOO FAST ?? Some people think that 100 MPH is too fast, too scary, and just too dangerous. This is because they have a fear of crashing, after all we must argue that *SPEED DOES NOT KILL - CRASHING KILLS!* No one complains that 600 MPH is too fast to fly in an airliner. After all, if its going to crash, its going to fall out of the sky. Even if it flies at 55 MPH, its still going to kill you if it falls out of the sky. So - Why do people fly? The answer is simple. People fly because commercial aircraft have been engineered for safety and the system has been proven to be safe. Even in the early days of air travel, passengers were willing to take the risks of air travel because of the tremendous benefits of high speed transportation. People Pods offer these same benefits at a different time and place. As modern society as we know it

could not exist without air travel, the same will be said some day for the People Pod system.

Unlike a commercial airliner, People Pods can operate independently when other portions of the system fail. Pods can travel to their destination without instructions from the central computer. Collision avoidance systems are unique and independent within each Pod. Rare switching failures will result in some traffic redirection and commuter inconvenience, but not a total grid shutdown.

Safety is not an item to be trivialized. A substantial portion of People Pods engineering will be dedicated to the necessity for ultra-safe, reliable operation.

A RELIABILITY SOLUTION

An all solid state Maglev People Pod vehicle requires virtually no moving parts. These vehicles will demonstrate exponential improvements in reliability when compared with internal combustion engine powered commuting machines.

ADDRESSING THE RELIABILITY QUESTION

Several people introduced to the People Pods concept to are concerned about reliability and the ability to keep the system moving. Since all the Pods are single file and are locked on to the monorail track, it would appear that the whole line would come to a halt if just a single pod were to fail. This appears to be similar to the traffic disaster that occurs when a semi tractor trailer rig overturns blocking all lanes to a major freeway. Critical engineers further comment that with, for example 250,000 Pods being used each day, the probability of at least one machine failing may be near 100%.

FIRST - THE BUILT IN SOLUTION

The primary goal of the People Pods system requires a complete grid network so you can arrive very close to your desired final destination. This same grid system provides escape routes in the event that any one mile segment of track is totally blocked by a failed pod. Once the grid exists, vehicles would automatically be routed both left and right around a blocked section.

CLEARING A FAILED POD

The streamlined nose cone of every Pod will include a hard rubber tip and the back will have a matching structured target push area. Thus, one pod could assist a stalled pod to the next station to clear the track obstruction. Note that the sonar sensing anti-collision device, in combination with the phenomenal braking capability prevents any contact at a large speed differential (a "crash").

If a Pod electric motor quits working, it would take the trailing pod 11 seconds to catch it. Even if the anti-collision system failed, the speed differential would only be 8 MPH at impact. (9) (The failed Pod does not slow down more quickly for the same reasons it takes very little power to cruise at 100 MPH. These reasons include excellent streamlining, low frontal area, and low rolling resistance.)

The trailing Pod has plenty of excess motor horsepower available and can easily power one or more failed pods to the next station. Given that the anti-collision sensor is

working, the trailing pod merely decelerates slightly, nudges up to the failed Pod, and accelerates both Pods up to the grid speed of 100 MPH. At the next station, both Pods exit, and the failed pod is directed off at the next station and into a maintenance lane. The passenger of the trailing Pod continues his commute after the insignificant delay.

In the event of a complete grid power outage, an on-board, 10 pound, bi-polar battery will yield an emergency range of 3 miles at 100 MPH or even more at reduced speed.

DISCUSSION OF ELECTROMAGNETIC RELIABILITY

Each Maglev People Pod will be driven by a linear induction motor and supported by magnetic levitation. Unlike complicated internal combustion engines, with a high part count and many hot wearing surfaces, this device has no moving parts and no friction in its normal cruising mode. There are no reciprocating parts being driven by combustion to generate a high heat and noise environment.

This kind of reliability is not possible in internal combustion engines. Internal combustion engines have surfaces that must contain explosions, and must therefore be very tight and generate significant friction and wear.

The mean time between failure for an entirely solid state propulsion and levitation system is expected to be phenomenal once developed to production levels.

DRIVER RELIABILITY

Most freeway traffic problems are caused by accidents which are caused not by mechanical failure, but by human error. People Pods do not have driver error as a potential cause for failure.

RELIABILITY CONCLUSION

Overall, the People Pods concept can not only survive the reliability question, but can make a strong case for itself based on reliability as a positive factor for implementation of People Pods Grid systems.

AN ECONOMIC SOLUTION - Guideway Costs

Supporting a miniscule traveling weight means guideway material and construction costs also are minimized.

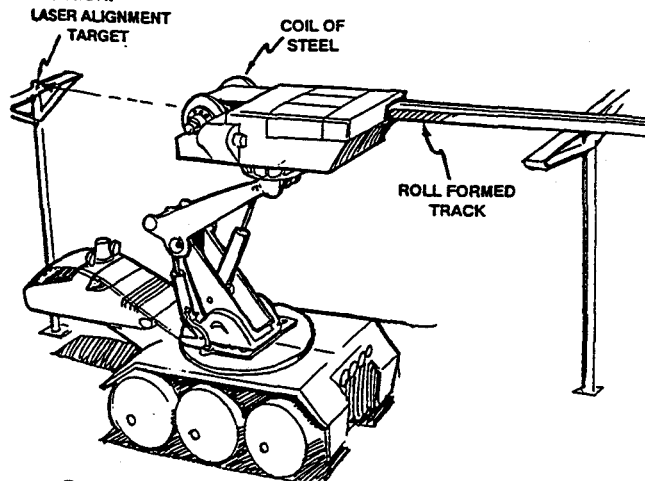
Details of the Preliminary People Pod Monorail Track Cost Analysis Report (18) are summarized here.

SUPPORT POLES - Due to the light weight of the People Pod system, we have selected common street lighting utility poles to provide the necessary structural support. Because of the inherent strength of steel tapered tubes, several wind mill manufacturers have used this same approach to safely support some very large bending moments.

MONORAIL TRACK - Track itself must meet severe criteria for static and dynamic structural strength, deflection and cost. In addition, provision for power transfer to the People Pods must be included, as well as pod trapping to the track and pod switching.

CONTINUOUS ROLL FORMING FROM COILS OF SHEET STEEL - People Pods track could be continuously manufactured in place by a large, mobile, computer controlled and computer stabilized roll forming machine with automatic welding of the seam.(FIG 10) In our case, however, the track stays fixed in space while the forming machine travels from pole to pole at exactly the speed the product is emerging. Thus, a very strong and stiff monorail track could be produced which is simultaneously being gently deformed to permanently turn climb and descend as necessary to follow the available terrain. The track could also be produced with a built-in precision twist to provide the banking needed to more comfortably negotiate high speed curves.

As with welded steel railroad track, we may have to allow the track to float on the poles to allow for thermal expansion and contraction.



One Mile Per Day Track Forming Machine

Figure 10 (drawing by Larry Wood)

Author Malewicki has previously invented and engineered a 56,000 pound, 40 foot tall, fully articulated hydraulic robot.(19)

SWITCHES - It is important to note that as currently envisioned, NO portion of our track MOVES. Switching is entirely done by components in the POD itself. The reasons for this are reliability, safety, and for low maintenance costs. Pod based magnetic controlled switching principals were demonstrated by the Aerospace Company in 1972 .(19)

Table 7

People Pod Monorail Guideway Pair
Preliminary Total Cost Per Mile*

Item	Requirements	Total Installed Cost
Support Poles	Supports located every 20 feet (utility poles).	\$396,000
Monorail Guideway	Two one mile guideways.	\$174,920
Passive Switches	Two high speed "exit" switches. Four high speed "merge in" switches.	\$18,000
Drop Down Stations	Two low speed "exit" switches. Two transition to descent. Two sections station track. Two acceleration segments. Two fences.	\$48,350
Interchange	Four 90 deg. turns. Four crosstracks. Four low speed "exit" switches. Two low speed "merge" switches. Two 1000' decel segments. Two 1000' accel segments.	\$69,530
Maglev Passive Strip	Two miles .050" aluminum conductor.	\$20,000
	Grand Total	\$726,800

*Coil steel stock was priced at \$0.36 per pound in small 1000 pound quantities.(Aug 1990) To be conservative, the above guideway costs were based on steel at \$1.00 per pound. The calculated beam span to deflection ratio was 3,380 to 1. This was based on maximum vehicle loading, all nose to tail, parked continuously along the guideway.

Table 8 - Relative Costs

PROJECT	PROPOSED COST	PEOPLE POD	% COST
Jamboree Road (Two Miles)	\$13 Million Per Mile	\$ 1 Million Per Mile (two lane)	7.7%
Typical 8 Lane Freeway	\$63 Million Per Mile	\$ 3 Million Per Mile (six lane)	4.8 %
Typical Concrete Fwy. Interchange	\$ 100 Million + Each	\$ 150,000 Each	0.15%
LA to SF 125 MPH Train	\$ 12.6 Billion for 500 Miles	\$ 0.9 Billion for 500 Miles	7.1%
LA Metro Rail Subway	\$ 250 Million Per Mile	\$ 1 Million Per Mile	0.4 %

CASCADING COST BENEFITS

Admittedly, any other overhead Monorail system has some of the inherent safety features of the People Pod system, but none of the *cascading cost effective benefits* of our system. Specifically, at projected costs of \$50 to \$60 million per mile for the typical 100 passenger Monorail train, we could alternatively erect 50 parallel miles of People Pod track spaced at say one mile intervals.

Supposedly, the government is getting ready to spend that kind of money for several demonstration Monorail systems. Some of the inherent problems with such Monorails (or any other train or light-rail vehicles) of large mass passenger carrying capacity are:

1) They run on a schedule - miss one and it costs you time waiting for the next;

2) These systems must stop at each and every station to let some passengers off and new ones on. Besides time lost in just sitting at each station, additional time is lost in decelerating to and accelerating away from each station. This reduces potential average cruise speed.

3) Such systems are inherently so expensive that it becomes illogical to ever contemplate extending and branching the system out all over a city in order to make the system useful to all the taxpaying populace living in the city.

4) In addition to the huge initial capital, such systems are typically expensive to operate and also usually operate at less than initially projected ridership. They inevitably never pay for themselves, nor breakeven financially on an annual basis and end up subsidized by taxpayers who don't even use the system - forever!

Wouldn't the same intended money be better spent on developing a complete grid that becomes useful to all - no matter where they live in the city and no matter where they want to go in the city. A system that will be used because there is no waiting, because it gets you to your desired destination fast, at a steady 100 MPH, and which will be used because it costs the user less than he would have to be paying for just the gasoline for his car!

The only real solution is for MASS transportation to become PERSONAL transportation!

Depositions Inc (714) 559-7113, 4
Douglas Malewicki FAX (714) 559-7113
14962 Merced Circle
Irvine, CA 92714



Washington State University

Vancouver

1212 E. McLoughlin Boulevard
Vancouver, WA 98683-1000

July 28, 1994

Mr. Leon Skiles
South/North Transit Corridor Study
Planning Department
Metro
600 N.E. Grand Ave.
Portland, OR 97232-2736

Dear Mr. Skiles:

As the chief administrative officers of the involved campuses, we wish to express our support for a light rail route connecting the academic institutions: Portland State University, Washington State University Vancouver and Clark College. There is now and will continue to be sharing of students and collaboration of programs and activities between these three institutions. The metropolitan community would benefit by having the PSU campus served by the light rail on the south and WSU Vancouver on the north with Clark College having access in the middle.

Education is a vital part of our society and this connection will promote our regional educational goals.

Sincerely,

Judith A. Ramaley
President
Portland State University

Earl P. Johnson, Ph.D.
President
Clark College

H. A. Dengerink, Ph.D.
Campus Dean
Washington State University
Vancouver

cc: Robert Hennessey, C-Tran
Rick Williams, Citizens' Advisory Committee

Portland State University

P.O. Box 751, Portland, OR 97331-0751

August 17, 1994

Ron Bergman
Director of Public Works
Clark County
1300 Franklin Blvd.
Vancouver, WA 98660

Dear Mr. Bergman:

I am writing to you regarding the north terminus of the North/South light rail line. While I truly understand the problems associated with the overall cost of the project and appreciate the commitment made by Washington residents to fund a major portion of the project, I strongly support connecting the line to the Washington State University Vancouver campus.

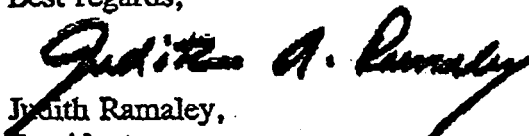
Portland State University has been actively involved in the development of the plans related to the downtown connection of the line. A PSU stop is good policy for our students, faculty, staff, and downtown business partners. For these same reasons and more, it makes sense to connect the North end of the line to both the Clark Community College and Washington State at Vancouver campuses:

- o College students and employees are consistent and regular users of transit systems. And since many of our students attend night classes, our campuses provide a significant number of riders during non-peak hours.
- o As employers demand higher skilled workers and employees seek training and educational services, we must provide quick and convenient access to institutions of higher education.
- o PSU and our educational partners in Clark County have worked hard to provide coordinated and connected educational services and programs. Linking these efforts with an efficient transportation system will improve our ability to serve students from both Washington and Oregon and reduce duplication of programs.

As you develop recommendations on the North end of the line, I strongly urge you to connect the system to both educational institutions located in Clark County. It will result in increased ridership, reduced dependence on the automobile, and provide greater access to educational services.

If you have any questions about my position, please don't hesitate to contact me or Lindsay Desrochers, Vice-President for Finance and Administration at 725-4444.

Best regards,


Judith Ramaley,
President



Washington State University

Vancouver

1812 E. McLoughlin Boulevard
Vancouver, WA 98663-3597

August 17, 1994

Mr., Ron Bergman
Director of Public Works
Clark County

Dear Ron:

As we come down to "decision time" with regard to the termini for the light rail transit proposals, I thought it might be helpful to remind you and the key decision makers of the planning that Washington State University has undertaken that reinforces our use of transit at the new Salmon Creek Campus.

From our earliest planning studies, including the site selection process, the issue of availability of transit has been an integral concern. While we understood the physical constraints involved, we had always hoped that the rail line would actually reach our campus. If studies have determined that to be unfeasible, then our goal will be to make the connection between the 134th site and our campus the most convenient and efficient one possible.

The campus master plan, while not indicating any specific light rail alignments, is based on a transit friendly design. In fact, the entrance to the campus was redesigned specifically in response to discussions with C-Tran in order to accommodate bus routing directly on to the campus.

Our position has always been that we want to find ways to reduce vehicle trips to the campus by relying on transit and other transportation demand management programs. We established early in the design and programming process that campus parking would be part of a managed system and would be available at a cost to our student population. The revenues from those facilities will serve to fund supportive programs such as transit pass subsidies for students and shuttle busses from the campus to the 134th Street light rail station.

I am sure you are aware that the WSU Vancouver campus is upper division only, i.e., junior, senior and graduate level. This has led to discussions with Clark College administrators exploring how a light rail connection between the two institutions would reinforce the missions of both. For instance, it would facilitate the transfer of faculty, the ability for students to be taking classes at both schools and could help expand sharing of higher educational materials, particularly between the library facilities.

We also are hopeful that the alignment decisions made in the future will allow a connection between WSU Vancouver, Clark College and Portland State University as indicated in the attached copy of a letter from the chief administrative officers of these institutions and the Light Rail to 134th Street Information Sheet. There is little doubt that a strong light rail connection would further expand educational opportunities for students at all of those institutions.

Finally, we are firmly convinced that the extension of light rail to 134th Street provides unique opportunity to leverage the public dollars that are being invested in the creation of the WSU Vancouver campus. The extension of the system to 134th Street will allow us to fulfill the vision stated in our master plan which is for a campus that is transit friendly and ultimately, in fact, transit *dependent*. This will allow us to achieve the educational environment that has been envisioned by the Legislature, the University and the Board of Regents. Stopping the line anywhere short of 134th is, in my opinion, very short sighted and would bypass a golden opportunity to capitalize on the state's investment in higher education at the Salmon Creek Campus.

I strongly encourage the elected officials of our community to insist that the light rail line incorporate 134th Street as the northern terminus for the South/North segment.

Sincerely,



H.A. Dengerink, Ph.D.
WSUV Campus Dean

Attachment: Letter of July 28, 1994
Light Rail to 134th Street Information Sheet

LOCK THE HOUSE, HERE COMES THE TRAIN

■ LINTHICUM, MD. — The idea held great promise. A new train stop tucked in the trees behind the Royal Farms store would let Linthicum remain a small town while giving its people easy access to the shops, culture and jobs of nearby Baltimore. So citizens said yes. But that was a year ago, before inner-city troubles arrived on the boxy white train with a blue stripe, before light rail became known as “loot rail.” Now, this once sleepy community of 7,500 is in an uproar over crime. And the loudest voices want the train simply to pass on by.



Linthicum lies only 9 miles south of Baltimore, adjacent to both the city's beltway and Baltimore-Washington International Airport. Even so, the town had remained quiet and insulated, filled with lifelong residents, paid-off mortgages, unlocked doors and middle-class neighbors looking out for each other. But when the train began arriving every 15 minutes, bikes started disappearing from porches, lawn equipment from sheds. At the Giant supermarket two stops down, shoplifting increased tenfold. Police say heroin addicts from the city began riding the train without paying (it operates on an honor system) to burglarize homes of items that could be sold for drugs. Word got around that Linthicum was an easy mark. Several locals were robbed and beaten. Then one morning in April, a 24-year-old woman was stabbed in the chest while buying a train ticket. She survived, but Linthicum hasn't been the same since.

Crackdown. A county police initiative that began after the stabbing and is now supplemented by the state's Mass Transit Administration with off-duty police officers has led to the arrest of 161 people, mostly from Baltimore's inner city. The crackdown seems to be working. But many residents, unaccustomed to even minor crime, remain afraid. Despite promises of permanent protection, many residents distrust the MTA and believe that the extra police will depart. And crime does continue. Recently, a county cop narrowly escaped injury when he was dragged into the path of a train by a robbery suspect he was trying to arrest.

The Anne Arundel County sheriff, Robert Peppersack, says he is comfortable riding the train only because he's "a law enforcement official with a 9-mm pistol."

Closing the train stop, says local resident Elizabeth Plummer, is the only way for people to avoid living in a "police state." Members of the Linthicum-Shipley Improvement Association, the citizens' organization that voted a year ago to open the stop, have since voted overwhelmingly to close it. But the MTA, after spending \$364 million to establish its light-rail system, says the stop is here to stay.

State Sen. Michael Wagner insists that only a vocal minority wants the train not to stop. "We have to address the problems," he says. "We can't run from them." William Hubbard, a member of the improvement association's board, agrees. Yet when he circulated a petition calling for the rail service to continue, he gained only 39 signatures — and lost several longtime friends. Elizabeth Plummer's petition, to close the stop, fared better. It has 1,300 names. □ BY GREG FERGUSON



What rail wrought. The sheriff finds crime on the rise.

ERIK FREELAND FOR USNEWS

Why Bring Light-Rail To 134th Street?

- Washington State University's Vancouver branch is a nonresidential campus, so students, staff, faculty, vendors and visitors will all be driving to and from campus.
- The campus is expected to generate nearly 2.5 million trips a year by 2020. *
- The new WSU Vancouver branch campus is one of the major activity centers identified by Clark County's Growth Management Plan.
- Partnerships between Portland State University, Clark College and WSU Vancouver will mean more travel between the Portland-Vancouver area and the new campus.
- In an effort to be responsive to environmental concerns such as air quality and greenspaces, WSU Vancouver seeks to limit parking space at its new campus.
- Like the many agencies involved in the High Capacity Transit Study, WSU Vancouver's goal is to serve the community. Providing an effective transportation system is a major component of integrating a successful university with an established community.

* "Assuming a minimal level of transit service is provided to the campus, the two percent share of campus trips made by transit ... appears to be reasonable. Should a significantly higher level of transit service be provided... it can be expected that the share of campus-related trips made by transit will increase."
 -- WSU Vancouver Draft Supplemental Environmental Impact Statement.

About WSU Vancouver & Its Partnerships

WSU Vancouver was formally designated as a branch campus of Washington State University in 1989. WSU Vancouver provides access to higher education to the residents of southwest Washington who, traditionally, have had to travel away from home to earn a four-year degree.

Currently operating from a temporary location on the Clark College Campus, WSU Vancouver is in the process of constructing its own campus, near the 134th St. Interchange.

A major difference between this new campus, and the one in Pullman is that WSU Vancouver is not a residential campus. What that means in practical terms is that all of WSU Vancouver's students -- not to mention its staff, faculty, visitors and vendors -- will be traveling to and from the site on a regular basis.

Partnerships

WSU Vancouver's students, staff and faculty will be traveling not only to and from the new campus, but between other campuses, as part of the many partnerships between WSU Vancouver and area colleges and universities. For that reason, Portland State University, Clark College and WSU Vancouver all support a light-rail connection to WSU Vancouver's new campus. Some of these partnerships are:

Portland-Area Library System (PORTALS) -- With the largest PORTALS system in the area, WSU Vancouver provides Portland area libraries and universities with access to extensive library and journal reference materials.

Clark College -- As the area's only community college, Clark College is a natural "feeder" school for WSU Vancouver. Plans are underway for Clark to offer a number of classes on the WSU Vancouver campus, and many students will take classes at WSU Vancouver and Clark College concurrently. Student and community activities will continue to be shared, requiring continued transportation support.

Center For Columbia River History -- WSU Professor Bill Lang, director of the center, will be based at PSU in January 1996 to conduct this program jointly.

Engineering program partnerships -- A proposal is underway that the fourth year of WSU's Engineering program be taken at PSU.

Joint Sciences Program -- If it proves feasible, WSU Vancouver will join forces with PSU in providing science education to students.

Other Considerations:

The Growth Management Act

As one of the main activity centers identified for Clark County's growth management plan, the WSU branch campus area is expecting tremendous growth -- and traffic -- above and beyond that brought on by the university.

	1995-96	1999-2000	2009-10	2019-20
Projected Enrollment	1,563	2,698	6,482	10,265
Potential trips generated by students	318,852	550,390	1,322,326	2,094,058
Potential trips generated by faculty, staff & community **	61,378	99,908	241,172	381,990
Total Trips	380,230	650,298	1,563,498	2,476,048

** Cultural events, continuing education, community activities, campus tours, etc.

Commute Trip Reduction

As the number of students increases, so too does the need for additional staff and faculty. To conform to the state's Commute Trip Reduction Act, WSU Vancouver will have to reduce its employees' Single-Occupancy-Vehicle trips. Students and staff looking for alternative ways to reach the campus will be greatly served by a north/south rail line.

Environmental Responsibility

In addition to providing the residents of this region with access to quality higher education, WSU Vancouver strives to set an example of environmental responsibility. Wetlands on the 348-acre campus site will be retained, and, in response to community concerns, the university has taken steps to ensure that the amount of available land used for parking space be limited. Air quality, too, suffers from too many vehicles, so in keeping with its environmental commitment, WSU Vancouver will encourage its students, staff and faculty to follow its environmental lead by utilizing the high-capacity transit system.

Community Access

As the site of numerous community, cultural and continuing education activities, the new WSU campus will attract not only students, but many community members -- more than 10,000 per year -- wishing to take advantage of southwest Washington's only public university.

A consortium of higher education institutions in the region has examined the need for an effective transportation system in relation to the region's rapidly growing group of residents seeking access to higher education.

Portland State University and Clark College join Washington State University at Vancouver in urging regional transportation planners to consider the issues associated with bringing a light rail line to 134th Street in Clark County to provide access to the new WSU Vancouver campus, currently under construction.



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date _____ Name Rep. Jolene Unsoeld Phone _____

Address _____ City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

South
North
Transit Corridor Study

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name JAN LUSTIG Phone 373-7304

Address 615 N.W. 133rd Circle City/State/Zip Vancouver, WA 98685

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Please extend max to 134th St.
The university will have thousands of commuting
students including part-time residents. The area
around 134th St. is seeing a tremendous
population explosion. The 134th St. exit is
a much more convenient Park + Ride for drivers
on the 205 corridor.

South
North
Transit Corridor Study

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date Sept 7 Name Roger Cole Phone 699-5397

Address 4503 E 5th St #50 City/State/Zip Vancouver WA 98661

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Light rail is a progressive step for a metro area but will it achieve its objective of reducing congestion? People here are dependent on their cars & may find it faster to drive by the time they wait for a train, ride the train, and then wait for a bus, and ride a bus. Can we afford \$3 billion dollars for a system that only a small percentage of commuters would find convenient?

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-7-94 Name MARRIE ROSENEY Phone 675-1268

Address 7704 NE 53AVE City/State/Zip VANC. WA - 98661

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date Sept. 7 Name Tad Winiacki Phone 206-574-8724

Address 16810 NE 40th Ave. City/State/Zip Wassouwer, WA 98686

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

The light rail system proposed is too heavy,
too slow, and doesn't go enough places to be
useful. It should go to Portland International
Airport, closer to where people live and work,

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/98 Name Jale Hansen Phone 694-8150

Address 6112 Kausas City/State/Zip Vauuc. WA 98661

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-8-94 Name Lynn Mathers Phone 737-2188

Address 8101 N.W. 12th Ave City/State/Zip Vancouver 98665

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Finance & Operations Director of
USU Vancouver - would like to
testify - Handout info. to give
at presentation.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-7-94 Name LARRY R. MARTIN Phone 573-6298

Address 11504 N.W. 7th Ave City/State/Zip VANCOUVER 98685

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

LIGHT RAIL IS MUCH TOO COSTLY FOR 20,000 PEOPLE
TOTAL MAINTANANCE AND PERSONELL COST AFTER BUILDING
BEYOND WHAT RIDERSHIP CAN AFFORD

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name JEANNE LIPTON Phone 131-3676
Address 2614 I ST City/State/Zip VANCOUVER WA
98663

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I would like to see frequent
financial updates = The cost so far
The changes in the
projected costs.

Your Opinion Counts

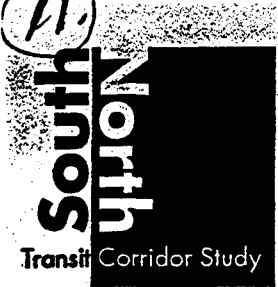
Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name SUSAN MECHERT Phone 696-9396
Address 2707 E 30th City/State/Zip VNCO WA 98666

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

CURRENTLY A SENIOR AT WSU W/ PLANS
TO CONTINUE TO GET MY MASTERS IN
1997. A N/S UP TO 179th WOULD
HAVE THE MOST BENEFIT ~~AND~~ FOR THE
MOST PEOPLE



Your Opinion Counts

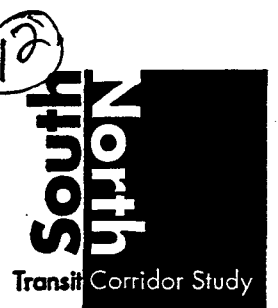
Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-7-94 Name John Spence Phone 687-2691

Address 20800 NE Basket Flat Rd City/State/Zip Battle Cr - 98604

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-7-94 Name Bill Dreenecke Phone 696-7190

Address repr. Vancouver School District City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name STEVEN BARTHOLDOMAS Phone 687-5457

Address 20703 NE BASKET FLAT RD City/State/Zip BATTLEGROUND, WA 98604

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

TIMELINESS OF INFO
PROCESS OF DECISION MAKING.

14

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-6-94 Name Dan McFarling Phone 945-6407 day
642-4077 eve

Address 20505 SW Cherokee Ct City/State/Zip Alsea OR 97007

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Favor 4th Ave Subway Caruthers bridge,
DMSI station McLaughlin to Oregon City

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

(15)

Date 9/7/94 Name Karen Clovia Phone 693-2978

Address _____ City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

(16)

Date 9-7-94 Name KELLY PUNTENY Phone 693-7392

Address 1445 SE COLUMBIA WAY City/State/Zip 98661

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I BELIEVE LIGHT RAIL TO VANCOUVER IS A MUST.
FOR OUR FUTURE -

- A TUNNEL UNDER THE ^{COLUMBIA} RIVER WOULD BE THE BEST. EVEN IF COST IS HIGHER.
- A ^{NEW} HIGH BRIDGE WOULD NOT ESTHETICALLY FIT ALONG SIDE OUR HISTORIC LANDMARK WATERSTON BRIDGE BUILT IN 1917 AND SECOND MATCHING BRIDGE IN THE FORTIES. OVER.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date _____ Name KELLY PUNTERNEY Phone 608-8381

Address 1445 COLUMBIA WAY City/State/Zip 98661

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

TUNNELING THE COLUMBIA RIVER WOULD ALLOW
THE OPPORTUNITY TO SURFACE IN AN APPROPRIATE
AGREEMENT IN DOWNTOWN VANCOUVER
WOULD NOT ENTER THE SURFACE AREA
THE TECH KNOWLEDGE FOR A TUNNEL IS NOW HERE

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date _____ Name KELLY PUNTERNEY Phone 603-7292

Address 1445 COLUMBIA ST City/State/Zip 98661

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

DO NOT CLOG THE UNDERPASS ON COLUMBIA STREET
OUR ONLY CITY ACCESS TO THE WATER FRONT
DO NOT WIPES OUT THE CAPT VANCOUVER MONUMENT
BY LINING UP WITH COLUMBIA STREET -

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name Roy Numan Phone (206)6944178

Address 806 W 43rd ST City/State/Zip Vancouver, WA 98660

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date Sept. 9 Name Linda Lee Phone 256-3650

Address 10419 NE 78th St. City/State/Zip Vanc. Wa. 98662

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I am dependant upon public transportation and have been turned down for many jobs this last year because I could not get to work in a "timely manner". I am aware of many people in similar situations. I have never ridden Max, when someone has no

My children want to know why we are polluting their planet and covering pasture land with cement. Why are we condemning people's homes to widen streets?

South/North Transit Corridor Study

Planning Department
Metro
600 NE Grand Ave.
Portland, OR 97232-2736



METRO

Recycled paper

We need to move into the next century in an environmentally, economic and socially responsible manner. The Vancouver Mall outlet seems to be the most centrally located outlet in Clatsop

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date _____ Name Denny Baldwin Phone 6957158

Address 1101 W 39th City/State/Zip Vancouver 98660

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

FW

South North
Transit Corridor Study

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Jodi Flanders Phone 892-3520

Address _____ City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Cost of the project —

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-7-94 Name KURT CREAGER Phone 206 694 2501

Vancouver Housing Authority.
Address 500 Omaha Way City/State/Zip Vancouver 98661

(7)

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Support Phase I North Terminus recommended-
ation to further study 99th Street
terminus. As CEO of the Vancouver Housing
Authority, we currently own & manage over
\$70 million in affordable and low income hous-
ing scattered throughout Clark County from
Camas to Ridgefield + Battle Ground. Every option
would be beneficial to our clientele, low income fam-
ilies, seniors + the disabled. However 99th St. is superior

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-7-94 Name Bill Hidden Phone 696-4441

Address _____ City/State/Zip Vancouver

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Run up main & Broadway
to 99 st
keep off I-5

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name BARBARA YASSON Phone 574-1152

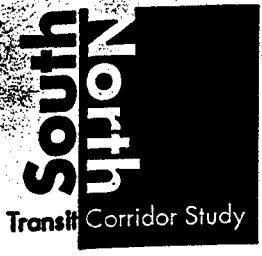
Address 13208 NE 5th Ave City/State/Zip VANCOUVER WA 98685

(2)

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

BENEFITS OF PMG DRAFT RECOMMENDATION
REGIONAL &
CLARK CO BENEFITS



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name Jeanne Stewart Phone 693-1750

Address 121 W. 29TH ST. City/State/Zip Vanc. WA 98660

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Numerous

22



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name Philip W Arnold Phone 695-7897

Address 119 W 24 St. City/State/Zip Vanc.

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

It is my contention that if the transit corridor were placed along the I-5 corridor it will have less impact on the area.

23

South/North Transit Corridor Study Public Meeting

**Public Comments Received September 8, 1994
Oregon Convention Center, Portland, Oregon**

12:00 - 2:00 p.m.

Bill Medak, representing Kaiser Permanente, encouraged further study of a Phase II extension to at least 134th Street and the development in the interim of a high quality feeder bus system to promote land use to support LRT in that area. Kaiser Permanente also supports an alignment in the median of North Interstate Avenue. They support an Interstate Avenue alignment due to the service it would provide their North Interstate Services Building. For the southern terminus, they support a Clackamas County terminus at or near Clackamas Town Center, which would serve the Kaiser Sunnyside Medical Center. Kaiser also supports the PMG recommendation to study an extension beyond the Tier I terminus either further east or further south.

Bob Boileau, architect working with Schnitzer, Zidell Properties, spoke in support of alignments that would serve the North Macadam redevelopment area. Mr. Boileau believes that the area has great development potential and would correspond with the City of Portland's efforts to increase density in the area. Mr. Boileau spoke in support of either a Sellwood Bridge crossing or a Ross Island crossing.

Jennifer Ball, representing Heron Pointe Condominiums located at the northern end of Johns Landing, informed the Panel that their organization will be beginning Phase II of their redevelopment project. Ms. Ball stated that they support a Ross Island bridge crossing. Technical data illustrates that a Ross Island crossing would be the lower cost bridge crossing and would also provide higher ridership. If the Ross Island Bridge crossing is not chosen, they would then support a Caruthers Bridge crossing. Ms. Ball also added that the Modified Master Plan would be disruptive to the residential units and parking, as well as have a negative impact on access. The Modified Master Plan is not supported by their residents.

Dick Harris spoke in support of a subway in downtown Portland due to the fact that it would not impact auto traffic. Mr. Harris also believes that a subway could also boost the economy in downtown Portland by providing direct access to hotels and retail outlets.

Don McGillivrae, Board Member of SE Uplift, expressed his disappointment at having the light rail line go into downtown Portland. Mr. McGillivrae believes that the line should stay on the east side of the Willamette River. He believes a line would be more effective connecting the north and south segments of the eastside. Mr. McGillivrae does support a Caruthers Bridge crossing, stopping at OMSI and continuing down Brooklyn Yards and along McLoughlin Blvd. He also supports an Oregon City southern terminus vs. Clackamas Town Center.

Don Sterling, Portland resident, urged the Panel to, when making the bridge crossing decision, consider a southbound freeway access. Mr. Sterling believes the need for trucks to access the southbound freeway from the eastside is essential.

Stan Lewis, South/North Citizens Advisory Committee member and representing the Downtown Portland Community Association, expressed support for light rail through the downtown corridor. The Association has no specific preferences on alignments at this time, but will forward any developing recommendations as they occur. The Association believes that light rail will bring many people to the downtown area and are in full support of that effort.

Jim Howell, representing Citizens for Better Transit, spoke in support of an Oregon City southern terminus. Mr. Howell and the members of Citizens for Better Transit believe that stopping the light rail line at an auto-dependent shopping mall, Clackamas Town Center, would be a mistake and would not provide the ridership that an Oregon City terminus would. He continued by stating that a Clackamas Town Center southern terminus would only add to suburban development which would in turn create more automobiles. Mr. Howell also pointed out technical information included in the *Briefing Document* which states that additional ridership beyond Milwaukie would double by having an Oregon City southern terminus vs. a Clackamas Town Center terminus. Concluding, Mr. Howell stated that going to Oregon City via Clackamas Town Center would not be a sensible route to Oregon City (Phase II Extension Recommendation).

Marilynne Eichenger, President of Oregon Museum of Science and Industry (OMSI), expressed concerns with re-routing the light rail line to the west side of the Willamette River. OMSI was developed with the assurance that the South/North Light Rail would service the facility. In addition, Ms. Eichenger and OMSI believe that putting light rail on the east side of the river could have a tremendous impact in cutting automobile pollution, thus improving air quality. Ms. Eichenger was also in support of a possible connection of OMSI and the Oregon Convention Center.

Lindsay Desorchers, Vice-President for Finance and Administration at Portland State University, spoke in support of the process and the PMG's basic recommendation. The University has particular interests in getting direct access to the campus. The University is working on a Transportation Management Plan. A key feature of the Plan is to encourage people to use public transit. In order to implement that, it is essential that the University have a station location on campus. In regard to particulars of the Tier I recommendation, the University would support a Ross Island Bridge crossing as their first choice. However, they believe that the Caruthers and Sellwood bridge crossings would also adequately serve the campus. For Phase II, the University would support a connection with the Washington State Campus -- 134th Street/WSU area northern terminus.

Martin Taylor spoke in support of a west bank alignment crossing the Sellwood Bridge. He supports light rail transit on the west bank using the existing right-of-way. In regard to the Modified Master Plan, Mr. Taylor believes that modifications should be made to the Miles Court area. Should some area other than the west bank be chosen for light rail transit, Mr. Taylor recommends that some other form of transportation be implemented to service the west bank.

Keith Bartholomew, Staff Attorney for 1000 Friends of Oregon, spoke in support of an I-5 corridor alignment alternative. Mr. Bartholomew believes that while the I-5 alignment would improve travel time, the Interstate Avenue alignment would provide the better opportunity for development and redevelopment within North Portland. In regard to river crossing options, Mr. Bartholomew stated that a crossing not connecting Riverplace, PSU and OMSI would be a mistake. Mr. Bartholomew concluded by stating that 1000 Friends of Oregon is in support of the upcoming Bond Measure.

Scott Sterle, member of the Clark County GOP Central Committee, recommended that information be distributed to Oregon and Washington candidates so that citizens could get an idea of where they stand on the issue. Mr. Sterle also added that he has enjoyed being a part of the process and would like to see the political arena more involved.

Fred Gerber spoke in support of an alignment on the west side near the Sellwood Bridge. Mr. Gerber believes that a trolley line could adequately service the OMSI facility.

Leann Macoll expressed concerns with the impact the upcoming Ballot Measure will have on taxpayers. Ms. Macoll was interested in knowing when an increase in taxes would begin. Ms. Macoll believes that the Ballot Measure passing will be impossible if citizens do not get good information.

Ernie Munch, representing Red Lion Hotels and Inns, expressed concerns in the area of the Columbia River crossing where three of their hotels are located. Red Lion is in support of the tunnel option which would have the least impact on their largest facility. A surface alignment very close to I-5 would be their second river crossing choice. Mr. Munch also expressed concerns with how light rail transit will service Hayden Island. Mr. Munch encouraged the Panel to focus on land use and transportation relating to redevelopment of the Janzen Beach mall.

Peter Fry spoke on behalf of the Central Eastside Industrial Council (CEIC). CEIC has been in support of a light rail line from downtown Portland to Milwaukie via the Hawthorne Bridge since 1989. However, since the review of further technical information, CEIC has modified their position to include a preference to develop an Eastside Connector during Phase I as part of the EIS process. CEIC is also in support of a Caruthers Bridge. In either the case of a Hawthorne or Caruthers bridge crossing, CEIC supports the Brooklyn Yard alignment extending east on Caruthers to the SP main line to 18th and then continuing south. CEIC believes that a Sellwood Bridge crossing would be a significant violation of the Portland Comprehensive Plan and would bypass much of southeast Portland.

Other

The meeting was adjourned at 1:30 p.m.

bc



September 8, 1994

Leon Skiles, Project Manager
South/North Transit Corridor Study
Transportation Planning
Metropolitan Service District
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Skiles:

Kaiser Permanente appreciates this opportunity to comment on the proposed termini and alignments in the South/North Transit Corridor Study.

Kaiser Permanente is a major employer in the corridor and a major provider of health care. About 8,000 people work for Kaiser Permanente, providing medical care to more than 300,000 members in the Portland-Vancouver metropolitan area.

North Terminus

We encourage further study of a Phase II extension to at least 134th Street and the development in the interim of a high quality feeder bus system to promote land use to support light rail transit in that area. We are seeking property for a new medical and dental office in the Salmon Creek area and would like our employees and members to have the advantage of high capacity transit in the future.

North Alignment

Over 1,000 people work at Kaiser Permanente facilities on North Interstate, providing medical care to more than 20,000 Kaiser Permanente members who live in North and Northeast Portland. In 1993 there were approximately 337,000 visits to the Edgar F. Kaiser Campus and about 30,000 to our North Interstate Services Building at North Interstate and Lombard.

Kaiser Permanente favors an alignment in the median of North Interstate Avenue. A North Interstate alignment could provide a station close to all three of our medical offices on the campus, providing easy and direct access for patients coming to our facilities. This alignment would also place a station convenient to residents of the neighborhood. However, we urge careful attention to the issue of adequate auto and pedestrian access to the neighborhood.

A North Interstate alignment with two lanes would cause much less disruption to our medical facilities and to our parking facilities than the I-5 alignment.

However, we would support this alignment only if the right of way is not significantly widened at our Edgar F. Kaiser Campus, as would be required to accommodate four lanes of traffic. Widening beyond the current right of way would interfere with operations at our Central and West Interstate facilities by reducing access to our facilities for members and staff and for deliveries.

We support an Interstate alignment also because it would serve our North Interstate Services Building more directly than the I-5 alignment. However, we would have some concerns if four lanes were needed at that intersection and our property were affected. We understand that decision will be made in Tier II.

We cannot support the I-5 alignment, especially in the southern portion of the corridor, because we believe it would create vibration, noise, and visual distraction for our East Interstate Medical Office. With the tracks and train very close to the rear of our medical facility, these impacts could be quite intrusive and would be difficult or impossible to mitigate because of the narrow right of way.

In addition, the perceived and actual security for transit riders would be difficult to manage. Furthermore, Kaiser Permanente's facilities would face an increased security risk, especially during non-working hours when there would be less activity. We anticipate that we would need to increase our security and, while this would perhaps ameliorate some of the security problems for us and for transit riders, it would entail an added expense to our members, who would then be bearing an inequitable share of the burden of security.

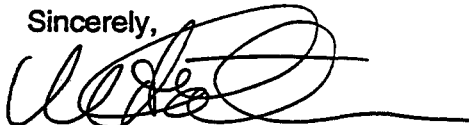
South Terminus

We support a Clackamas County terminus at or near Clackamas Town Center, which would serve our Kaiser Sunnyside Medical Center. We have nearly 2,000 employees at the campus; in 1993 there were approximately 503,000 outpatient visits to the campus and 14,000 inpatient stays. To make the best use of the approximately 1,900 parking spaces we have there, we would like to be able to encourage both our employees and members to use transit for as many trips as possible. Therefore, we would like a station location which provides convenient access for our members.

We also support the PMG recommendation to study an extension beyond the Tier II terminus either further east or further south.

Thank you for considering our comments as recommendations are being developed.

Sincerely,



Michael H. Katcher
President and Regional Manager

cc: LeeAnne Wrenn
Director, Facilities Services

HERON POINTE

JOINT VENTURE

September 8, 1994

Mr. Leon Skiles
Project Manager
South/North Transit Corridor Project
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Skiles:

We are writing to comment on the Project Management Group's draft recommendation report for Tier I of the South/North Transit Corridor Study. We own the Heron Pointe Apartments which are located between 4970 & 5050 S.W. Landing Drive. It is the most northern cluster of residential units in the John's Landing neighborhood.

Earlier this year, we converted and sold 36 units in the two buildings closest to the river. They are now owner-occupied condominiums. We plan to begin Phase II - conversion of the other 48 units - as soon as the uncertainties of the South/North Transit Corridor Study are resolved. As you know, the Heron Pointe Apartments and Condominiums are in the path of any of the design options of a westbank alignment connecting with the Sellwood Bridge.

With regard to the PMG's recommendation, we are disappointed it does not address the Willamette River bridge crossing between Portland and Milwaukie. We urge you to make a decision on the bridge crossing in Tier I.

An earlier draft of the PMG report recommended the Ross Island Bridge area for further study in Tier II. This recommendation makes sense for a number of reasons.

First, a crossing in the vicinity of the Ross Island Bridge would allow service to two key areas: North Macadam and SE Portland neighborhoods. The North Macadam district includes large parcels of undeveloped riverfront property. Key property owners in that area want light rail service for their planned development. Southeast Portland neighborhoods also want light rail service and support a McLoughlin alignment on the eastbank to serve their area. And OMSI - a major tourist attraction - could be linked to LRT service with a shuttle.

Mr. Skiles
September 8, 1994
Page 2

Second, a Ross Island Bridge crossing avoids a slow, expensive and disruptive alignment through Johns Landing condominiums. In sum, Tri-Met's preferred design option for a westbank alignment – the Modified Masterplan Alignment – winds under and around residential units. It disrupts a quiet residential area, removes buildings, adds tracks and overhead wires to a neighborhood with underground utilities, reduces residential parking, and hinders east/west access to the condominiums from Macadam Avenue.

For these reasons and others, the Modified Masterplan alignment through Johns Landing is not supported by the community.

Third, the alignment for the Sellwood crossing is five minutes slower than any of the eastbank alignments, increasing travel time to and from Clackamas County and thus discouraging ridership.

Last, the Tier I technical data clearly lends itself to a Ross Island area crossing. As stated by Metro staff, the Ross Island river crossing alternative "exhibits similar capital costs, lower operating costs, higher ridership and higher cost-effectiveness than the Sellwood Bridge alternative." Metro data indicates the Ross Island area crossing would be nearly \$1 million per year less expensive to operate and serve 300,000 more annual LRT riders than the Sellwood Bridge alternative. Over time, that adds up significantly.

Another crossing option we think warrants consideration is the Caruthers crossing. Citizens for Better Transit has developed a crossing and alignment option that is viable and may better serve the Southeast Portland neighborhoods. The principal advantage of this crossing is the ability to serve OMSI directly. It does not serve fully the North Macadam district, however. In the event the Project Management Group is unable to narrow the recommendation to one crossing, we recommend the Caruthers crossing as a second alternative.

For these reasons, we urge the Project Management Group, as well as the Steering Group and Citizens Advisory Committee, to recommend for study in the Draft Environmental Impact Study (DEIS) a crossing of the Willamette River in the vicinity of the Ross Island Bridge. And we request this recommendation be made in the Tier I decision process.

Sincerely,



Eric van Doorninck
Partner



Paul Mayer
Partner



Michael Heijer
Partner

A SUBWAY VS A SURFACE LINE THROUGH DOWNTOWN PORTLAND

September 8, 1994

Page 1 of 2

My name is Richard Harris and I am a member of AORTA, the Association of Oregon Rail and Transit Advocates. I moved to Portland last May, and one reason I chose Portland is because of your progressive approach to public transportation, particularly rail transportation.

For the past nine years I lived in Tokyo, Japan and like most Tokyoites I spent more than two hours every day commuting by rail. As I used the system and studied the technical and physical details, I found the 12 subways so interesting that I wrote a book about them. Based on what I learned I believe that a subway through the downtown area will be of much greater benefit to the city and the ridership than a surface line, and I'll explain my reasons.

In Tokyo, around 1900, the rapidly expanding streetcar system and the exploding use of motor vehicles was creating so much congestion that urban transportation consultants from Europe recommended that all rail traffic in the central part of the city should be in subways. Tokyo agreed and opened their first subway in 1927. But it took many years and some help from WWII bombing to eliminate the 42 streetcar lines and replace them with subways.

Today, thanks to that decision, vehicular travel is possible through the city center, but just barely. Let me tell you about an experience I had. One Saturday morning about 9 o'clock I had to go by ambulance to my hospital across the city. Normally, I used the Seibu railroad and the Marunouchi subway line and the trip took 50 to 55 minutes. In the ambulance, with red lights and siren operating, it took us 1 hour and 40 minutes, about twice as long.

The following are my opinions about the advantages of a subway over a surface line through downtown Portland.

1. The streets will be free of large rail vehicles, allowing for the unimpeded passage of autos, busses, trucks and emergency vehicles.
2. LRTs can maintain a reliable schedule in a subway, unhampered by vehicles, weather conditions and emergencies like accidents and fires.

3. A surface rail line will increase the ambient noise level.
4. A surface line's overhead wiring can be unsightly.
5. Subways are free of traffic and pedestrian accidents.
6. Subway passengers are protected from inclement weather, both summer heat and winter ice, snow and rain.
7. For safety, the public areas in a subway can be closely monitored using closed circuit television, and the pictures can be transmitted to a remote monitoring site. It would be difficult if not impossible to monitor surface lines in this manner.
8. Subways can have direct entrances into hotels, public buildings and department stores. This encourages other businesses to locate in these underground areas that can be developed around subway stations, attracting shoppers and boosting the downtown area's economy.

Finally, I believe that Tokyo's decision to build subways instead of surface lines was a major factor in their remarkable postwar recovery. So please keep in mind that the decision you make will have a direct effect on many peoples lives for many years to come. The Ginza line opened 67 years ago and today it carries 1,140,000 people - every day!

Presented by:

Richard S. Harris
301 NW Eastman Pkwy., E-216
Gresham, OR 97030

A SUBWAY VS A SURFACE LINE THROUGH DOWNTOWN PORTLAND; Addendum.

Tokyo has two main subway systems; one, called TOEI, is owned by the city and has four subways. The other, a public authority called EIDAN, has eight subways. Additionally, there are six more subways; a short section with no stations connecting a main subway to a private railway, and the others have up to 5-stations. The small subways are owned by private railways and JR East. Thus, by definition, Tokyo has 18 subways. These subway lines total 165 miles and have 239 stations, 204 of which are under ground.

The "central part of the city" (paragraph three, page one) is commonly understood to be the area circumscribed by the JR (Japan Rail) Yamanote loop line. It is 22 miles in circumference and has 29 stations. Most of the stations are transfer points for the 12 subways, more than 12 JR lines and more than 12 private railway lines. The area would be roughly the same as between the Washington Park Zoo and Reed College on a west-east line and from the Sellwood bridge to near the Columbia river on a south-north line, or approximately 35 square miles.

SUBWAY RIDERSHIP (1990)

<u>Line Name</u>	<u>Riders/day</u>
TOZAI	1,246,000
HIBIYA	1,231,000
MARUNOUCHI	1,221,000
CHIYODA	1,184,000
GINZA	1,139,000
YURAKUCHO	753,000
ASAKUSA	550,000
MITA	466,000
SHINJUKU	460,000
HANZOMON	432,000
NAMBOKU & #12	100,000 (est. for new lines)
Others	<u>412,000</u>
TOTAL	9,194,000 (x365 = 3.36 Billion per year)



OREGON MUSEUM OF SCIENCE AND INDUSTRY

1945 SE Water Avenue
Portland, Oregon 97214-3354
503/797-4000

September 8, 1994

Leon Skiles
600 NE Grand Avenue
Portland, OR 97232

Dear Leon:

The Board of Trustees of OMSI is very concerned over discussions of a proposal to re-route the North-South spur of light rail to the west side of the Willamette. More than one million people visited OMSI last year alone, and it is critical that these people are served by light rail.

The property was originally developed with the assurance that the North-South route would pass by OMSI.

In addition, putting light rail on the east side of the river could have a tremendous impact in cutting automobile pollution. You can imagine the number of cars it takes to transport 1,000,000 people. Light rail could significantly cut that number, thus improving our air quality. There are many other businesses in this area which would benefit as well. Land between the Ross Island bridge and convention center is ripe for development. The many residents who live and work on the East Side deserve to be connected to the light rail complex.

We strongly urge you to consider this necessary service to residents and tourists, as well as to our young people, who use OMSI as a resource.

Sincerely,

A handwritten signature in cursive script that reads "Marilynne Eichinger". The signature is written in black ink and is positioned above the printed name.

Marilynne Eichinger,
President

Portland State University

P.O. Box 751, Portland, OR 97207-0751

LINDSAY DESROCHERS
VICE-PRESIDENT FOR FINANCE AND ADMINISTRATION

TESTIMONY ON THE SOUTH/NORTH LIGHT RAIL OREGON CONVENTION CENTER SEPTEMBER 8, 1994

Members of the Committee, my name is Lindsay Desrochers, Vice-president for Finance and Administration at Portland State University. I'm here this afternoon on behalf of President Judith Ramaley, 16,000 PSU students, and 1,600 faculty and staff to speak in favor of the proposed South/North line.

PSU has been involved in the development of the South/North line for a long time. As Oregon's urban university it is PSU's mission to work to enhance the capacity of the metropolitan region to address its concerns. Clearly as this region looks toward continued long term growth in population, one concern is adequate public transportation. Another reason for PSU's interest in the light rail project relates directly to our need to increase access to higher education. Clearly, if PSU is to continue to effectively meet the public higher education needs of the residents of the metropolitan area, we must be directly connected to the light rail system.

That's why we've worked so hard to show the need for the South/North line to stop at the PSU campus. It's good policy for PSU. Light rail is key to our efforts to minimize the number of automobiles on campus, plan for future enrollment growth, and implement the University District plan that was released in April 1994. It also is good transportation policy. PSU is a major destination (5 million visits a year) and many of our students and staff commute during non-peak hours, providing consistent ridership levels. A PSU stop will also strengthen a transportation link that currently exists with OHSU, one of Portland's largest employers. OHSU students and staff currently use a shuttle from PSU to reduce automobile traffic in the neighborhood surrounding that institution.

While we recognize that many decisions have yet to be made, PSU generally supports the Tier 1 recommendation of the Project Management Group. Specifically:

- o Bridge Crossing. The recommended Ross Island Bridge crossing would serve the PSU campus. Any of the options studied, except for the Hawthorne Bridge, would link the system to Portland State University.

- o North Terminus. PSU supports extending light rail to 134th St. and Washington State University at Vancouver. We know that's not possible given the competing demands for limited funds, so we support the Phase II recommendation. PSU and Washington State University are now working on many initiatives that will involve traveling between campuses. Access to light rail at both campuses will reduce the number of automobiles in the downtown area and facilitate more educational partnerships.

Our staff will continue to work with Metro staff as the planning process moves forward. PSU is committed to a South/North light rail system that not only makes sense for PSU, but also for the residents of Clackamas County, Clark County, and our downtown neighbors. A stop at PSU is only one part of the solution to the commuting problems faced by PSU students, staff, and faculty. Once the alignment decisions have been made, we want to work with those involved in the planning of the park and ride lots and to ensure coordination of all transportation modes.

Thank you for the opportunity to participate in this meeting. I commend you for the open process you've used to develop the recommendations and the many opportunities for public comment.

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214
(503) 232-1012 • FAX (503) 232-7399

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September 8, 1994

TO: S/N Transit Study Citizen Advisory Committee
FROM: Central Eastside Industrial Council (CEIC)
RE: Tier One Recommendations

Central Eastside Industrial Council (CEIC) has formally supported a light rail alignment from downtown Portland to Milwaukie via the Hawthorne Bridge since 1989.

We supported this approach because it:

- o provides service to southeast Portland (almost 30% of Portland's population);
- o provides service to the Central Eastside (an employment area with a potential for 38,000 family wage jobs; many employees live in the close-in neighborhoods); and
- o provides direct service to OMSI (the region's second largest attractor) and the proposed PCC Open campus.

After further review of the technical information being prepared by METRO, CEIC Land Use Committee and the Executive Committee has modified CEIC's position.

Our clear preference would be the development of an Eastside Connector during Phase I as a part of this EIS process. If an Eastside Connector cannot be developed during Phase I, then we support a new Caruthers Bridge. In either case, the alignment should extend east on Caruthers to the SP main line to 18th, and then south.

Although the Hawthorne Bridge has significant operational barriers, it should be continued forward as the low cost option. The Hawthorne Bridge could be developed in Phase I and a new bridge developed in Phase II. This would provide track for the Central City Streetcar and reduce the cost of this phase.

The Sellwood Bridge would be a significant violation of Portland Comprehensive Plan and would bypass much of southeast Portland to serve a very small area.

The Caruthers Bridge would serve the above objectives including direct service to inner-city neighborhoods and service to south downtown.

Much of our transportation planning, including the sizing of the improved McLoughlin Boulevard, has been based on the assumption that Southeast Portland will be served by a light rail spine.

PORTLAND'S
DIAMOND DISTRICT



CEIC

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8 Name Bill MEDAK Phone 721-4674

Address KAISER PERMANENTE 2701 NW Vaughn City/State/Zip Portland OR 97232

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

①

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date SEPT 8 Name Bob Boileau Phone 228-6444

Address 123 NW SECOND AVE pronounced → (Boyle) City/State/Zip Portland, Oregon

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

②

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9/8/94 Name Jennifer Ball Phone 274-9120

Address 900 SW 5th, Suite 2000 City/State/Zip Portland 97204

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Comments on behalf of Heron Pointe Apartments
owners - letter will be submitted.

3

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date Sept. 8, 1994 Name Dick Harris Phone 666-7450

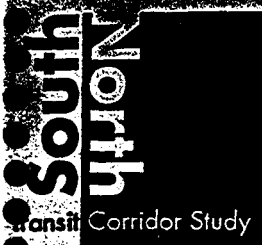
Address 301 NW Eastman Pkwy, E-216 City/State/Zip Gresham, OR 97030

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Written comments (3 pages) + testimony.

4



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9.7 Name DON McEILLIVRAE Phone 234.6354

Address 2339 SE YAMWILL City/State/Zip PTLD 97214

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(5)



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

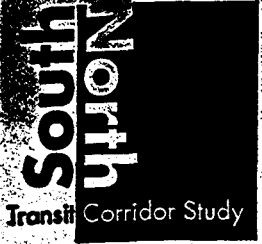
Date 9/8/94 Name Don Sterling Phone 233-4707

Address 178 S.W. Myrtle St City/State/Zip Portland 97201

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(6)



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name STAN LEWIS Phone 224-6502

Address 111 S.W. HARRISON #2D City/State/Zip Portland OR 97201

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Downtown Community Assn.

7



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/7/94 Name JIM HOWELL Phone 284-7182

Address 3325 NE 45TH City/State/Zip Portland 97213

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

8

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date _____ Name Marilynne Eichenger Phone _____

Address OMSI City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

9

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8 Name Lindsay Desrochers Phone 725-5444

Address PSU City/State/Zip Portland, 97207

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

10

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name MARTIN V. TAYLOR Phone 243-6831
Address 5630 SW RIVERSIDE LN City/State/Zip PORTLAND, OR 97201

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

WISH TO SPEAK RE ALIGNMENT CHOICE

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date Sept 8 '94 Name Keith Bartholomew Phone 597-1000
Address 534 SW Third, #300 City/State/Zip Portland, OR 97204

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8-94 Name Scott E. Sherle Phone 574-9254

Address 208 NE 78th St City/State/Zip Vancouver Wa

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I am a member of the Clatsop County GOP
Central Committee and urge a mailer of
all info to candidates for the NOV elections
so they can form an opinion on it

14

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8 Name Fred Gerber Phone 281-7369

Address 3215 NE 23rd City/State/Zip PDX 97212

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Blank lined area for handwritten comments.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9/ Name Keann MacCall Phone 233 7664

Address 2620 SW Georgian Pl City/State/Zip Portland, OR 97201

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Question re: property taxes

15

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8-94 Name ERNE MUNCH Phone 224-1282

Address 111 SW OAC City/State/Zip POA 97204

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

14

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9/8/94 Name Peter F. Fry for CEIC Phone 232-1012

Address PO Box 14251 City/State/Zip Portland, OR 97204

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

- ⇒ S/N transit - Southern Corridor
- ① Must serve OMSI / PCC open campus
 - ② Eastside Connector highest priority in Phase One if not in Phase One then
 - ③ Coruthers Bridge
 - ④ Go east on Coruthers to 18th

16)

South/North Transit Corridor Study Public Meeting

**Public Comments Received September 8, 1994
Oregon Convention Center, Portland, Oregon**

5:00 - 8:00 p.m.

Richard Parker spoke in support of light rail servicing OMSI and southeast Portland. Mr. Parker believes that no other facility on the east side could provide as much ridership as the OMSI facility. Mr. Parker continued to say that southeast citizens have paid for light rail transit everywhere else in the region -- it is time they are directly served. He believes a Hawthorne or Caruthers bridge crossing would adequately service southeast neighborhoods.

Terry Parker spoke in support of an Interstate Avenue alignment to the north and a McLoughlin Blvd. alignment to the south. Mr. Parker does not believe that a light rail line should run along side a freeway. In regard to downtown Portland, Mr. Parker supports a First Avenue or Front Street alignment. Those two alignments would be the quickest routes through downtown Portland, bypassing the congested areas of downtown Portland. He also added that the entire line should have equal design treatment to the downtown district (i.e, cobblestone streets, etc.).

Laura Campos, Board Member of the Corbett, Terwilliger, Lair Hill Association, spoke on behalf of herself as an individual citizen. Ms. Campos believes the light rail line should be run along the North Macadam area. Transportation problems have been delaying redevelopment in that area. Ms. Campos added that she believes adjacent neighborhoods would also benefit from a North Macadam line.

Ken Novack, President of the Schnitzer Group Properties, spoke in support of a North Macadam light rail line. Mr. Novack believes that the Macadam area could be available to meet the City of Portland's goals for housing and additional employment. However, only if transit is provided for the area. The Schnitzer Group has done modeling, similar to Metro's modeling, which concludes that the area would generate approximately 11,000 employees for the area. In addition, Mr. Novack stated that light rail in the Macadam area would create a great deal of economic development and ridership. Schnitzer Group Properties also supports a Ross Island Bridge crossing. Mr. Novack urged the Panel not to eliminate a Ross Island crossing.

Steve Shane, Vice President of Zidell Resources, reiterated Mr. Novack's comments -- believes that light rail down the Macadam corridor would enhance redevelopment opportunities in that area. Mr. Shane, as did Mr. Novack, emphasized the increased number of ridership a Macadam line would provide. Mr. Shane continued by recommending that Macadam should have a minimum of 3 light rail stations. Mr. Shane also recommended that a connection on the east side between the Oregon Convention Center to OMSI should also be studied. In regard to the bridge crossings, Mr. Shane does not believe that a Caruthers Bridge would serve the area.

Ken McFarling, representing of AORTA, presented criteria to the Panel for electric passenger railway in urban environments (see attached letter).

Larry Scruggs, North Portland resident, spoke in support of an Interstate Avenue alignment alternative. Mr. Scruggs believes that light rail is the wave of the future and should provide visibility, accessibility and hubs for social and retail areas. Mr. Scruggs does not believe that the Minnesota alignment alternative would adequately service the area.

Fred Nussbaum, representing AORTA, spoke in support of light rail transit in the Portland area. AORTA is a broad based citizens group which represents the entire state of Oregon. AORTA has a comprehensive view of transportation and are interested in promotion of transit and the rail alternatives. In particular, they are in support of a Oregon City southern terminus via McLoughlin Blvd. In regard to bridge crossings, AORTA would support the Caruthers Bridge option. AORTA believes that a Caruthers Bridge would adequately service OMSI, PSU and the Brooklyn Yards area. Mr. Nussbaum stated that AORTA is aware of the redevelopment opportunities in the Macadam area, but feel that an alternative mode (i.e., Central City Trolley) could adequately service that area due to the frequent stops that would be possible with a trolley system. AORTA has very strong support for a surface alignment through downtown Portland with an emphasis on getting light rail through the downtown area as quickly as possible.

Teddy Deane spoke in support of a McLoughlin Blvd. alignment with a north-end Ross Island Bridge crossing. Mr. Deane stated that a light rail line down Macadam would have sever negative impacts on the Miles Street/Miles Place neighborhood to include a decrease in property values and poor liveability.

Jim Howell, representing Citizens for Better Transit, spoke in support of an Oregon City southern terminus. Mr. Howell and the members of Citizens for Better Transit believe that stopping the light rail line at an auto-dependent shopping mall, Clackamas Town Center, would be a mistake and would not provide the ridership that an Oregon City terminus would. He continued by stating that a Clackamas Town Center southern terminus would only add to suburban development which would in turn create more automobiles. Mr. Howell also pointed out technical information included in the *Briefing Document* which states that ridership would double by having an Oregon City southern terminus vs. a Clackamas Town Center terminus. Concluding, Mr. Howell stated that going to Oregon City via Clackamas Town Center would not be a sensible route to Oregon City (Phase II Extension Recommendation).

Olec Rasmussen, Vancouver, Washington resident, spoke in support of a mass transportation system being installed that would create less air and noise pollution, as well as be the most cost effective. Mr. Rasmussen suggested that staff consult experts around the country before investing such a large amount of money on a system that may not work.

Gary Papers, Chair of the AIA Chapter of Urban Design, expressed the need for an emphasis on TOD potential and land use planning. Mr. Papers believes that light rail should be viewed as a land use catalyst, as well as a transportation system. Maximum ridership should also be a major focus. Mr. Papers continued by stating that light rail should capture as much of the population as possible and stations should serve a mixed array of community developments. He

continued by stating that he believes there is more ridership and development on the east side, while it appears the focus has been on the west side -- the only viable TOD on the west side would be the Schnitzer/Zidell properties. Mr. Papers concluded with his support for a downtown surface alignment vs. subway.

John Martinez, Interstate Avenue area resident, spoke in support of light rail going down Interstate Avenue. Mr. Martinez is a disabled citizen and expressed the importance of having a line that would directly service nearby hospitals. He also added that he believes an I-5 alignment would present more residential displacements.

Larry Mills, Chair of the Kenton Neighborhood Association, stated that the Association is working to enhance the liveability of the Kenton neighborhood which is identified in the Albina Community Plan. Mr. Mills expressed concerns that the Association has with crime, growth and economical development. Mr. Mills believes that planning and transportation must work hand in hand. The Association is in support of an Interstate Avenue alignment with a station in the Kenton Business District. Technical information states that the Interstate Avenue alignment would be a higher cost with less ridership -- the Association would argue with that. Mr. Mills concluded by stating that the Minnesota/Montana alignment would offer no advantages to their neighborhoods.

David Myers-Eatwell, Coordinator for the Kenton Action Plan, spoke in support of an Interstate Avenue alignment alternative with a station at the Kenton Business District. Mr. Myers-Eatwell stated that north Portland has been perceived as the city's dumping grounds and, if light rail transit bypasses the Kenton Business District, that picture will be magnified. It will also result in a loss to property and business owners.

Peter Ford, Southeast Portland resident and SE Uplift Board Member, spoke as a private citizen (not representing any organization). Mr. Ford works in the southeast McLoughlin Blvd. area and is interested in riding light rail to work. Mr. Ford is in support of the light rail line going down the Southern Pacific tracks, through Brooklyn Yards and down McLoughlin Blvd. He is in support of a Caruthers Bridge crossing, but would also support a Hawthorne Bridge crossing. Mr. Ford supports an Oregon City terminus via McLoughlin Blvd. vs. Clackamas Town Center southern terminus.

Kerry Chipman spoke on the proposed river crossings, representing various groups/organizations. The Corbett, Terwilliger, Lair Hill (CTLH) Board is in support of a Ross Island Bridge crossing. The Sellwood neighborhood does not support a Sellwood Bridge crossing due to the disruption it would create to their neighborhood and historical areas. The Southern Macadam residents are also concerned with the negative impacts a line would create. They are also concerned that their neighborhood will be used as a park-and-ride.

Pat McCurdy, Kenton resident and active member of the City of Portland's Working Group #5, spoke in support of an Interstate Avenue alignment alternative through the Kenton Business District. The Interstate Avenue corridor has been obsolete and under-used -- an Interstate Avenue alignment would promote improvements and community and business growth. Mr. McCurdy believes that an I-5 alignment would bypass his entire neighborhood and would create isolated

stations. Mr. McCurdy believes that safety should be a major issue in making station location decisions.

Ky Holland, previous Chair for SE Uplift, spoke in support of light rail in southeast Portland. Mr. Holland supported a Caruthers Bridge crossing, continuing on down McLoughlin Blvd. (possibly focusing on Brooklyn Yards). He opposes any possibility of a Sellwood Bridge crossing or the PTC line.

Steve Satterlee, Southeast Portland resident, spoke in support of a Caruthers Bridge crossing to serve inner southeast Portland neighborhoods. Mr. Satterlee also spoke in support of a McLoughlin Blvd. alignment and service to OMSI and the east side industrial areas. Mr. Satterlee is opposed to a Sellwood Bridge crossing.

Kathleen Stokes, representing the City of Portland's Working Group #1, stated that most of what they support has been expressed in earlier testimony. They are in support of light rail serving southeast Portland. They also see an opportunity for development in the north Macadam area. However, they do not believe that the South/North Transit Corridor line should run along the Macadam development area. In regards to bridge crossings, the Working Group believes that a Caruthers Bridge would best serve southeast Portland, as well as OMSI and PSU. They do, however, feel a Hawthorne Bridge crossing would also be feasible.

Scott Eaton, North Minnesota resident, spoke in opposition to a Minnesota/Montana alignment alternative due to the fact that his property sits in the path of that particular alignment. Mr. Eaton supports an Interstate Avenue alignment due to the growth potential, which would be forever lost with the Minnesota/Montana route. Mr. Eaton also agreed with earlier testimony regarding consulting international experts on the system.

Peter Fry, representing himself, spoke in support of light rail transit traveling up the east bank to SE 18th and Powell Blvd. and then west to the Caruthers Bridge, which would serve OMSI and PCC. Mr. Fry added additional support for an Eastside Connector being added to the Phase II process. Mr. Fry concluded by stating that he does not believe that cost of the study is an actual constraint -- he believes it to be more of the cost of development/staff.

Janie Wilson, business owner, expressed concerns that she has with the current max line. Her business is directly on the line and she has been experiencing problems with MAX riders parking in front of her business rather than utilizing the park-and-ride lot. She has notified Tri-Met and the City of Portland with hopes of pertaining a parking permit in her area. She wants the public to be aware of the negative impacts a rail line can have on a business.

Pam Arden spoke in support of an Interstate Avenue alignment. Ms. Arden believes that the Interstate alignment will have a positive impact on the neighborhood. Additionally, Ms. Arden added that the Albina Community Plan included the Kenton Business District due to the fact that it had a light rail option. Ms. Arden also stated that she believes that the information comparing I-5 to Interstate Avenue is inadequate -- staff should ensure that the public received the most accurate information available.

Marsha Everett, 45-year resident of the Kenton neighborhood, spoke in support of an I-5 alignment due to a proposed traffic light which would re-route traffic directly in front of her property. Ms. Everett also expressed concerns with having a direct route to work (downtown Portland). In regard to transit locations in the north, Ms. Everett believes that a station should be placed at the DMV on Columbia Blvd. rather than Argyle.

John Carroll spoke in support of a Ross Island Bridge crossing due to the potential economic development and additional housing and employment opportunities. Should the Ross Island Bridge not be feasible, he would then be in support of a Sellwood Bridge crossing alignment.

Douglas Klotz, Southeast Portland resident, spoke in support of a Caruthers Bridge crossing down McLoughlin Blvd. to 17th or 18th which would bring the line into the southeast Portland area. Mr. Klotz believes that this route would be the most cost effective and would provide service to the Brooklyn neighborhood and OMSI, and perhaps provide a station crossing Powell Blvd. It could also allow the line to, in the future, serve a Foster/Powell line. Mr. Klotz stated that a Ross Island Bridge would not serve the Brooklyn neighborhood. In regard to a downtown Portland alignment, Mr. Klotz would support a surface alignment with auto access completely removed from the Transit Mall.

Dick Noonan, Executive Vice President of Central Eastside Industrial Council, stated the Council had been in support of a Hawthorne Bridge crossing, but has since modified that position to now support a Caruthers Bridge crossing. The Council believes that the Caruthers Bridge offers the most advantages with the least amount of impacts and would also service OMSI and PCC, which will be in place by that time. In addition, Mr. Noonan supports an Eastside Connector.

Lois Achenbach asked that Leon Skiles, Panel Member representing Metro, to read her comments to the audience. Ms. Achenbach's support is for an Eastside Connector which is no longer under consideration. She also supports a Caruthers or Ross Island bridge crossing, with Caruthers being her preference.

Henry Kane stated that he believed a three-minute limit on public comments was not an adequate amount of time -- citizens should be able to speak longer, if they wish. Mr. Kane's major concern was with the costs related to the Columbia River crossing. Overall, Mr. Kane does not fully support the light rail proposal.

Ingrid Stevens, light rail advocate and member of the City of Portland's Working Group #1, spoke in support of a McLoughlin Blvd. alignment with a Caruthers Bridge crossing. In addition, Ms. Stevens also supports an Interstate Avenue alignment -- she does not support an I-5 alignment.

Other

The meeting was adjourned at 7:50 p.m.

bc



September 8, 1994

South/North Steering Group

I have strongly supported the South North light rail from Vancouver to Portland then on to Oregon City by way of the Caruthers Street Bridge by OMSI.

My involvement as a family business owner on the Central Eastside, a former Chairman of the Board of the Central Eastside Industrial Council, member of the Central City Plan Transportation Committee and presently an OMSI Board Member has kept me involved in this light rail issue since 1989.

I feel even more strongly now as OMSI has become a reality and is daily exceeding all attendance forecasts. Both citizens from Oregon and Washington and tourists to the Portland area are attending in greater numbers than projected. It only seems logical that the next light rail line should serve this \$40 million facility. When the facility was moved to the present location, it was with the assurance that light rail would stop at OMSI. Currently there are over 1 million visitors to this attraction and considerably more people including school children and other citizens from all over the Portland Metro and Vancouver areas are expected to visit OMSI by the time light rail is completed. No other single stop going south from Portland could provide as many daily riders to help pay for light rail as an OMSI stop.

In addition to OMSI, I believe it is now time for the people of Southeast Portland who make up the largest population block in Portland have the next light rail. The Northeast, Northwest, and Southwest areas of Portland have all been part of light rail. While the alternate route down the Westside of the river and across the Sellwood Bridge would serve a small corner of Southeast Portland, only the Hawthorne Bridge or the Caruthers Street Bridge route would serve the Hosford Abernathy, Brooklyn, Sellwood, Central Eastside and other southeast neighborhoods. This route would greatly relieve the traffic on McLoughlin Boulevard and the most

• EXECUTIVE OFFICES •

515 East Burnside • Portland, OR 97214-1183 • (503) 238-6464
PO Box 4487 • Portland, OR 97208-4487 • FAX (503) 238-6483

South/North Steering Group
September 8, 1994
Page 2

heavily traveled city bridge in Portland, the Ross Island Bridge. This route, although presently a few blocks away, is also the only one that may be able to serve the Tri-Met facility on 17th Avenue. Yes, the citizens in Southeast Portland also voted to have their tax dollars help complete Westside light rail. Now it's time that Southeast Portland citizens not be left out or bypassed again and that the next light rail line serve them and the light rail commitment be kept with OMSI.

I want to thank you for considering my positions regarding Eastside Light Rail. I urge you to keep in mind how important this would be not only to the citizens in Southeast Portland, but also to Portland Metro and Vancouver area citizens.

Sincerely,



R. H. Parker, Jr.
President

RHP:dmp

CRITERIA FOR ELECTRIC PASSENGER RAILWAY IN URBAN ENVIRONS

Route length ^{length of any major segment} should be little greater than straight line distance between end points.

Speed should be free of severe constraints due either to gradient or to curve radii.

Gradient departing from any station should be descending or nearly level.

Tangent distances ^{between curves long enough to allow for transition spiral easements,} Track alignment should avoid short radii curves to preclude noise while traversing curves, particularly within confined areas.

So-called acoustical barriers should be sparingly applied, if at all; they do far more harm than good.

In central city, difference in elevations of grades should separate railway traffic from off-track traffic.

Planning should take advantage of grade separation by designing central city station platforms sufficiently long to permit operating four-car trains, as San Diego and Sacramento systems already do.

Vehicle lanes should be separated from tracks for cars ^{adjacent} by means more effective than painted lines. ^{curbs, with roadway pavement kept below.} To dissuade vehicle drivers from intruding onto railways, pavement within track area should be confined to crossings for roads, bicycle paths, and walkways. Crossings should be at right angles or approximately so.

Train operation subject to at-grade intersections between roads and railways should occur only outside of central city, ^{with crossing preempted for trains, &} with sufficient distance between road crossings near stations to accommodate platforms serving four-car trains.

Environs of stations should be conducive to pedestrian movement and should include diverse facilities of value to patrons, so that a substantial number reach their destinations without having to transfer to other conveyances, ^{or walk distances} which are inconvenient, or made hazardous by vehicular traffic. ^{climb stairways,} Secure bicycle lockers should be provided for reasonable periodic charge.

Route design should enable patrons traveling between central city and points far beyond city boundary to avoid urban zone stops. Logical procedure may be to separate local and suburban routes: That's what proprietors of the privately funded electric railway between Oregon City and Portland did, benefitting themselves, their patrons, and the taxpaying public, into whose treasury they contributed instead of draining it of funds, as highway projects soon came to do.

These criteria are not necessarily all that I would recommend.

Kenneth McFarling
7417 S E 20th Av, 97202-6213
235 7032



TO: The Citizen's Advisory Committee
South/North Transit Corridor Study
Metro-Transportation Planning
600 NE Grand Avenue
Portland, OR 97232-2736

FROM: AIA/Portland Chapter Urban Design Committee

RE: Alternative Alignments Recommendations

DATE: September 8, 1994

Dear Committee Members:

The Urban Design Committee is a volunteer professional group of planners, architects and landscape architects which monitors and advocates a quality public realm throughout the Portland region. Transit alignments have tremendous urban design implications; well positioned stations are critical pedestrian public spaces; these stations can energize new and existing mixed use districts; and light rail alignments if located properly, can activate transit orientated community developments (TODS) which will help relieve the region's housing, auto congestion and pollution woes.

We have been monitoring the south/north process over the past two years and several of our members have detailed knowledge of the issues along the corridor. Based on this information and our experience with the successes and failures of the Banfield and Westside LRT's, we offer the following comments as you consider the recommendations:

1. TOD potential and land use planning should be more emphasized in alignment evaluations. If the region is to address sprawl comprehensively and fully capitalize on the massive public investment in light rail, it is imperative to think of light rail as a land use catalyst as well as a commuter devise. Too often alignments are selected primarily for ease of implementation, because of right of way convenience, political pressure or citizen opposition, literally the path of least resistance. Maximum ridership and community development potential must be equally factored in with the engineering, political and cost criteria. The region must capture more population within 1/2 mile of existing and proposed LRT lines, and stations should serve as the mixed use focus of community developments.

For example: comparing the Eastside vs. the Westside alignments through downtown and south, we believe there is more ridership, vacant land and community development potential on the East. The Central Eastside and other areas along McLoughlin Blvd have great potential to become TODs, yet have received superficial study as all emphasis shifted to the Westside. The Central

Eastside connector should be included in the current evaluation, especially when considering the enormous costs of a new bridge crossing and the possibility of an additional \$275. million for a downtown tunnel. The only viable TOD potential on the narrow, already developed Westside is the Schnitzer riverfront property at North Macadam. All alternatives should be evaluated based on objective criteria, not political forces. However, if the Westside alignment is pursued, the river crossing should occur in order to serve the North Macadam District, and at least two stations be located and coordinated with a TOD Master Plan for the Schnitzer parcel.

2. Alignments and stations should be positioned to not penalize transit users. Significant portions of existing and proposed light rail lines directly parallel major highways (approximately 60% of S/N alignments). The noise, fumes and difficult access make stations along highways completely unfriendly to LRT users. Developing mixed use TODs and housing adjacent to highways is very difficult. TODs should be 1/4 to 1/2 mile from arterial roads or highways. Stations should be at least 400 feet from arterials to encourage safe pedestrian access.

For example: Comparing the I-5 vs. Interstate Avenue alignments, north of downtown, we believe an improved, well designed Interstate has more promise to develop pedestrian orientated stations and TODs as land use transitions over time. Stations along I-5, especially if depressed to highway level, will be unfriendly and land use will change little directly along the freeway. Whenever the LRT leaves the highway, station and TOD potential must be maximized.

In summary, to further ridership and TOD potential, we recommend the McLoughlin Eastbank and the McLoughlin South terminus, the Highway 99 Vancouver alignment, the Interstate Avenue alignment, and a downtown surface option. We strongly recommend you balance your criteria more than seen on the Banfield and Westside: balance ridership with engineering efficiency, balance land use potential with transportation planning, balance long-term station and user amenity with first time construction costs. We look forward to reviewing TOD Master Plans, station designs, and other urban design issues in Phase II.

Sincerely,



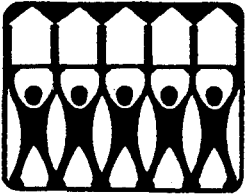
Garry Papers, AIA, Chair

American Institute of Architects/Portland Chapter Urban Design Committee

cc: Bob Hastings, AIA, President, AIA/Portland Chapter

Bill Hart, Director, AIA/Portland Chapter

Sandra Stevens, Executive Director, AIA/Portland Chapter



Southeast Uplift Neighborhood Program

3534 SE Main Street • Portland, Oregon • 97214 • Phone 232-0010

A non-profit coalition supporting citizen participation and community development in Southeast Portland.

September 8, 1994

Members of the South/North Transit Corridor Steering Group
Members of the Project Management Group
Members of the Citizens Advisory Committee
Staff members
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Members of the Steering Group:

The Southeast Uplift Board of Directors, at its September 1st meeting, voted unanimously to:

1. Endorse the recommendation by Eastside Community Working Group (CWG#1) that the Light Rail Transit line cross on a Caruthers Bridge and go south along McLoughlin, with the possibility of using the Brooklyn Yards.
2. Oppose any attempt to put the line crossing over the Sellwood Bridge.
3. Oppose using any portion of the Portland Traction Line.

Before we address each point in more detail, we would like to bring to your attention a statement made by the CWG to our Board in a September 1 memorandum: "We are interested in maintaining the quality of life in our growing city, and in alleviating the traffic congestion and air pollution that are products of unplanned growth. We believe in directing future growth in ways that will result in an appropriate scale of transit-oriented development, and providing transit access to residents and employers alike, while continuing to protect the integrity of our southeast neighborhoods."

1. Bridge Crossing and Alignment

We concur with the following rationale made by the Eastside CWG: The McLoughlin Alignment "is the alignment that best meets our goals and brings more of the benefits of light rail transit to southeast neighborhoods" and the Caruthers Bridge option will "best meet...the goals by providing a high level of access to the residents and employers of inner southeast

neighborhoods. This alternative also appears to provide the most opportunities for transit-oriented development by locating stations in the OMSI area and possibly the Brooklyn yards..."

We have consistently stated our desire to see the line run along the east side of the Willamette River to serve, not only our residential, commercial and industrial areas, but our exciting new facilities, OMSI and the new Portland Community College within our coalition boundaries, and the Convention Center, just outside our boundaries, but still of major concern to our neighborhoods.

Our understanding is that when OMSI was still in the design stage at least some portion of the approval was contingent on OMSI's including an area for a light rail station. As a major regional facility, which likely based part of its decision to move from Washington Park to this location on the receipt of light rail service, OMSI certainly should merit the consideration of a rail line to link it with other facilities of regional scope and importance.

While we believe that the availability of federal funding will be based more on cost and ridership than on economic development, we believe a paragraph from the 1991 Komar Associates' Report* accurately reflects our point of view: "if the primary goal [of a transit corridor development strategy] were to use the LRT as an economic development tool in a broad strategy to revitalize an area, then the McLoughlin alignment would be a more logical selection. A LRT line is not essential to the economic revitalization of North Macadam. Major development of the North Macadam area will go forward with or without LRT. Also it can be expected that the southern end of the Macadam corridor will continue to gradually upgrade. However, if the McLoughlin alignment were selected, and supported by major land use policy changes around key station areas, including higher densities at stations like OMSI, Tacoma and McLoughlin, then a LRT line could help revitalize that part of SE Portland."

2. Sellwood Bridge

- a. We support the SMILE Neighborhood Association's desire with respect to the alignment and designation of Tacoma as a District Collector in the future.

We are aware that one argument in favor of crossing at the Sellwood Bridge is the limited life span available to that bridge. By leveraging transit funds, the argument goes, the region will get not only the rail line, but a new bridge for cars, bikes and pedestrians as well. There is another compelling argument for this crossing, that a Macadam line has greater development potential than an eastside line.

The Sellwood-Moreland Neighborhood Association has consistently opposed any attempt to increase the transit or traffic designation of Tacoma Blvd. Indeed, the neighborhood successfully argued in favor in downgrading Tacoma from its current designation as a major City Traffic Street to a District Collector Street in the City's Transportation Element of the Comprehensive Plan. The Explanation notes that "The intent of this policy is to appropriately classify SE Tacoma Street as a District Collector Street, in order to guide land use development patterns along SE Tacoma, and to discourage auto-oriented land use development and plan amendments. However, the policy recognizes that Tacoma will function as a Major City Traffic Street until an alternative bridge location is identified and constructed."

Neighbors in the SMILE neighborhood of Garthwick have also adamantly opposed any attempt to run the LRT line alongside either their northern boundary or their western boundary with the river.

- b. We support also the desire by our other neighborhoods to have the LRT run through their neighborhoods.

Our argument has already been addressed in #1 above, but it is germane to the Sellwood Bridge crossing as well.

3. Portland Traction Line

We agree with the arguments and disadvantages in the August 15 Briefing Document, Tier I Technical Summary Report. We find the disadvantages compelling, particularly those relating to possible environmental degradation and the inability to shape and support transit-supportive land use patterns and urban development or redevelopment. We do not believe this route will be economically and demographically efficient enough to justify using this as a route - pretty for commuters, but ineffective as far as the purpose of a rail transit line.

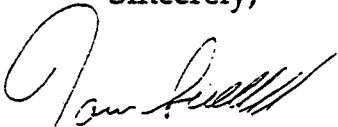
In conclusion, we think you might find interesting the following quote from an 10/6/89 letter to Commissioner Earl Blumenauer from Gretta Grimala, then Southeast Uplift's President, and Bob Elliott and Linda Bauer, then the Land Use Committee Co-Chairs: "The Southeast Uplift Board of Directors and Land Use Committee have carefully considered the proposed westside alternative route for the Milwaukie Light Rail line. While we support the concept of an of an integrated regional rail system, we are opposed to consideration of this alternative route as part of the Milwaukie line....Both North Macadam and Southeast Portland can and should be served by a light rail line. However, to attempt to meld two distinct transportation corridors into a single corridor where one is destined to lose insures conflict and loss of support...Regional experience with the existing light rail line indicates that development and redevelopment follow the selection of a transit line

alignment. Southeast Portland neighborhoods will benefit greatly from that type of economic development. In addition, both the OMSI site and the Central Eastside Industrial Area will be enhanced by the service of a light rail line. We believe that the eastside alternative routes are more appropriate because the line would then serve a significant portion of Portland's population which is not already served by an interstate highway...Southeast neighborhoods are indeed excited about the possibilities of increased light rail service throughout the region."

Although this letter was written almost 5 years ago, we still concur - and hope to persuade you - that a line along the east side of the Willamette River - in this case, along McLoughlin Blvd from a new Caruthers Bridge - is in the best interest of the city and the Metro region.

Thank you very much for the opportunity to respond to this very important issue.

Sincerely,



Tom Gruenfeld
President

cc City of Portland Mayor and Council Commissioners
Presidents, Hosford-Abernethy, Brooklyn, Sellwood-Moreland, Reed,
Eastmoreland Neighborhood Associations and Central Eastside
Industrial Council

* *Light Rail Transit Corridor Development Feasibility Study for the Proposed Milwaukie and Vancouver Corridors with Addendum on Alternative East-West Segments for Vancouver-Williams Alignments*, Prepared for City of Portland Office of Transportation by Komar Associates in association with M. Abbott & Associates, January and July, 1991.

2715 N. Terry St.
Portland OR 97217

To whom it may Concern:

My husband and I favor the Interstate Avenue location of the South/North light rail.

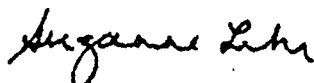
We feel that the existence of the light rail directly along one of our major streets will positively impact the business and residential districts which we are working hard to revitalize. The Interstate Avenue alignment makes the most sense, since it is along a direct route from Downtown to Vancouver. While this line will certainly alleviate congestion along the north/south traffic corridor, it can itself be an attraction if it provides access to local Portland shops and businesses that are not usually as accessible.

The Interstate Avenue business corridor grew up around the north/south traffic that filled the area when it was one of the primary routes to Vancouver. Since the Interstate freeway went through, the business potential of this area has laid dormant, waiting for a spark to trigger its return to a robust commercial zone. The light rail alignment along Interstate Avenue would allow this to happen.

Other alignments forgo all the benefits of the Interstate route, along with creating new problems. The primary alternative alignment (along I-5) would do nothing to revitalize the North Portland neighborhood. It would create problems of safety and comfort for those living along the track, since the train would be hidden from the watchful eyes of the neighborhood. Pedestrian corridors to access terminals along this route would also be well-hidden and hard to patrol. In the same manner that I-5 divided and drained the life out of the community it bypassed, so would any light rail alignment through North Portland that does not take a surface route down Interstate Avenue.

Please put your support behind the Interstate Avenue alignment for north/south light rail.

Sincerely,



Suzanne Lehr


Jay Lehr

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name JERRY PARKER Phone 284-8772
Address 1527 NE 65TH City/State/Zip PORTLAND OR 97213

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

ORE CITY VIA McDOUGHLIN NORTH VIA
INTERSTATE - SAME AMMENITIES +
EQUAL SERVICE FOR ENTIRE LINE

2

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date _____ Name RICHARD H. PARKER Phone 238 6476
Address 515 E BURNSIDE City/State/Zip PORTLAND

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

OMSI & CENTRAL EASTSIDE POSITION

1

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 8 SEPT Name Steve Shane Phone _____
KEN NOVACK
Address _____ City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

4

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9/8/94 Name Laura Campos Phone 241-4933
Address 3419 SW First City/State/Zip Portland, OR 97201

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

3

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8-94 Name Larry Scroggs Phone 283-7273

Address 5000 N. WILLAMETT BLVD City/State/Zip PORTLAND OR 97203

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Strongly support the Interstate Ave
Route through N. PORTLAND.

6

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 1994 09 08 Name Ken McFarling Phone 235 7032

Address 7417 SE 20th Av City/State/Zip 97202-6213

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

5

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Teddy Deane Phone 246-4739

Address 0255 SW Miles City/State/Zip Portland OR 97219

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Greenway Concerns
Right of Way
Construction

8

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Fred Mussbauer Phone 292-5549

Address 6910 SW Barnes Rd City/State/Zip Portland 97225

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

7

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-8-94 Name OLE K RASMUSSEN Phone 206 694-5958

Address 100 S BEVINE RD City/State/Zip VANCOUVER WA 98661

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

10

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name JIM HOWELL Phone 284-7182

Address 3325 NE 45TH City/State/Zip PORTLAND OR 97213

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

9

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-8-94 Name John M. MARTINEZ Phone 286-4060

Address 6814 N Greenwich City/State/Zip Portland, OR 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I feel That The Need For LRT Along The Interstate Corridor is Much Better for Beauty And For Disabled Access to Hospitals as opposed to I-5 (plus the Visiability of LRT would Be Greater) I HAVE Never ridden an ~~empty~~ Empty #5 Interstate Bus

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 8-SEP Name GARRY PAPERS Phone 232-7297

Address 315 SW FURTH City/State/Zip PDX 97204

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 8 Sept 94 Name David Myers-Eatwell Phone 289-6683
Address 2601 N. Wilkes City/State/Zip PDX 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

13

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-8-94 Name Larry Mills Phone 285-0386
Address 1406 N. Winchell City/State/Zip Portland, OR 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

12

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8 Name KERRY CHIPMAN Phone 227-5238

Address 5250 SW LAUDING City/State/Zip PDX, 97201

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

15

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Peter Ford Phone 231-3830

Address 3815 SE 31st City/State/Zip Port OR 97202

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

14

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Ky Holland Phone 2365595

Address 4106 SE Lincoln City/State/Zip PDX 97214

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

See SELL letter 9/8/94

A) Support CWB #1

B) Oppose use of Sellwood Bridge

C) Oppose use of Tractor Lane

(17)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Pat McCurdy Phone 240-2787

Address 2652 N. Arroyo City/State/Zip PDX 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

The Interstate Avenue alignment is the
best for the Kerner neighborhood. Although,
the cost is more, the benefits to the
community will outweigh this

(16)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Kathleen Stokes Phone 233-0805
Address 1925 SE 18th City/State/Zip Portland, OR 97202

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Sellwood Moreland is opposed to any route
that will have a negative impact on natural
or cultural/historical resources in our neighborhood.
We believe that both the Oaks Bottom & Sellwood
Bridge options would result in such negative impacts.
We feel that a McLaughlin alignment has the
advantages of serving SE Portland & providing
opportunities of development.

(14)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8 Name STEVE SATTERLEE Phone 271-5795
Address 3805 SE LIEBE City/State/Zip PORTLAND, OR 97205

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

REED NEIGHBORHOOD ASSC.
IN FAVOR OF CARUTHER ST
BRIDGE CROSSING TO SERVE
INNER SOUTHEAST PORTLAND
NEIGHBORHOODS. STATION OPPORTUN-
TIES AT OMSI + BROOKLYN
YARDS VICINITY.

(18)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Peter F Fry Phone 274-2749

Address 722 SW 2nd # 330 City/State/Zip Portland, OR 97204

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(21)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 8 SEP 94 Name Scott W. Eaton Phone 331-0321

Address 5023 N. Minnesota City/State/Zip Portland, OR 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

My interest in the North/South LRT is that I am a homeowner on N. Minnesota street in the path of the LRT. I contend that the 1.5 to 2 minute ride time difference between the Minnesota and Interstate options is not significant enough to sacrifice the potential, long-term development that the highly-visible, accessible N. Interstate Ave route would provide.

(20)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-8-94 Name Pam ARDEN Phone 289-9475

Address 1817 N. WINCHELL City/State/Zip PORTLAND, OR 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(23)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Janie M Wilson Phone 231-9755

Address 6011 NE Oregon #6 City/State/Zip Portland, OR 97213

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(22)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8-94 Name John Carroll Phone 228-7276

Address 206 SW Broadway #600 City/State/Zip PORT. 97205

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(25)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8-94 Name Marsha Everett Phone 289-7554

Address 1616 N WILLIS City/State/Zip PDX, 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I DO NOT WANT ROUTE #1 through North Interstate
I would prefer #2 along I-5.
FIG 3-8 shows the PROBLEM AREA WITH THE
PURPOSED ONE TRAFFIC SIGNAL which would
re route traffic in front of my house

(24)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 8 SEP 94 Name DICK NOONAN Phone 232-1072

Address CEIC City/State/Zip _____

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

(27)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8-94 Name Douglas Klotz Phone 233-9161

Address 2630 SE 43rd Ave. City/State/Zip Portland, OR 97206

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Choose the Canuthers bridge to cross
the Willamette,
Do not ~~widen~~ narrow the 5th &
6th Ave sidewalks in Portland's
Transit Mall, except where there
are now no auto lanes.

(26)

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date Sept. 8, 1994 Name Lois Achenbach Phone (503) 281-0063
Address 2005 N.E. 46th Ave. City/State/Zip Portland, OR 97213-200

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Although I would prefer the North/South LR to stay on the east bank of the Willamette, I recognize that that will not happen with the current planning. However, I do have preferences of the options given: of the south Willamette River crossings, the Caruthers Bridge seems best and the Ross Island Bridge second; I see no great benefit at this time to a Clackamas Town Center or I-205 route; an Oregon City terminus makes sense; —over—

I am opposed to a subway route through downtown—mostly based on cost, but also because I believe LR should be visible; I prefer the Interstate Avenue alignment—again because of visibility and to keep the LR at grade with bus lanes, pedestrians & bicyclists.

South/North Transit Corridor Study

Planning Department

Metro

600 NE Grand Ave.

Portland, OR 97232-2736



METRO

Recycled paper

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name Ingrid Stevens Phone 771-8230

Address 3623 S.E. Ogden City/State/Zip Portland, Or. 97202

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

favor Caruthers bridge + McLaughlin
alignment - PSU, OMSI, PCC campus on east side
inner southeast neighborhoods
NE Interstate alignment - to help revitalize
old historic neighborhoods, ^{draw} ~~bring~~ them into
the greater Portland community more
to serve more directly the ~~city~~

29

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/08/94 Name FENRY KANE Phone 643-8854

Address 12077 SW Grand City/State/Zip Beaverton OR 97008

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

20

Section Two

Summary of Comment Cards

Summary of Comments Received During Tier I Open Houses (July 26 - July 28, 1994)

Date Received	Name & Address	Comments
7/26/94	Scott Kaden, 2221 SE 37th Ave, Ptd, OR 97214	Thinks it's very important to serve all "attractors", esp. Portland State Univ.!
7/26/94	Janie Wilson, 6011 NE Oregon #6, Ptd, OR 97213	Wants to see Transit Station Permit Zones, to protect business and neighborhoods from MAX riders parking in needed business and residential parking. Make Vancouver Line go through Vancouver to Vancouver Mall and back down I-205 with a Portland Airport extension, so it comes full circle back to Portland. Make it so people in Gresham can more easily get to Vancouver and visa-versa. Strongly suggests re-doing the Ross Island Bridge for safety reasons.
7/26/94	John Hammond, 3105 NE 25th, Ptd, OR 97212	Concerned that the project will be done right, avoiding irreversible slide into a "metropolitan wasteland", created by too much reliance on personal auto travel.
7/26/94	S.D. Garbarino, 7821 SE 36th, Ptd, OR 97202	1. Forget the CBD/Subway idea. Too much \$. 2. Likes the Ross Island Bridge crossing best. 3. Route via McLaughlin, W/A Station at Bybee.
7/26/94	Fillard Rhyne, 2644 SE 50th, Ptd, OR 97206	De-prioritize auto transportation; above ground option for downtown good for visibility, convenience; remember PSU; new bridges should have "copious" room for bikes and peds; don't narrow downtown PDX Mall sidewalks
7/26/94	Jim Middaugh, 3055 NE Davis, Ptd, OR 97232	Maps need legends for explanation!

7/26/94	Susan M. Brown, 9615 N. Kellogg, Ptlid, OR 97203	Go to OR City for South Terminals; don't go through Oaks Bottom (wildlife area); cross at Sellwood Bridge. Go to Clark Cnty Fairgrounds (would increase ridership a lot). Doubts a downtown subway would be advantageous b/c of cost. Prefers I-5 as more pedestrian friendly.
7/26/94	Gary J. Hancock, 1805 N. Ptlid Blvd., Ptlid, OR 97217	Wants to see Portland and Vancouver Line go through Kenton Bus. Dist. in either option. Prefers Interstate Route. All bridges should be biker/walker friendly. Plan for Airport to St. Johns Cross town lane for future. <i>Don't give up on infill and higher density housing in N. Portland!</i> Also, allow housing commercial parks and heavy industry to better mix.
7/26/94	Douglas Klotz, 2630 SE 43rd Ave., Ptlid, OR 97206	Maintain Brookly Yard and/or SE 17th Ave alignment from Clinton South to Holgate. Will have higher ridership. Maintain downtown sidewalks as wide as possible. Don't add auto access lanes anywhere except hotels and parking garages.
7/26/94	Troy Bowers, 121 SW Salmon, Ste 1020, PDX, 97204	1. For Vancouver to 179th- Choose I-5 alignment due to faster rides, more ridership, lower costs. Access to commerce available through bus/walking from transit stations. Surprised over Portland to Vancouver- thought Interstate would be more attractive. Access to East and West of I-5 is imp.



"	"	2. Choose surface alignment for downtown PDX, minimize existing surface traffic through design. Make more user friendly. Four minute delay is not an impact for most CBD destination commuters.
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Date Received	Name & Address	Comments
"	"	3. McLaughlin alignment superior for all reasons except loss of 50 sites. Prefers Caruthers Bridge Crossing most, Ross Island second. Caruthers serves OMSI.
"	"	4. Option 2 88th Street Terminal seems to be best. Seems wise to extend beyond the downtown Vancouver area for extra ridership and access to developing areas.
7/26/94	Christopher Bruer, 9924 SE Stanley, Milwaukie, OR 97222-4249	Very informative. How can I help?
7/26/94	Tom Tucker, 8812 NW Springville, Ptltd, OR 97231	Wants to see computer models/map showing projected accessibility for pedestrians who walk 1/2 mile max. Should be used to select route and transit stations. Consider mixed use zoning changes up to 1/2 mile from routes to see if analysis changes from merely projecting current zoning use into the future. Mixed use housing/business is best to use/locate rail and to provide places for people to live w/o having to drive to work, shop, etc.
7/27/94	Thomas Friedman, 2818 SE Blairmont Dr., Vancouver, WA 98684	Go to Clark Cnty Fairgrounds to alleviate congestion due to cars leaving/entering I-5 at 134th. Have service 100ps i.g. double alignments with peak hour split service 7.5 mins. departure from terminals w/ 15 mins departures from 5th. On split line, keep option open to run trains from cc to Hillsboro direct (no passenger transfers). Definitely keep I-205 alignment options open.



7/27/94	Marvin Benson, 310 E. 20th St., Vancouver, WA 98660	Prefers downtown Vancouver alignment to main St, allowing access to on-street parking. Would use Lightrail from Vancouver to Westmoreland in Portland.
7/27/94	Tim Gould, 2022 E. 6th St., #8, Vancouver, WA 98661	Low draw bridge across Columbia should be used for MAX entrance to Vancouver. Route should then, from transit center, run NORTHBOUND on Main Street, while the SOUTHBOUND line runs on Washington St. This continues to McLoughlin. From here it should go either 2-way on Main or coupled on one-way lines on Main and B-way to 39th. The Northern terminal should be no further from 88th to Hazel Dell. Would rather see the line go through Vancouver Mall to serve residents than continuing beyond 88th street. If funds allow, a split with/one end at 88th St. and one at Vancouver Mall is preferred.
7/27/94	Sue J. Connard, 2501 NE 57th, Vancouver, WA 98663	Vancouver CBD to 179th- Favors the I-5 option Eastside. Portland CBD Alternative- Continue study for subway. Interstate 5/Interstate Ave.- Favors Interstate Ave 2 lane. N. Study Terminus- LR to 88th St.

7/27/94	Doug Ballou, 3109 NE 96th St., Vancouver, WA 98665	Favors Vancouver alternative to 179th St. at the Clark County Fairgrounds over the Vancouver Mall alternative b/c a route from the airport up 205 to the Mall will eventually serve that area and easily be extended to I-5/I-205 interchange at 134th Street and connect with the I-5 North route. Favors small shuttle buses that frequently move through neighborhoods to tie in with lightrail, rather than Park and Rides.
7/27/94	Rob Dreyfuss, 2104 NW 127th, Vancouver, WA 98685	Do it! First up to 88th St. Further later on. There is no alternative to LRT. Go up Highway 99.
7/27/94	Don Cannard, 2501 NE 57th, Vancouver, WA 98663	Use existing I-5 Corridor wherever possible. Subway down to PDX. Thinks we're at the point where LRT and High speed RR should be under one agency to be most efficient. Good idea. Do it.
7/27/94	Oliver Hidden, 2610 Kauffman, Vancouver, WA 98660	Do it before it gets too expensive and Federal and State money dries up.
7/27/94	Hal Teethof, P.O. Box 1602, Battle Ground, WA 98604	Should have done this years ago. Definitely needs to tie in to Vancouver Mall. *Should also be run to Battleground and take advantage of existing RR right of way before it gets away from RR/Travel use.



7/27/94	Greg Emetaz, 5820 Montana Ln, Vancouver, WA 98661	<p>1. Strongly supports Interstate Ave. alignment for North/South LR line. Would promote retail and housing development along Interstate Ave by bringing large numbers of pedestrians. Would also make the interstate more pedestrian friendly. <i>The I-5 alignment is at best fast and at worst dangerous. Putting the line through a virtual wasteland will not stimulate growth, will not be pedestrian friendly, and will be a vacuum waiting for crime.</i></p> <p>2. Also, place the SR 500 alignment along FourthPlain for the same reason.</p>
7/27/94	Ken McGowen, 2420 NE 189th, Ridgefield, WA 98642	<p>Prefers the 179th (Fairgrounds) Terminus. Second choice is 134th St. Terminus. Why not a LRT Station near Kline Salmon Creek Park? Believes the route should be I-5 (on the east side) for closer access to the commercial facilities. The Columbia River crossing should be high span over the navigation channel.</p>
7/27/94	Max Johnson, 401 E. 22nd St., Vancouver, WA 98663	<p>Strongly supports the Lightrail. Feels that it should go at least as far North as WSU campus (134th), and along Old 99 Hwy.</p>
7/27/94	No name provided	<p>Prefers I-5 to serve businesses. Suggests more interconnections in bus runs so you don't have to go downtown. CTran needs to service more multi-family areas such as North of Vancouver Mall. Prefers both North and South and Vancouver Mall. Please shorten North/South and include the Mall.</p>

7/27/94	Kurt Weagner, Address illegible	Would like a more careful look at 99th St. terminus as opposed to 88th as Park and Ride access is considerably better at 99th, given work now underway. Priority selection should be based on lifecycle O and M cost, not capital cost up front.
7/27/94	Sarah Baldwin, 4304 Mc Callister, WA 98671	"As the mileage of service changes in either state, the percentage of funding has to be changed so neither state is paying for service in another state."
7/27/94	Roland Emetaz, 5324 Idaho Ct, Vancouver, WA 98661	Is pro Lightrail. Suggests letting people know that it will cost taxpayers less to build the rail than it will to expand and repair freeways. Believes many people don't realize the long term cost savings.
7/27/94	R. Jongeward, 8012, NW Bacon Rd., Vancouver, WA 98665	Continue to keep us informed! Excellent mtg, informative, well organized, good materials and maps! Wonders if population projections into 2010 justify eliminating the 205 corridor. Doesn't think there would be much difference between an East or West I-5 route.
7/27/94	Hazen Hyland, 2721 NE 150th, Vancouver, WA 98686	In my opinion, the I-5 corridor is the most feasible option. It should definitely extend to 179th St. in order to serve the vast influx of riders coming from the north, east, and west areas. With "WSU" going in now, it is critical.



7/27/94	Frank Funk, 11916 NE 99th, Vancouver, WA 98682	"The plan for Clark Cnty does not meet the need. It is designed for shoppers, not commuters. If it can't serve the commuters, don't waste the tax-payers money. Running through the core of Vancouver is a waste. Better to stay with all bus transportation. Railroads are in the business of making money. Use these railroad abandoned right-of-way. Use Lewis and Clark Railway.
7/27/94	Everett Cook ,300 NW 95 Circle, Vancouver, WA 98665	Great presentation. Thinks transit line along I-5 North is best. Terminus at Vancouver Mall would cover best future growth. Believes we need progress past proposals to the actual engineering and rightaways.
7/27/94	Kurt Creager, 500 Omaha Way, Vancouver, WA 98661	Terminal at 88th St. seems to have best long range operating and maintenance cost-benefit. This will be most affordable. Will also allow for expansion to 179th later.
7/27/94	Jack Wiberg, 2717 NE 99th, Vancouver, WA 98665	Is against putting in a Mass Tran Line in Vancouver. If a Mass Tran Line must be put in, suggests it goes as far as 134th, b/c of the new college soon to be built.
7/27/94	Warren Grams, 2807 NE 99th, Vancouver, WA 98665	Suggests running it to 134th St., North of Vancouver, at least for now.
7/27/94	Patty Kerns, 2800 NE 46th St., Vancouver, WA 98663	Excellent charts and friendly helpers.
7/27/94	Jim Howell, 3325 NE 45th Ave., Portland, OR 97213	Please see attached for extensive comments.

7/27/94	Anthony Birch, 1800 E McLoughlin, Dean of Administrative Service, Clark County College, Vancouver, WA	Clark College strongly supports the use of the I-5 corridor North to at least 134th St. for the light rail. The college has a head count of 11,000 students, plus many visitors and facility users. WE also need easy connection to WSU-V Salmon Creek to serve all the students going back and forth.
7/27/94	Shari/Steve Hildreth, 667 K St., Washougal, WA 98671	Is a member of the Clark County Bicycle Advisory Committee. Very concerned that the needs of bicyclists be addressed--especially commuters. Also, concerned that major employment centers in Clark County be serviced by bus and/or Lightrail. Feel that the service in east county is lacking, even though it is where the county's largest employers are situated. Favor any proposal that will benefit east county.
7/28/94	Lillie Moore, 4001 SE JCB, Milwaukie, OR 97222	"Please do not go along Johnson Creek Blvd." Says it's too narrow, crooked. Suggests placing it along the old transit roadway. Suggests putting a high hedge in between the two to muffle the noise and keep it scenic.
7/28/94	Lynn Sharp, 10906 SE 54th Place, Milwaukie, OR 97222	Is very concerned about the environment if the Clackamas Town Centre Terminus and Harmony Road alignment are chosen. South of Harmony Road route will have "significant adverse environmental effects" on the new N. Clackamas Regional Park and the district will fight a S. alignment.



7/28/94	Judith Ervin, 18140 Stonewood Dr., Gladstone, OR 97027	LRT must extend to Oregon City, at the very least. Wants more study done before further comments can be made.
7/28/94	Name and address illegible	<ol style="list-style-type: none"> 1. Be sure to go to Oregon City via I-205. 2. Go below Clackamas Town Center where you have 3 alternate routes (short distance). 3. Suggests listening to Clackamas County Citizens for Light Rail.
7/28/94	John Kauffman, 11105 SE Home Ave., Milwaukie, OR 97222	If there is not enough money for Oregon City, at least extend it to Town Center. Concerned about the use of Washington St. and the "bridge" over 224 at the shopping center.
7/28/94	Forris Frick, 11658 SE 35th, Milwaukie, OR 97222	Section leading down Washington St in Milwaukie would cause major problems with traffic and access to Milwaukie high school. Better flow would be to keep this spur on 224 and Railroad Ave.
7/28/94	Gerals Nielsen, 10031 SE 70th, Milwaukie, OR 97222	<ol style="list-style-type: none"> 1. Keep in mind that eliminating even car trips to the LR station should be priority, especially when the line runs through areas zoned HDR today. 2. The Clackamas Town Center terminus seems the logical point out of milwaukie.
7/28/94	Brian/Cathy Belt, 2303 SE Lindenbrook Ct., Milwaukie, OR 97222	Don't want to see Portland Traction line used for Lightrail. Use it for a bike/walk path. Hook up with Springwater Corridor.
7/28/94	Tom Dietz, Milwaukie, OR	Informative. Sounds expensive.

7/28/94	Glen Laubaugh, 4903 SE Meldrom, Jennings Lodge, OR 97267	Reduce costs of bridge crossings by making LRT use same bridge sub-base and build new bridge upon the concrete supports. This cuts down underwater work. Surprised elevated line not considered. Stations downtown <i>way too close</i> to even be considered an option there.
7/28/94	Jennifer Pettit, 16250 SE Arista Dr., Milwaukie, OR 97267	Would like to see Clackamas Town Center area covered. Thinks the Oregon City ⁸ to Clackamas Town Center to Milwaukie to Portland route is most sensible. Would like to see the PTC line dropped formally.
7/28/94	Jay Watts, 9844 SE Talbert Dr., Clackamas, OR 97015	A majority of growth will take place in East Clackamas county. This is why the Eastern most alignment should be selected. A Town Center or I-205 option would prevent riders from driving through existing problems intersections to park and ride.
7/28/94	Roxy Hilton Averill, 4320 SE Boardman Ave., Milwaukie, OR 97267	1. First choice: I-205 to Oregon City from Clackamas Town Center. Supports highest level of growth and ridership potential as well as enough places to park and ride. 2. Second choice: Milwaukie to Oregon City via McLaughlin.
7/28/94	Sharon Coverstone, 12111 SE Grove Loop, Milwaukie, OR 97222	Route 28 should run later at least until 10 p.m. (to go to Aquatic Center and CTC) and on Saturdays. Have LRT go by Linwood to Mil. Marketplace



7/28/94	Richard Moore, 23434 SE Hwy 224, Boring, OR 97009	<p>Great presentation! The Oregon City via 205 terminus offers the greatest potential for future expansion. A terminus at Milwaukie is a complete disservice to Clackamas County. A terminus at Oregon City is essential, but has the greatest potential for support of riders via 205. <i>Suspected comments made by Tri-Met staff which suggested that one route was better than another.</i></p> <p>I believe there are a number of riders who would travel from Beaverton/Hillsboro to Clackamas Town Cntr. Has this been considered?</p>
7/28/94	George Giroux, 3738 SE 8th, Portland, OR 97202	<p>Several of the McLaughlin alignments through the Brooklyn neighborhood will cause displacements that will expose houses to the blaring noise of the expressway. My hope is that sound walls will be constructed to protect and preserve the livability of the neighborhoods. Also, these sound walls should be aesthetically appealing on the neighborhood side- not just the traffic side! Sound walls are made more appealing by using interesting building materials, and by addign planters for greenery. <i>Don't use poured concrete!</i></p>
7/28/94	Jan Schreiber, Milwaukie, OR 97222	<p>Tunnels are expensive. Can we deal with the land and river issues w/o raising hackles?</p>

7/28/94	Larry Bush, 112 Pinewood Ct, Oregon City, OR 97045	<p>Doesn't believe the Macadan route on the West side of the Willamette River is a viable option:</p> <ol style="list-style-type: none"> 1. The Sellwood bridge would require complete replacement to carry LRT. 2. The intersection at the West end is unsuited for rail traffic. 3. There is insufficient space on Macadam. <p>3. LRT should extend all teh way to Oregon City, b/c this is the transportation hub at the south end of the Urban growth boundary. I-205, 99-E, Macadam & Hwy 213 intersect at the county seat. To serve Clackamas County, you <i>must</i> serve Oregon City.</p>
7/28/94	Edwin Belles, 8800 SE Ceusey, Apt. C-106, Portland, OR 97266	<p>Sees no justification for the VAncover 134-179 section from a ridership perspective. Strongly urges tracks to Clackamas Town Center! Doesn't see enough ridership for tracks to the west side. Believes the river crossing should be determined by best cost effective study balanced by most rapid transit. Wonders if elevated tracks would offer advantages? ? ?</p>
7/28/94	Barbara Smith, 9465 SE Ridgecrest Ct., Happy Valley, OR 97206	<p>Prefers the I-205 corridor to N. Vancouver. <i>Please make certain the "special study areas" are specifically determined clarified for the November ballot!</i></p>
7/28/94	Roger Cole, 6709 NE Hwy 99, Hazel Dell	<p>Concerned about the impacts of Lightrail to his business and property. Asked for specific information about the nature of the impacts currently identified.</p>



7/28/94	Kurt Creager, Vancouver Housing Authority	Recommends that 88th St. is selected as the terminus, but that the necessary right-of-way and park and ride lot locations to support extension to the 179th extension are acquired. Said, "If you do't tie up the land now, it will be gone when you need it later."
7/28/94	Ted Lock, no address given	Believes the terminus should be 179th, to serve the County Fairgrounds, b/c of the trend for that area to be used year-round for many events. Wonders how the Fairgrounds were treated in the modeling of South/North.
7/28/94	Barbara Jo VAn Kregten, 2208 NE 49th St., Vancouver, WA 98663	There is a definate want and need for the Lightrail to go to WSU rather than Vancouver Mall.
7/28/94	Richard Hansis, 4552 NE 19th, Portland, OR 97211	Please route the Lightrail north on I-5 to 134th.
7/28/94	Sue Kusch-Tepper, 3902 NE 55th, Vancouver, WA 98661	Yes, we need Lightrail to Salmon Creek, WSU. In light of traffic congestion, population growth, and environmental concerns, is there really a choice?
7/28/94	Patrick Greene, P.O. Box 5428, Vancouver, WA 98668	A student at WSU, looking forward to the new Salmon Creek campus. Says a Lightrail to this location would be great. Says it would also reduce traffic problems along the I-5 corridor between Hazel Dell and downtown Portland. Lives northeast of Orchards, but would prefer Lightrail out of the I-5 area. Suggests a future addition to cross Vancouver by way of the SR 500 corridor.

7/28/94	Steve Massont, 1926 F St., Vancouver, WA 98663	Believes Lightrail line should be built to the new WSU campus, encouraging education in Clark County, and helping to keep I-5 from getting more congested.
7/28/94	Jennifer Miltenberger, 15102 SE Stevenson Dr., Vancouver, WA 98684	Believes Lightrail would be best going to the new WSU campus. Believes this would take <i>a lot</i> of traffic off the I-5 freeway. It would benefit higher education in a way for more students to enter WSU, and give local businesses more money.
7/28/94	Judi Thompson, 15310 NE 78th St., Vancouver, WA 98682	Believes a timeframe for WSU is more critical than the Mall.
7/28/94	Juanne Connors, 27406 NE 1556th Ave., Battle Ground, WA 98604	Believes the C-Tran buses do an adequate job of transporting people from Vancouver to the Mall, and that it would be a waste of money to duplicate this route with Lightrail. Believes a Lightrail to WSU is essential because of the soon increasing growth.
7/28/94	Paul Powell, 1101 NE 130th, Vancouver, WA 98685	Believes it would make sense to have a Lightrail terminal (north-south) between 134th and 179th Streets, in Vancouver, on the I-5 Corridor.
7/28/94	Pamela Thorp, 301 NE 45th St., B23, Vancouver, WA 98663	Says a new line to the new WSU campus would be very beneficial.
7/28/94	Sheri Stemple, 2420 SE Norelius Dr., Vancouver, WA 98684 (Difficult to read address)	Also sees need for Lightrail to WSU campus, not only because it would serve a lot of people, but also because it would be convenient.



7/29/94	Pam Hilberg, 10400 NE Stutz Rd., #13, Vancouver, WA 98685	"Having the Lightrail run north along I-5 to the new WSU campus sounds like the better idea to me. It would facilitate Portland area residents farther north and service more Vancouver residents wanting to travel south (who live farther north."
7/29/94	Susan Mellhert, 2707 E 30th St., Vancouver, WA 98661	Says commuter traffic is the problem. Mass transit line following the I-5 commuter run would be the most efficient and effective answer.
7/29/94	Kathleen Burrage, 2011 Brandt #95, Vancouver, WA 98661	"Please route the Lightrail project along the I-5 corridor to the new WSU campus in Salmon Creek." Adds that the Mall area is already overbuilt, and it's adequately served by C-Tran.
7/29/94	Carl Weishaar, 14016 NE 200th Ave., Brush Prairie, WA 98606	Please see attached for extensive comments.

MEMORANDUM

June 7, 1994

TO: 5 S/N Corridor Community Working Groups, S/N Corridor Citizens Advisory Committee, Community Associations, Elected Officials, Staff and Consultants.

FROM: Jim Howell, for Citizens For Better Transit

RE: South/North Light Rail Transit Corridor Study
CWG's Report: "The White Paper" May 27, 1994 draft

CBT and other transit advocate groups have suggested many ideas for the S/N Light Rail Corridor over the past several years. Some of these have been included in this "White Paper" but many have not. The purpose of this memo is to document these suggestions so they can be incorporated in the final report and be considered for further analysis.

Our overall objective is to ensure that the final proposal for the S/N Light Rail Line will meet the following design standards which we consider essential.

- * It becomes an integral and necessary part of a comprehensive regional transit system.
- * It will provide fast and efficient service,
- * It is designed to attract high ridership.
- * It will provide sufficient long term passenger capacity.
- * It will adequately serve the communities and neighborhoods along its route.
- * Its construction and operation will be cost effective.

SOUTHERN CORRIDOR - ALIGNMENT OPTIONS

* **McLoughlin Alignment.** The option we request for consideration begins at the east end of the Caruthers Street Bridge, crosses over a realigned PTC track, under the McLoughlin Viaduct, follows Caruthers Street to the SP main line where the alignment remains adjacent to the west side of the SP main line on acquired right of way to Brooklyn Yards crossing 12th Avenue at grade and Powell Blvd. on the the existing railroad overpass. At the Brooklyn Yards, the alignment would be located at the west edge adjacent to Tri-Met's property, divert easterly under the Holgate Street Viaduct and then back again to the west edge of the yards to McLoughlin Blvd. where it would parallel McLoughlin's east edge to the County line.

***Issues:**

The "White Paper" states that "Tri-Met engineers have indicated that serving this alignment with the ("Caruthers") bridge option would be highly problematic because of the need to bridge SP mainline tracks". The alignment we propose does not "bridge" the SP mainline tracks and we believe there is no reason to do so.

Freight rail access to the SP main line should not be a problem. The PTC alignment can be shifted to the west to pass under the light rail line as it descends from the Caruthers Street Bridge, the Lone Star Cement Co. spur track can be relocated from Caruthers Street and connected to the PTC and the Darigold Creamery spur can cross the LRT track at grade.

Consideration should be given soon to grade separating 12th Avenue at the SP main line tracks since this will probably be required when these tracks are upgraded to High Speed Rail standards. If this is done prior to S/N construction, this at grade LRT crossing could also be eliminated.

~~The availability of right-of-way along McLoughlin for light rail should not be an issue. If current plans to widen McLoughlin impact light rail, they should be revised, or better yet scrapped, since the added road capacity will diminish the effectiveness of the LRT.~~

***Stations:**

Light rail stations should be located on the Caruthers Street Bridge approach, at 12th Avenue, Center Street, Holgate Blvd., Harold Street, Bybee Blvd. and Tacoma Street. These stations would serve OMSI, Ladd's Addition, the Hosford-Abernethy, Brooklyn, Westmoreland, Eastmoreland and Ardenwald Neighborhoods and the Brooklyn Rail Road Yards if they are redeveloped in the future for other uses.

***"CARUTHERS" Bridge:**

The Caruthers Street Light Rail Bridge we recommended last June (see attachment 1) envisioned a western bridgehead above and west of Moody Street and Harbor Way on SW Caruthers Street East of Front Street. The station that would serve the South Waterfront District would be elevated on the bridge or its approach and would serve the South Riverfront District as well as provide transfer connections with the Riverfront Trolley and Lake Oswego Bus lines.

***Issues:**

It seems that building a bridge in this location would impact river-front development less than some of the other river crossing sites being considered since it is in an area already impacted by the towering Marquam Bridge.

ODOT's concern about seismic and hazardous waste issues are not unique to this site and will have to be dealt with along the entire corridor.

Downtown Portland

***Sub-surface Alignment:**

Given the obvious long range capacity problems of any surface alignment through Downtown, a sub-surface alignment would have to be carried forward for further analysis. (attachment2)

*4th Avenue Sub-Surface Alignment:

The alignment passes under Front and 1st Avenue adjacent to the north side of I-405 and enters a portal somewhere between the 4th Avenue off ramp and the East side of 4th Avenue at Market Street. The subway remains under 4th Avenue to Burnside where it turns east to a portal at 1st Avenue where the alignment connects to the existing MAX line, thence sharing track to the east side of the Steel Bridge. (see attachment 3)

*Issues:

The statement regarding the 4th Avenue Subway Alignment in "The White Paper" is incorrect. We have been assured that a 4th Avenue Alignment will be studied if sub-surface alignments are carried forward. This is not the same as, "...the S/NTCS may elect to reexamine alignments within the downtown core if significant flaws are discovered on existing representative alignments". (How can a study "elect" anything?)

The alignment we recommend does not extend to the Union Station Area because it would be an out of direction diversion to serve an area better served by bus and trolley. The station's function as an intercity transportation hub will probably be moved to the Eastside when High Speed Rail is fully implemented.

Cross traffic at Everett Street and 1st Avenue may be unduly delayed due to high LRT volumes during peak hours. If this is deemed a problem, traffic destined to the Steel Bridge could be diverted under the existing light rail approach ramp avoiding any at grade crossing of the light rail tracks.

Please see attachment 4 for other 4th Avenue Subway issues.

*Stations:

We recommend that all stations in the CBD accommodate at least 4 car trains (400 ft.) and have as a minimum, access at each end.

The 5 downtown stations we propose are Portland State, Government Center, Pioneer Square, Oak Street and Old Town. Old Town and possibly Portland State could be surface stations while the others would be sub-surface. (see attachment 3)

Northern Corridor

*Alignment Options:

Between the Steel Bridge and Emanuel we propose an alignment that crosses Interstate Avenue on a structure that would also accommodate the Coliseum/Arena Station, then crosses Occident and Hassalo at grade, runs under and along the east edge of I-5 to either an at grade or below grade crossing of the Weidler-Broadway couplet. A station would be located between or just north of this couplet. The alignment then follows

the east edge of I-5 to a station at Emanuel Hospital that would also serve the Eliot Neighborhood.

We favor the 2 lane Interstate Avenue Alignment option north of Emanuel Hospital.

***Issues:**

The Coliseum-Arena Station would be the hub station of the entire system serving both the E/W and S/N LRT corridors. It probably should be a 4 track 2 or 3 platform 400 ft. covered station.

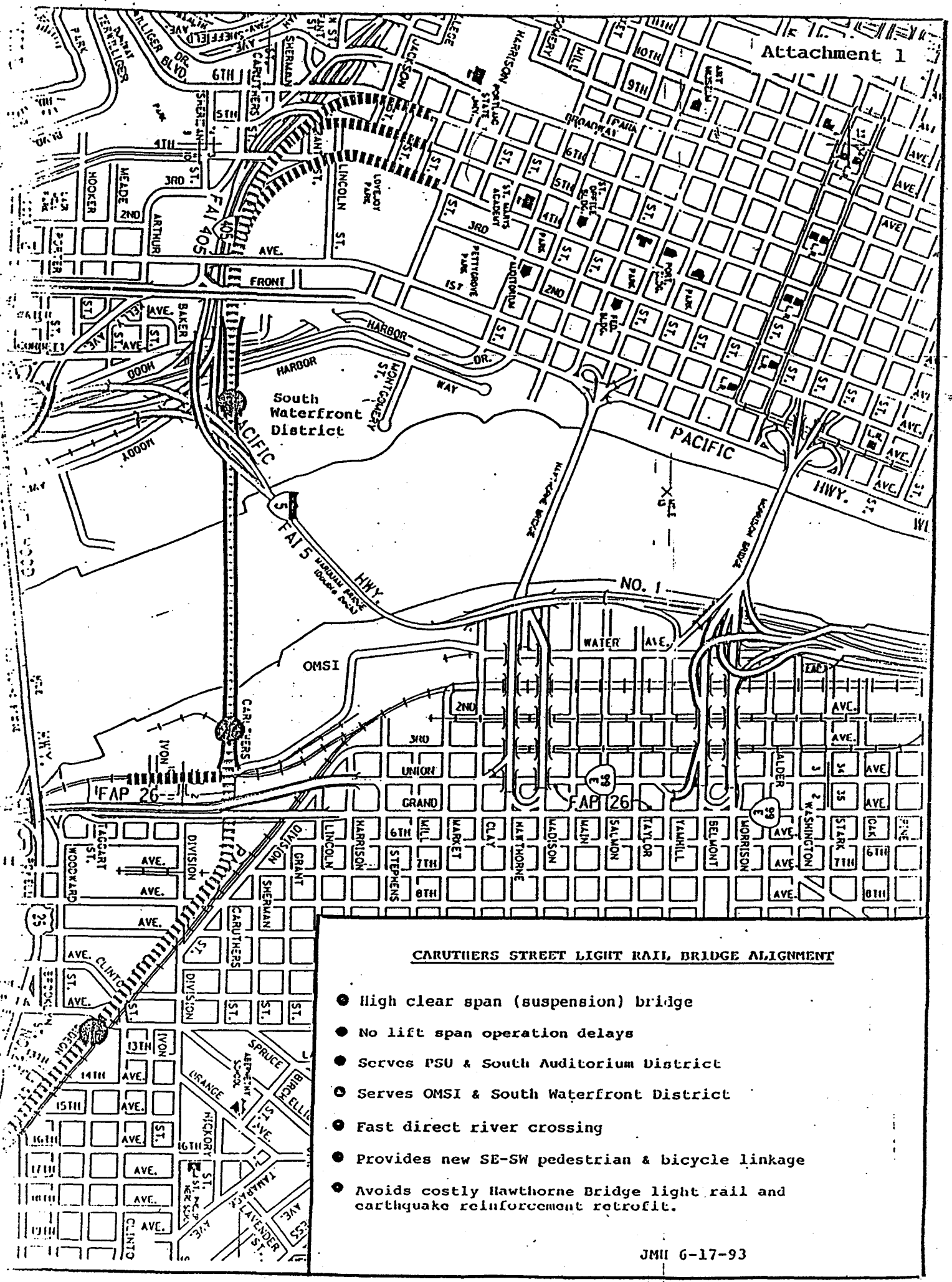
This station could also serve a multi-modal transportation center for the High Speed Rail and intercity buses that could be constructed on a site between the Coliseum and the River immediately north of the station. (see attachment 5)

The dual problem of serving the local transit needs of the neighborhoods along Interstate Avenue and the through transit needs of the Vancouver commuters with LRT could be addressed by providing both local and express stops along Interstate served by alternating "A" and "B" trains during rush hours.

An Eastside Light Rail Connection

Hopefully the City and ODOT will have determined what to do with the Eastbank Freeway before this project gets started. If the freeway is removed or downsized, an Eastside LRT connection in the general alignment of Water Avenue could be added to the system. This would greatly enhance the productivity of the entire S/N corridor as well as provide access to the what could be extensive new river-front development.

Another opportunity that could effect the S/N LRT Project would be the opportunity to utilize unneeded capacity on the Marquam Bridge for light rail, eliminating the need to build a new bridge. (see attachment 6)



CARUTHERS STREET LIGHT RAIL BRIDGE ALIGNMENT

- High clear span (suspension) bridge
- No lift span operation delays
- Serves PSU & South Auditorium District
- Serves OMSI & South Waterfront District
- Fast direct river crossing
- Provides new SE-SW pedestrian & bicycle linkage
- Avoids costly Hawthorne Bridge light rail and earthquake reinforcement retrofit.

SOME COMPELLING REASONS TO BUILD A DOWNTOWN SUBWAY
AS PART OF THE SOUTH/NORTH LIGHT RAIL PROJECT

System Capacity

The capacity of a surface alignment is limited to two car trains at a minimum of three minute headways. Assuming standing loads, this is only 6640 passengers an hour in each direction at rush hour.

This is approximately half of the Bus Mall's current capacity.

A subway with 400 foot stations can carry up to 40,000 passengers an hour in each direction, three times the capacity of the Bus Mall. This is possible because it can accommodate four car trains operated at 60 second intervals.

As more lines are added to the system, more through trips to and from destinations outside of downtown will be made. Unlike auto commuters that can divert around downtown traffic on freeways, through-town transit commuters will be sharing space on the trains with downtown commuters.

The Mall's bus handling capacity will be diminished if it has to also accommodate light rail.

In the future, the Barbur, Macadam and possibly the Powell-Foster Lines entering Downtown from the south would each require an additional surface alignment or more likely a subway. How much would this cost then?

Patronage

Patronage would be greater on a system with a downtown subway because travel times would be substantially reduced, especially on through trips.

Operating Costs

Speeding up train movements through downtown, the densest part of the system would also save sizable ongoing operating expenses.

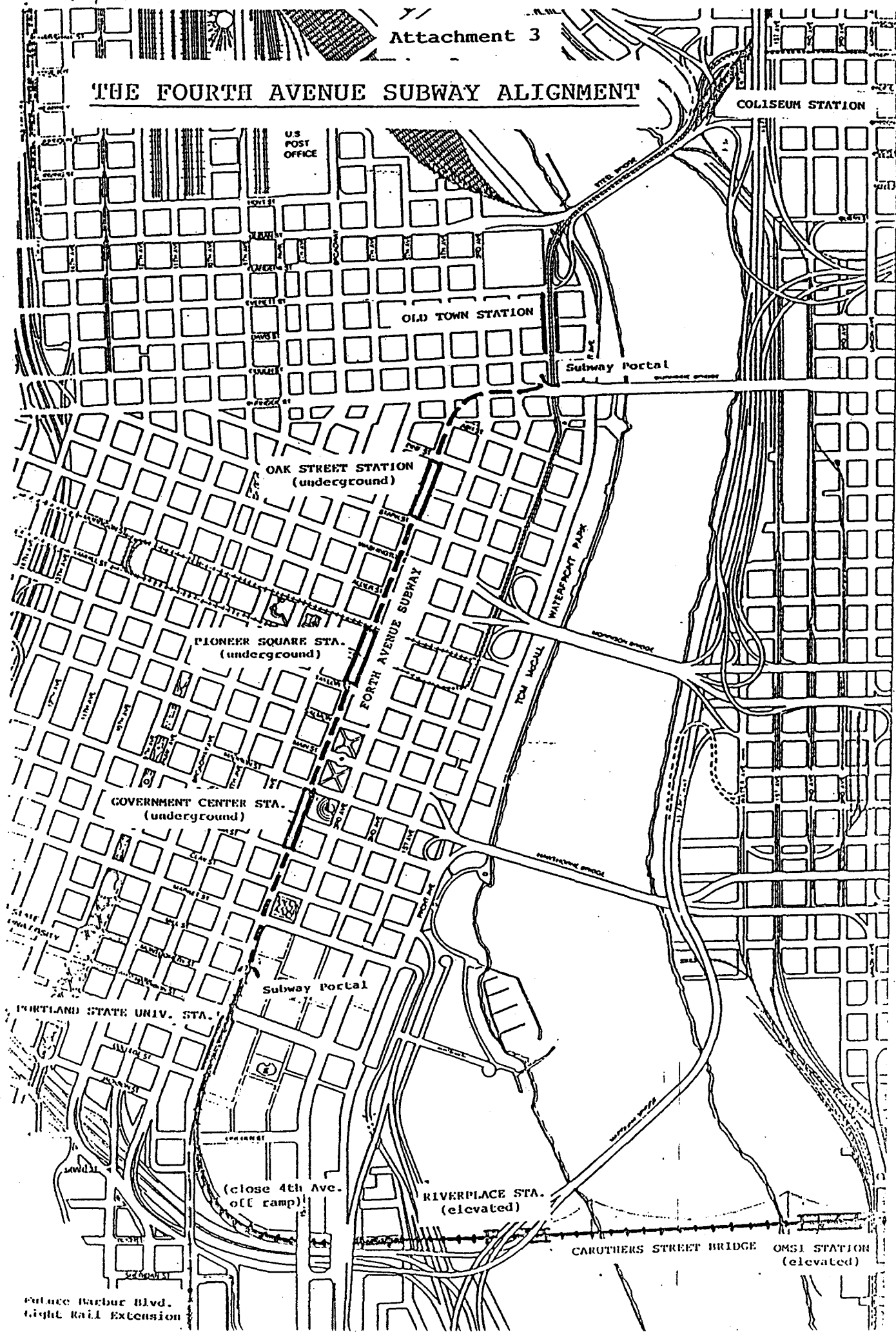
Downtown Disruption

Laying tracks on 5th and 6th will not only require tearing up much of the Mall again but will greatly disrupt bus operations and the travel patterns of most downtown commuters during the entire construction period. Constructing a 5th Avenue subway would create the same problems.

Street Access

All auto access to 5th and 6th would be lost with a surface alignment. This might have a negative impact on businesses and could create security problems due to reduced street activity at night.

THE FOURTH AVENUE SUBWAY ALIGNMENT



COLISEUM STATION

US
POST
OFFICE

OLD TOWN STATION

Subway Portal

OAK STREET STATION
(underground)

PIONEER SQUARE STA.
(underground)

FOURTH AVENUE SUBWAY

GOVERNMENT CENTER STA.
(underground)

Subway Portal

PORTLAND STATE UNIV. STA.

(close 4th Ave.
off ramp)

RIVERPLACE STA.
(elevated)

CAROTHERS STREET BRIDGE

OMSI STATION
(elevated)

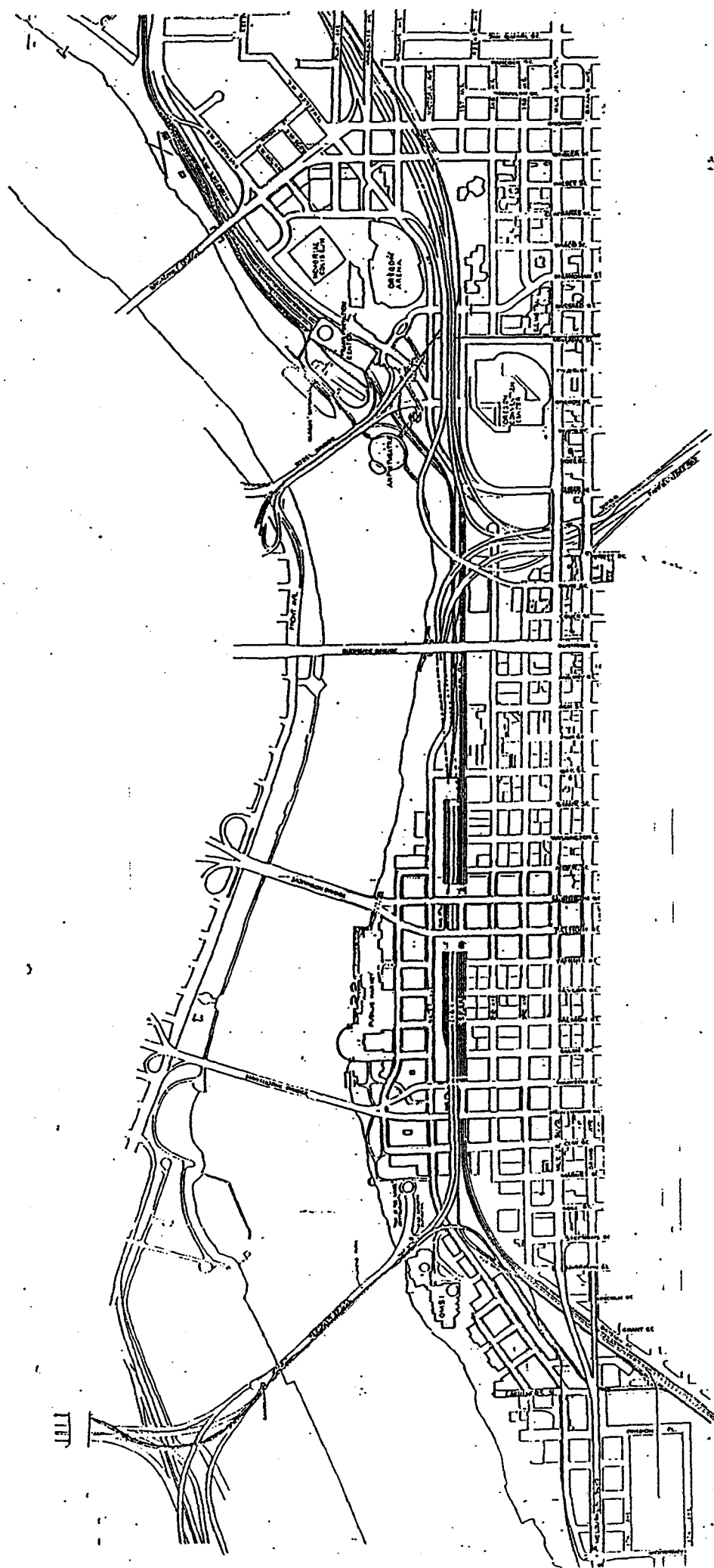
Palace Harbor Blvd.
Light Rail Extension

Attachment 4

SOME ADVANTAGES OF A FOURTH AVENUE SUBWAY

For the South - North LRT Alignment through Downtown

1. It would attract the highest ridership because its stations would be located at the center of the eight block wide Downtown Business District and it would provide the fastest running time through Downtown.
2. Its construction does not involve tearing up the Transit Mall or interfering with bus transit operations.
3. It would be the least costly subway option to build because:
 - a. it is the shortest, (18 blocks),
 - b. it requires only 3 underground stations,
 - c. being a former railroad alignment, it might require fewer utility relocations,
 - d. it does not require any major property acquisitions.
4. Its 3 block long southern portal can be built between Harrison and Market Streets because Mill and Montgomery are not through streets at Fourth avenue.
5. Its northern portal does not require any street closures because it would be located below Burnside Street at the existing track grade on First Avenue.
6. It would be the least costly option to operate through Downtown because it would be the fastest, shortest route with the fewest turns and stations.
7. It would serve Portland State University, the South Urban Renewal Area and the South Riverfront Area..
8. It provides for the least costly connection to the future Barbur Boulevard Light Rail Line.



EASTBANK VISION



July 29, 1994

South/North Transit Corridor Study
Planning Department
Metro
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1794 fax

To whom it may concern;

The following are my comments regarding the proposed South/North Max line. I will try to arrange the comments in groups which apply to a specific subject. Since nobody wants to read a book on this subject, I will keep each topic short, but rest assured, I have a lot more to say about these subjects.

General Comments - I am not in favor of a North/South Max line. I believe that far more good will be done for the general population in the Portland/Vancouver Metro area if several things are done to improve the freeways before any additional Max lines are added. I further believe that the estimated costs far exceed any potential good that will be gained, either in improved transit or in environmental air quality.

My understanding of the current Tri-met system is that it does not come close to paying for itself. It is subsidized by taxing businesses - which in turn ends up costing the non-users of the system. I don't have all the figures yet, but this opinion is based on the following information. From what I have gathered from calling the Tri-met information line, the total ridership on all bus and max lines is about 57 million rides per year. The operating budget was reported recently in the Oregonian as being around 130 million dollars. That means that it costs around \$2 per ride, yet the riders pay around \$1 per ride.

East Side Max - I live in Vancouver now, but from 1981 to 1991, my wife and I lived in the Portland area, first in West Moreland/Sellwood and later in Oregon City/Carver. My memory is faint on this, but I seem to remember that the East Side Light Rail project cost something less than \$500 million and that included rebuilding the Banfield. By my way of thinking, the only part of that project that was worthwhile was the rebuilding of the Banfield.

On riding a train vs driving a car - At the open house in Vancouver, last Wednesday, I got into a discussion with one of your people about my opinion that the only worthwhile part of that project was the rebuilding of the Banfield, and your girl argued with me that "the Banfield is already over capacity ..." I made the point that "Yes, it's over capacity, but still people don't ride Max. They'd rather sit on the freeway in bumper to bumper traffic than ride on that train ..." You see my point. It doesn't matter how many train lines you build, as long as people have a choice, they'll take the freeway.

New York City has a sub-way, which carries a lot of people each day. The difference is that New York City has 10 million people and isn't that much bigger in land area than we are. They have a much higher population density, and driving isn't an option. People who live in New York City apartments don't have garages, they don't have places to park, and they don't have gas stations. They don't have any alternatives. They have to use public transportation - taxis or subway or bus, or stay at home.

People here aren't under that same restriction, and they have grown up with the concept of driving themselves. Unless you eliminate all of the parking lots and put in parking meters on every available parking location in the whole metro area, it will still make more sense for most people to drive themselves.

Bonds - The proposed 470 million dollar bond measure (the first of many, I assume) that will be on the ballot. A bond is simply an authorization to increase property taxes. Does the name "Measure 5" ring a bell? That was a pretty clear message that people don't want their property taxes increased.

Freeway traffic - It is unbelievable to me that the I-5 freeway, which has 3 lanes all the way from Salem North to the I-84, should then be squeezed to 2 lanes for about 2 miles from Lombard to Delta Park, then expand out to 4 lanes till Jansen Beach, only to be quickly squeezed back to 3 lanes going over a bridge (a bridge which goes up and down at times, stopping all traffic.)

The I-5 has been under almost constant construction since my wife and I moved to Portland in 1981, yet it has never been brought up to modern standards in this section. It is better now than it ever has been, yet you people are proposing a 3 billion dollar rail line instead of fixing an obvious problem in the existing freeway system.

Looking at the I-205 freeway, it is 3 lanes from Vancouver all the way South to Oregon City, then it switches to two lanes. Each morning and each evening, there is traffic backed up and running much slower than the limit in these two lane sections, but the three lane sections work very well (unless there is an accident.) The Glen Jackson bridge is a model of how a bridge should be built. Why isn't a proposal put forth to revise the I-5 bridge to be a fixed span like the Glen Jackson?

Ridership - From what I have been told, the total ridership on Tri-met is around 125,000 rides per day, with around 24,000 of those being on Max. Since all of the bus lines that used to go East/West have been re-aligned to run North/South so that riders who want to go East/West have to catch a bus going to Max, go East/West on Max, then catch another bus to their final destination, the ridership on Max is artificially higher than it would be if there were alternatives to going East/West. I don't fault your logic in aligning the routes this way, but even with that alignment, there are far, far, far, far more people riding on the freeways and on the surface streets than ride on Max. Therefore, even with your projections of 62,000 riders per day, this is just the tip of the rider problem and 3 billion dollars is too much to spend on a system that only handles a small fraction of the problem.

In conclusion, I have requested additional information on costs, ridership, traffic patterns and capacities of the freeway system, etc. I expect that some of my views will change based on more complete information, but I don't expect it to change so much that I will favor the proposed project.

Sincerely;



Carl Weishaar
14016 NE 200th Avenue
Brush Prairie, Wa 98606

Section Three

Letters and Other Written Comments

MEMORANDUM

June 7, 1994

TO: 5 S/N Corridor Community Working Groups, S/N Corridor Citizens Advisory Committee, Community Associations, Elected Officials, Staff and Consultants.

FROM: *Jim* Howell, for Citizens For Better Transit

RE: South/North Light Rail Transit Corridor Study
CWG's Report: "The White Paper" May 27, 1994 draft

CBT and other transit advocate groups have suggested many ideas for the S/N Light Rail Corridor over the past several years. Some of these have been included in this "White Paper" but many have not. The purpose of this memo is to document these suggestions so they can be incorporated in the final report and be considered for further analysis.

Our overall objective is to ensure that the final proposal for the S/N Light Rail Line will meet the following design standards which we consider essential.

- * It becomes an integral and necessary part of a comprehensive regional transit system.
- * It will provide fast and efficient service,
- * It is designed to attract high ridership.
- * It will provide sufficient long term passenger capacity.
- * It will adequately serve the communities and neighborhoods along its route.
- * Its construction and operation will be cost effective.

SOUTHERN CORRIDOR - ALIGNMENT OPTIONS

* **McLoughlin Alignment.** The option we request for consideration begins at the east end of the Caruthers Street Bridge, crosses over a realigned PTC track, under the McLoughlin Viaduct, follows Caruthers Street to the SP main line where the alignment remains adjacent to the west side of the SP main line on acquired right of way to Brooklyn Yards crossing 12th Avenue at grade and Powell Blvd. on the the existing railroad overpass. At the Brooklyn Yards, the alignment would be located at the west edge adjacent to Tri-Met's property, divert easterly under the Holgate Street Viaduct and then back again to the west edge of the yards to McLoughlin Blvd. where it would parallel McLoughlin's east edge to the County line.

***Issues:**

The "White Paper" states that "Tri-Met engineers have indicated that serving this alignment with the ("Caruthers") bridge option would be highly problematic because of the need to bridge SP mainline tracks". The alignment we propose does not "bridge" the SP mainline tracks and we believe there is no reason to do so.

7-18-94	R. Van Orden 2021 SW Main Portland, OR 97205	Use surface alignment in downtown Portland. Surface is less costly to implement. Surface add to the quality of life (more user friendly). Wintage trolleys would be useless w/ subway. Portland is dreary enough in the winter--subway would make it worse for riders.
7-18-94	Larry Mills 1406 N. Winchill Portland, OR 97217	Expressed concern that meetings must be coordinated better.
7-18-94	G. Anderson 6507 N. Montana Portland, OR 97217	Build the system down interstate.
7-18-94	Barry Daigle 2714 NE Siskiyou Portland, OR 97212	Concerns for economic impact to the surrounding area. Question- Isn't there a difference between the I-5 and Interstate Avenue options when considering what sort of businesses and commercial traffic will be attracted to the area?
7-18-94	Carolyn T. Dinsmore 2856 N. Emerson Ct. Portland, OR 97217	Vancouver ridership considerations: 1. \$75 -\$125/month for downtown parking. 2. Wear and tear for the car and me for that daily 10-20 mile trip. These are both better than 1.6 min.
7-18-94	Victor Vencill 6302 N. Michigan Portland, OR 97217	The possible New bridge location at Watts & Buffalo street should have traffic island at Buffalo & Mississippi; Montana; Maryland; Watts & Montana; Mississippi; Missouri. This should decrease problems.
7-18-94	Glenn Havener 2045 N. Skidmore Terrace Portland, OR 97217	Need more explanation of "Annual Bus O & M Savings, What goes into a no-savings figure for I-5 alignment vs. a \$.06 million, and what are the differences in bus operation that make this money difference?
7-18-94	Judy Griffen 3022 N. Ainsworth Street Portland, OR 7217	Concerns: 1. Quit sending 4 notices. 2. If gates are safer than signalized, why are talks still about signalized? 3. Third line of should be changed to Interstate not I-5 (tech facts) 4. 3-day notice is NOT acceptable.

7-27-94	Donald Hull 3954 N. Castle Street Portland, OR 97227	I prefer the route on Interstate Avenue. A station at Overlook Blvd will serve more residents than the Kaiser Clinic.
7-27-94	Shari & Steve Hildreth 667 K Street Washougal, WA 98671	We favor any proposal that benefits east county, but we are concerned with that the needs of the bicyclist commuters have NOT been addressed.
7-27-94	Jim Howell 3325 N.E. 45th Ave Portland, OR 97213	Objective is to ensure the final proposal for the S/N LR will meet the design standards outlined in the attached letter.
7-27-94	J. Johnson 2106 N.E. 134th Ave. Vancouver, WA 98684	LRT should go north via 99 to 134th Ave. Could not find out where LRT will cross Columbia river or where it will come into downtown Vancouver
7-27-94	Jim Johnson 515 Washington Street Vancouver, WA 98660	Supports the 134th Street with the HWY 99 alternative .
7-28-94	Lory Olson 2701 NE 91st Way Vancouver, WA 98665	Supports the I-5 corridor to 134th street and to WSU campus.
7-28-94	Richard Hanses 4552 NE 19th Portland, OR 97211	Please route LR north on I-5 to 134th street.
7-28-94	Barbara JoVanKregten 2208 NE 49th Street Vancouver, WA 98663	There is a definite want and need for the LR to go to WSU rather than Vancouver Mall.
7-28-94	Patrick Greene PO BOX 5428 Vancouver, WA 98668	Supports LR to Washington State University at Salmon Creek and not by way of I-5.

7-28-94	Sue Kusch-Tepper 3902 NE 55th Vancouver WA 98661	Supports LR to Washington State University.
7-28-94	Steve Massart 1926 F Street Vancouver, WA 98663	Supports LR to Washington State University because it will support education in Clark County.
7-28-94	Jennifer Miltenberger 15102 SE Stevenson Dr Vancouver, WA 98684	Supports LR to Washington State University because it will take a lot of traffic off of the streets.
7-28-94	Judi Thompson 15310 NE 78th Street Vancouver, WA 98682	Time frames would be more critical for WSU than the mall.
7-28-94	Juanne Connors 27406 NE 155th Ave #1 Battleground, WA 98604	Opposed to LR because there is already an adequate C-Tran system. Don't need to spend money.
7-28-94	Paul Powell 1101 NE 130th Cr. Vancouver, WA 98685	It would make sense to have a LR terminal (N/S) between 134th streets, in Vancouver, on the I-5 corridor.
7-28-94	Pamela Thap 301 NE 45th St #B23 Vancouver, WA 98663	It would be very beneficial if the transit were to go through the new WS campus.
7-28-94	Sherri Stemple 2420 SE Norelins Drive Vancouver, WA 98684	I believe there is a need for the light rail to go to the WSU campus. It will serve a great number of people and will be very convenient.
7-28-94	Pam Hilberg 10400 NE Stutz Road #13 Vancouver, WA 98685	Having LR run North along I-5 to the new WSU sounds like a better idea.

7-28-94	Susan Mellhert 2707 E. 30th Street Vancouver, WA 98661	Supports the LR along I-5.
7-28-94	Kathleen Burrage 2011 Bandt #95 Vancouver, WA 98661	Supports the LR along I-5.
7-29-94	Carla Olson 2701 NE 91st Way Vancouver, WA 98665	Supports the LR along I-5 to 134th street.
7-29-94	Ole & Debbie Rasmussen 100 S. Devine Road Vancouver, WA 98661	This project in my opinion is out of line in cost and not competitive with other transportation methods.
7-29-94	Evan Dust on behalf of Cameron Warren PO BOX 9610 Vancouver, WA 98666	Supports I-5 for the alignment choice because disruption to business on Hwy 99 would be too great. He is a strong supporter of LR even if it only attracts 10% ridership.
7-29-94	Thomas N. Hoffman 13354 SE River Road Milwaukie, OR 97222	Concerns for parking and opportunities of ridership.
8-1-94	R. Van Orden 2021 SW Main Portland, OR 97205	Cross the Willamette River at the Hawthorne bridge. 1) Least costly alternative and 2) OMSI and Central Eastside need the light rail access for continued growth and development Use Alt #2 for I-5 alignment it's cheaper more efficient.
7-28-94	Washington State University Ramaley, Johnson, Dengerink 1812 E. McLoughlin Blvd Vancouver, WA 98663	Chief Administrative Officers all support the LR that connects the academic institutions (PSU, WSU, and Clark College)

Date	Name & Address	Comments
7-29-94	Multnomah County Department of Environmental Services Transportation Division 1620 SE 190th Ave. Portland, OR 97233	Include the Sellwood Bridge/Johns Landing alignment in the Tier Two analysis. We believe the Sellwood Bridge should be advanced as a multi-modal facility to include light rail transit, bicycle, pedestrian and automobile modes with a replacement structure to the existing Sellwood Bridge.
8-2-94	William Swanger 204 West 37th Street Vancouver, WA 98660	Keep light rail off Washington Street (in Vancouver).
8-3-94	Dellan Redjou, President Hazel Dell /Salmon Creek Business Association 8002 NE Highway 99, #99 Vancouver, WA 98665	Would like to see light rail come into Clark County on the I-5 Corridor up to 134th Street - would prefer that it continue to 179th Street.
8-8-94	Gary Coe, President Central Eastside Industrial Council (CEIC) P O Box 14251 Portland OR 97214	See attached copy of CEIC Policy: •Milwaukie/Portland Light Rail
8-8-94	Vern Rifer, President Downtown Community Association (DCA) P O Box 8435 Portland OR 97207	See attached copy of DCA's principles: •Principles in Siting the S/N Light Rail Alignment Through and to Downtown Portland
8-9-94	North-Northeast Business Association (NNEBA) P O Box 11565 Portland OR 97211	Concerns with the North end of alignment in regards to service, station, traffic, business impact, tier II. See letter for details.
8-9-94	Nancy Berthurem 1725 N Schofield St Portland OR 97217	Bond Measure - Better places for money ... human needs first. Cars/traffic - stop penalizing drivers ... driving is necessary for some people

8-9-94	Leonard Kilpatrick 7069 NE Rodney Ct Portland OR 97211	Against S/N LRT ... bankrupting the system.
8-10-94	Schnitzer Investment Corp. Kenneth M. Novack 3200 NW Yeon Avenue Portland, OR 97210	... your recommendation should adopt the Sellwood Bridge option and support the use of transit infrastructure development which maximizes development densities and best achieves City, regional and State objectives. (see letter for points to consider)
8-11-94	Steven Shain, Vice President Zidell Resources, Inc. 3121 SW Moody Avenue Portland, OR 97201	... your recommendation should adopt the Sellwood Bridge option and support the use of transit infrastructure development which maximizes development densities and best achieves City, regional and State objectives. (see letter for points to consider)
8-16-94	Marc Anderson 12619 NE 43rd Ave Vancouver WA 98686	Applauds bi-state cooperation. Likes the futuristic approach to mass transit. Is future growth along I-5 or I-205 ... that should determine site location.
8-16-94	David Toore 5830 SE Tikki Ct Milwaukie OR 97267	For S/N LRT ... questions proposed route by Clackamas T.C. (already well served) Concentrate near larger residential pockets not commercial & industrial. Likes station downtown Milwaukie.
8-17-94	H.A. Dengerink, Ph.D. WSUV Campus Dean Washington State University 1812 E McLoughlin Blvd Vancouver WA 98663-3597	For S/N LRT ... Strongly suggest better alignment/access/location routes between Portland State University, Clark College, and the new Washington State University (Salmon Creek) Campus for student class exchange. (See attachment for argument)
8-17-94	Ernest R. Munch Architect /Urban Planner 111 SW Oak Street, Suite 300 Portland, OR 97204	Objections to the proposed surface alignment as it approaches the proposed Columbia River Bridge. (further comments from the Draft White Paper)

8-18-94	James D. Mullins Blair, Schaefer, Hutchison & Wolfe 1014 Franklin St P O Box 1148 Vancouver WA 98666-1148	Enjoyed presentation at Green Meadows. Suggested routing: Route to upper Main St. near McLoughlin Blvd., east passed Clark College over to Vancouver Mall.
8-23-94	Steve Cogan, Ass't Vice President Real Estate Acquisition Corporate Facilities Group Fred Meyer PO Box 42121 Portland, OR 97242	...we believe the most acceptable northern alignment would be that which parallels the I-5 freeway, as opposed to Interstate Avenue route. At this time, we have not been able to focus on the southern leg of the project.
8-30-94	Kurt-Alexander Zeller 7035 SW Gable Pkwy Portland OR 97225	For S/N LRT and for future into suburbs ... More concentration on speed of transit to lure more riders out of cars. When planning the routes consider future development and extend to those points to precede development to avoid the system being outdated before it's finished.
8-30-94	Thomas J. VanderZanden, Director Department of Transportation and Development (DOT)	Congratulations on S/N study being on schedule. Special appreciation to Richard and Leon/outstanding job. Now it's time for others to do their part.
8-30-94	Judy Riddell 13202 SE Forest St Vancouver WA 98684	For S/N LRT ... Concerned about monies allotted at this time. Less emphasis on Park-n-Ride ... more feeder routes, more personnel/less high tech and higher priority to safety before/after boarding.
9-1-94	Marishi 921 SW Washington #750 Portland OR 97205	(See attached for venting) Suggests cleaner buses (natural gas/electricity), more attractive buses, better 24-hour service 7-days a week, low-cost bus passes for all, stop subsidies to parking lot concessionaires, stop promoting MAX as savior of transit, stop studying and use money for more service.

9-5-94	Joella Flanders 12619 SE McGillivray Vancouver WA 98684	Against S/N LRT ..No to paying more taxes on this monstrosity for a lifetime.
9-6-94	Mary Davis 8225 SE 63rd Ave Portland OR 97206	TRI-MET ... accountability is imperative. Board (& staff) should be elected for accountability and for higher success rate of future funding measures.
9-6-94	Leonard Gard, President Sellwood Moreland Improvement League (SMILE) 8210 SE 13th Ave Portland OR 97202	FAVOR McLoughlin alignment Opposition: vigorous to Oaks Bottom route (see attachment for argument) Opposition: to West Bank route (see attachment for argument) Opposition: to any Ross Island bridge inclusion/crossing Suggestions for bike paths
9-7-94	Mike Nelson, President W.E. Nelson Co. Interstate Avenue Association	For S/N LRT ... on Minnesota Ave. NOT Interstate Ave. Insufficiency of data vs construction imposition/impact on businesses along Interstate Ave. needs to be better addressed before being able to accept that route. How could it be viable to the future of Interstate?
9-8-94	James H. Gibbs 6814 NW Dogwood Dr Vancouver WA 98663	Against S/N LRT ... Concerned it will bring an undesirable element/crime of citizens into their neighborhood. Suggested route: east to vicinity of Vancouver Mall
9-8-94	Steve Alusman 1461 NE Paropa Portland OR 97230	Favors Oaks Park route as best (draw for ridership). Against McLoughlin route.
9-8-94	Rick H. Parker, Jr. United Finance Co. 515 E Burnside Portland ,OR 97214-4487	For S/N LRT ... via Caruthers St. bridge by OMSI (draw for ridership). (see attached argument and praise)
9-8-94	Peter Conner Ford 3815 SE 31st Ave. Portland, OR 97202	Serve the People rather than economic development. Take the direct rout-it's faster. This is important work. A well located route will serve the community for a long time. I wish you well.

9-8-94	Brad Halverson 4227 N Court Ave Portland, OR 97217	Concerned that we do not have enough information to make an alignment decision. The budget estimates don't explain clearly.
9-8-94		Suggests that the LR should be extended from Longview to Salem and provides four alternative routes.
9-8-94	Rex Burkholder PO Box 9072 Portland, OR 97207	Concerned that the integration of bicycles and transit is completely absent for the Tier I Technical Summary Report. See attached for specific recommendations.
9-8-94	Joe Beemer 2030 SE Stephens Portland, OR 97214	Why spend the big money for any new bridge over the Willamette? Could keep the new S/N alignment on east side; Have a station on E. side to transfer to existing max line to downtown.
9-8-94	Michael H. Katcher Kaiser Foundation Health Plan 2701 NW Vaughn Street STE 300 Portland OR 97210	Supports the S/N LRT proposal and outlines specific concerns regarding No. Terminus, Alignment, and So. Terminus in the attached.
9-8-94	CCCLR 16420 SE McLoughlin Blvd Milwaukie, OR 97267	Supports the LTR to Clackamas County see attached document.
9-8-94	Tom Gruenfeld, President Southeast Uplift Neighborhood Program 3534 SE Main Street Portland, OR 97214	board of directors voted unanimously to 1) endorse CWG #1 (City of Portland) recommendation that light rail cross on a Caruthers Bridge and go south along McLoughlin - 2) oppose any attempt to cross at the Sellwood Bridge - 3) oppose any portion of the Portland Traction Line.
9-8-94	Garry Papers, Chair American Institute of Architects/Portland Chapter Urban Design Committee 315 SW Fourth Avenue Portland, OR 97204	Central Eastside connector should be included in the current evaluation or if westside alignment is pursued, river crossing should occur in order to serve North Macadam District. Recommend the McLoughlin East bank and McLoughlin South terminus, Hwy 99 Vancouver alignment, Interstate Ave. and a downtown surface option.

9-8-94	van Doorninck, Mayer, Heijer Heron Pointe Joint Venture 900 SW Fifth Ave, Suite 2000 Portland, OR 97204	Support bridge crossing in the vicinity of Ross Island Bridge to allow service to two key areas: North Macadam and SE Portland neighborhoods. Do not support a west bank alignment (Modified Master Plan alignment through Johns Landing).
9-8-94	Timothy W. Wilson 329 N. Church Street Silverton, OR 97381	Supports Oregon City terminus via McLoughlin alignment. This would "bring over four times as much new ridership into the system for only one-third the capital cost.
9-8-94	Michael Nagel 12517 NE 20th Avenue Vancouver, WA 98686	Supports I-5 alternative. Cites reduced cost and devastation to Hwy. 99 businesses.
9-8-94	Rodney Bates 701 E. 27th Street Vancouver, WA 98663	Favors I-5 alignment. Loves light rail.
9-8-94	Dee Denton Executive Director Lake Oswego Chamber	Lake Oswego Chamber of Commerce Board of Directors supports the Sellwood Bridge crossing.
9-8-94	Eric Trued 606 Flint Way Vancouver, WA 98664	Supports light rail overall. Doesn't prefer I-5 or Hwy. 99 -- either is okay as long as along I-5 corridor. Thinks tunnel under the Columbia is best crossing idea.
9-8-94	Michael H. Katcher President & Regional Manager Kaiser Permanente 2701 NW Vaughn Street, Suite 300 Portland, OR 97210	Supports further study of a Phase II extension to at least 134th, and an Interstate Avenue alignment in the median. Support CTC terminus in the south.
9-8-94	Central Eastside Business Council P.O. Box 14251 Portland, OR 97214	Modified position of last five years to support Eastside Connector during Phase I, or a new Caruthers Bridge. East side, in any case, should be served.

9-8-94	Marilynne Eichinger President, OMSI 1945 SE Water Avenue Portland, OR 97214	Supports light rail service to OMSI. Will improve air quality and reduce traffic.
9-8-94	Lindsay Desrochers Vice President for Finance and Administration Portland State University P.O. Box 751 Portland, OR 97207	Generally supports PMG recommendation for Tier I -- a Ross Island Bridge crossing. Also supports light rail to 134th in the south.
9-9-94	John K. Spence 20800 NE Basket Flat Road Battle Ground, WA 98604	Supports "No-Build" alternative, and "bus-only" lanes. Scrap entire project. Waste of taxpayer dollars and will not solve traffic problems.
9-9-94	Mike McManus Gary Worth Mercury Lincoln 19360 McLoughlin Blvd. Gladstone, OR 97027	Against McLoughlin alignment - would negatively impact property values, businesses, car dealers.
9-9-94	Marilyn Neuner 5950 SE Tibbetts Portland, OR 97206	Supports terminus in the Clackamas area and a Caruthers crossing (includes OMSI, PSU, downtown). Serve as much of east side as possible.
9-12-94	Bruce Kettner 18617 SE Ashton Lane Oak Grove, OR 97267	Against using PTC along Ashton, citing safety (lots of children in neighborhood), visual impacts, property devaluation, and construction inconveniences. Support McLoughlin or I-205 alternative.
9-12-94	Daniel and Gina Maloney 7031 SW Virginia Avenue Portland, OR 97219	Support light rail through Johns Landing -- citing creation of an urban village to help accommodate projected growth, and the lowest cost of the bridge crossings.
9-12-94	Marlen Anderson 923 Linn Street Sellwood, OR	Opposes any light rail alignment running through Sellwood residential neighborhoods. Cites safety. Supports McLoughlin alignment to Hwy. 224.

9-12-94	Sandy Carter 21645 Willamette Drive West Linn, OR 97068	Opposes a southern terminus at Clackams Town Center. Ms. Carter believes that the southern terminus should be Oregon City. She emphasises the need to go all the way to Oregon City now -- if we wait it may never happen. There is a great need to link suburban communities.
9-12-94	Alice L. Schlenker Chair, Lake Oswego Redevelopment Agency P.O. Box 369 Lake Oswego, OR 97034	Unanimously adopted a position supporting the Sellwood Bridge option for light rail transit. LORA believes the bridge is the most beneficial to their community, as well as the north Macadam redevelopment area and Johns Landing.

2715 N. Terry St.
Portland OR 97217

To whom it may Concern:

My husband and I favor the Interstate Avenue location of the South/North light rail.

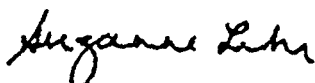
We feel that the existence of the light rail directly along one of our major streets will positively impact the business and residential districts which we are working hard to revitalize. The Interstate Avenue alignment makes the most sense, since it is along a direct route from Downtown to Vancouver. While this line will certainly alleviate congestion along the north/south traffic corridor, it can itself be an attraction if it provides access to local Portland shops and businesses that are not usually as accessible.

The Interstate Avenue business corridor grew up around the north/south traffic that filled the area when it was one of the primary routes to Vancouver. Since the Interstate freeway went through, the business potential of this area has laid dormant, waiting for a spark to trigger its return to a robust commercial zone. The light rail alignment along Interstate Avenue would allow this to happen.

Other alignments forgo all the benefits of the Interstate route, along with creating new problems. The primary alternative alignment (along I-5) would do nothing to revitalize the North Portland neighborhood. It would create problems of safety and comfort for those living along the track, since the train would be hidden from the watchful eyes of the neighborhood. Pedestrian corridors to access terminals along this route would also be well-hidden and hard to patrol. In the same manner that I-5 divided and drained the life out of the community it bypassed, so would any light rail alignment through North Portland that does not take a surface route down Interstate Avenue.

Please put your support behind the Interstate Avenue alignment for north/south light rail.

Sincerely,



Suzanne Lehr


Jay Lehr

METRO
SOUTH/NORTH STUDY
ATTN: LEON SKILES

FROM: CHRISTOPHER ARROYO, MD
2200 NE 159TH AVE
VANCOUVER, WA 98684

I would like to comment on the proposal to extend light rail into Clark County. While light rail would accomplish facilitating and spurring growth in the county, I don't think that it will alleviate traffic problems much along the I-5 corridor because the traffic is not bad now and traffic will expand to fill the capacity available. I do support the concept of public transportation, however, and would like to suggest an alternative to light rail. That alternative is expanded use of conventional rail lines for rapid commuter trains. I hold out as an example the Metra system in the Chicago area. These trains are clean, fast, and convenient and use existing right-of-way. A similar system could be run along the North-South tracks that service Union Station. Amtrack already uses these tracks for limited service. Service could be expanded with dedicated trains. This would require building new stations and possibly upgrading track or adding spurs, but would not require building any new bridges or right-of-way. It also would help foster regional train travel up the I-5 corridor. Downtown service from Union Station could be provided cheaply with buses, or with a light rail connection.

CRITERIA FOR ELECTRIC PASSENGER RAILWAY IN URBAN ENVIRONS

Route length ^{& length of any major segment} should be little greater than straight line distance between end points.

Speed should be free of severe constraints due either to gradient or to curve radii.

Gradient departing from any station should be descending or nearly level.

Tangent distances between curves long enough to allow for transition spiral easements,
Track alignment should avoid short radii curves to preclude noise while traversing curves, particularly within confined areas.

So-called acoustical barriers should be sparingly applied, if at all; they do far more harm than good.

In central city, difference in elevations of grades should separate railway traffic from off-track traffic. Planning should take advantage of grade separation by designing central city station platforms sufficiently long to permit operating four-car trains, as San Diego and Sacramento systems already do.

Vehicle lanes should be separated from tracks for cars ^{adjacent} by means more effective than painted lines. ^{curbs, with crossing pavement kept below.}
To dissuade vehicle drivers from intruding onto railways, pavement within track area should be confined to crossings for roads, bicycle paths, and walkways. Crossings should be at right angles or approximately so.

Train operation subject to at-grade intersections between roads and railways should occur only outside of central city, ^{with crossing pavement} with sufficient distance between road crossings near stations ^{[Per trains, &} to accommodate platforms serving four-car trains.

Environs of stations should be conducive to pedestrian movement and should include diverse facilities of value to patrons, so that a substantial number reach their destinations without having to transfer to other conveyances, ^{climb stairways,} or walk distances which are inconvenient, or made hazardous by vehicular traffic. Secure bicycle lockers should be provided for reasonable periodic charge.

Route design should enable patrons traveling between central city and points far beyond city boundary to avoid urban zone stops. Logical procedure may be to separate local and suburban routes: That's what proprietors of the privately funded electric railway between Oregon City and Portland did, benefitting themselves, their patrons, and the taxpaying public, into whose treasury they contributed instead of draining it of funds, as highway projects soon came to do.

These criteria are not necessarily all that I would recommend.

Kenneth McFarling
7417 S E 20th Av, 97202-6213
235 7032



CASCADING COST BENEFITS

Admittedly, any other overhead Monorail system has some of the inherent safety features of the People Pod system, but none of the *cascading cost effective benefits* of our system. Specifically, at projected costs of \$50 to \$60 million per mile for the typical 100 passenger Monorail train, we could alternatively erect 50 *parallel* miles of People Pod track spaced at say one mile intervals.

Supposedly, the government is getting ready to spend that kind of money for several demonstration Monorail systems. Some of the inherent problems with such Monorails (or any other train or light-rail vehicles) of large mass passenger carrying capacity are:

1) They run on a schedule - miss one and it costs you time waiting for the next;

2) These systems must stop at each and every station to let some passengers off and new ones on. Besides time lost in just sitting at each station, additional time is lost in decelerating to and accelerating away from each station. This reduces potential average cruise speed.

3) Such systems are inherently so expensive that it becomes illogical to ever contemplate extending and branching the system out all over a city in order to make the system useful to all the taxpaying populace living in the city.

4) In addition to the huge initial capital, such systems are typically expensive to operate and also usually operate at less than initially projected ridership. They inevitably never pay for themselves, nor breakeven financially on an annual basis and end up subsidized by taxpayers who don't even use the system - forever!

Wouldn't the same intended money be better spent on developing a complete grid that becomes useful to all - no matter where they live in the city and no matter where they want to go in the city. A system that will be used because there is no waiting, because it gets you to your desired destination fast, at a steady 100 MPH, and which will be used because it costs the user less than he would have to be paying for just the gasoline for his car!

The only real solution is for MASS transportation to become PERSONAL transportation!

Depositions Inc (714) 559-7113,4
Douglas Malewicki FAX (714) 559-7113
14962 Mercedes Circle
Irvine, CA 92714

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 6/6/94 Name CAMERON J. WARREN Phone 503-256-2002

Address 12031 N.E. MARX City/State/Zip Portland, Or. 97220

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

is the obvious route because
a) the business concentration along that route and
b) it's logical
c) McLaughlin Blvd residents don't want light rail in McLaughlin

① attached is CCLR "Talking Points" which I support and would have supported orally had the meeting not ended early. So put me on record in support of these comments. ② In addition I propose
a) Going for the full package of 6 or 7 million. Do it all at once. It's cheaper + easier.
b) Combine ph 1 + 2 and go to Oregon city in one project.
c) eliminate the McLaughlin Blvd to Or. City route. The route from Cl. Ticker straight to Or. City.

CONKLING FISKUM & McCORMICK
Suite 2000
Standard Insurance Center
900 SW Fifth Avenue
Portland, Oregon 97204-1268

Telephone (503) 294-9120
Telecopier (503) 294-9152

TELECOPY/FACSIMILE COVER LETTER

DATE: September 6, 1994
TO: Cam Warren
FIRM: Three Oaks Development Co.
FAX #: 254-2796
OFFICE #: 256-2002
FROM: Jennifer Ball
CLIENT #: 95099
MATTER #: 2

We are transmitting a total of 4 pages, including this page. If you do not receive all pages, please call Jennifer as soon as possible at the following number: (503) 294-9120.

Our 24-hour automatic facsimile number is:

(503) 294-9152

COMMENTS: Attached is some information about the meeting tonight. If you have any questions, please call me or we can talk at the meeting this evening. I really appreciate your help!

**PROJECT MANAGEMENT GROUP
DRAFT RECOMMENDATION
FOR
TIER I OF
SOUTH/NORTH TRANSIT CORRIDOR STUDY**

Summary: The Project Management Group (PMG) proposes to pursue the South/North Corridor Project in two study phases:

- Phase I would consider a light rail transit project between the Clackamas Town Center (CTC) area and the 99th Street area in Clark County.
- Phase II would consider an extension of the Phase I LRT Project south to Oregon City and north to the 134th Street/WSU area.

The PMG recommends two phases for the project because:

- The amount of capital funds potentially available at this time are insufficient to construct a LRT line serving Oregon City, CTC, Milwaukie, Portland, Vancouver and 134th Street/WSU area.
- The phased approach has a better chance to ultimately serve the proposed termini.

Southern Terminus: The Clackamas Town Center is recommended to be the Phase I South Terminus to be studied in the Draft Environmental Impact Statement (DEIS). The specific location of the terminus within the CTC area is not yet determined. A special study will be formed to determine the location of the terminus, park-and-ride location and alignment designs.

Phase II to Oregon City: The PMG does not make a recommendation about the Phase II extension to Oregon City. The options are:

- a) south from Milwaukie along McLoughlin Boulevard; or
- b) south from CTC along I-205.

Clackamas County Citizens for Light Rail

TALKING POINTS

for testimony
at Metro Public Meeting
September 6

Meeting: 5 - 8 p.m., Tuesday, September 6
St. Johns Episcopal Church
2036 SE Jefferson St., Milwaukie

Note: Both oral and written testimony can be submitted. The deadline for written testimony is September 13 at 5 p.m. Written testimony should be addressed to Leon Skiles, South/North Transit Corridor Study, Metro, 600 NE Grand Ave., Portland, OR 97232.

Talking Points:

- State your name and business or address and your affiliation with Clackamas County Citizens for Light Rail (CCCLR), a coalition of more than 70 businesses, individuals and organizations in Clackamas County.
- The CCCLR supports light rail in Clackamas County that goes to Oregon City via Clackamas Town Center and I-205. This is the route that best serves the entire county.
- The PMG's recommendation of a terminus at Clackamas Town Center for Phase I is a move in the right direction because it:
 - Serves the area in the county where much of the growth is expected to occur;
 - It serves major county and regional attractions which help boost ridership in peak and off-peak hours: Clackamas Town Center, Oregon Institute of Technology/Metro Center, Clackamas Community College/Harmony Road Center, the new North Clackamas Aquatic Center and Kaiser Sunnyside Medical Center;

-- OVER --

16420 SE McLoughlin Boulevard
Milwaukie, Oregon 97267
Phone: 294-9120

- Serves major employment areas including Milwaukie and Clackamas industrial areas along Highway 224 and the Town Center vicinity;
 - Has broad community support for an alignment that serves the Town Center, including from: North Clackamas Chamber of Commerce, North Clackamas Employers Association and the Sunnyside/I-205 Corridor Association.
- Phase II, the proposed extension to Oregon City, should be defined as a link between CTC and Oregon City. McLoughlin Boulevard should be eliminated from Phase II consideration as soon as possible.
- According to Metro data, the I-205 route from the Town Center to Oregon City will be less expensive to build than the McLoughlin route.
 - Identifying the preferred alignment to Oregon City will allow the county and cities to plan for light rail. It is likely Region 2040 policies will call for more infill development -- it makes sense to plan that around a future LRT line to boost ridership.
 - The location of the terminus at the Town Center will be affected by the alignment for an Oregon City extension -- if the alignment is along I-205, the CTC terminus should maybe veer south.
 - Highway and road projects, such as the Sunrise Corridor interchange, will be affected by the alignment decision for the Oregon City extension. Planning for LRT now will result in better coordinated LRT and road projects.

6.6.94

Aurora Silk
Cheryl Klander
5806 N. Vancouver Ave
Portland, OR 97217

Comment #1 —

How can you propose razing out all those homes on Merwest / Montava? This option was never proposed in the 3 yr planning process for the Albina Comm Plan. Now you just come up with it? Why? Please answer.

Comment #2

The community of NE Pitts needs its rail service & fought hard for an MLK or Williams Vancouver line. Why not consider a feeder TROLLEY on one or other of those alignments. Please answer.

Aurora Silk
Cheryl Klander
5806 N. Vancouver Ave
Portland, OR 97217

Cheryl
Klander

286 4149

June 12, 1994

Gina S. Whitehill-Baziuk
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Gina:

As discussed during the June 9, 1994 South/North Transit Corridor Study Citizens Advisory Committee Meeting, please see that Committee members are provided copies of the two attachments.

Thank you for attending to this matter,

Sincerely,



Martin V. Taylor

Attach(2)

June 10, 1994

Rick Williams, Chairman
South/North Transit Corridor Study
Citizens Advisory Committee
600 NE Grand Avenue,
Portland, OR 97232-2736

Ref: June 9, 1994 Meeting Agenda Item No. 3
John's Landing - Opportunities and Constraints

Dear Rick:

Thank you for allowing me to attend your meeting and speak to the Committee. As you may recall, you said if I would provide Gina S. Whitehill-Baziuk information it would be made available to the Committee.

The attached April 22, 1994 letter directed to Kathleen Maloney includes most comments and concerns I expressed at last night's meeting.

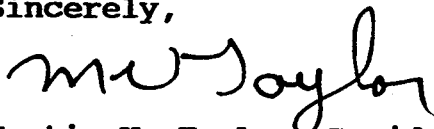
As you are aware, the City of Portland has been holding Community Working Groups and soliciting input from interested parties. I believe they have listened to us and our concerns have influenced the preliminary reports and design decisions. I also believe that Gerald Fox felt that he had addressed all impacts that could reasonably be mitigated with the "Modified John's Landing" alternative, but I am convinced that he overlooked a very important and legitimate issue.

By placing light rail on the surface adjacent to Macadam between the tunnel at Pendleton and the station at Boundary the only direct access to Macadam the Willamette Shores condominium complex has is taken. The attached letter expands on this concern.

Extending the Pendleton tunnel north to just south of the Boundary station would allow this access to be retained. I believe eliminating taking of this access is an important design consideration. Use of the surface above the tunnel for parking is an additional benefit of tunneling.

Please be reminded the tunnel would not be an expensive bore such as that currently underway on the west side, but a relatively inexpensive cut and cover operation. The cost of extending the tunnel should be added to the Modified John's Landing alternative when your Committee makes the decision regarding which alignment to study during Tier II since the additional expense might make a river crossing north of John's Landing even more attractive.

Sincerely,



Martin V. Taylor, Resident
5630 SW Riverside Ln. #23
Portland, OR 97201

(503) 243-6831

Attachment

April 22, 1994

Kathleen Maloney
Regional Rail Program
City of Portland
1120 SW 5th Ave., Room 702
Portland, OR 97204

Ref: Community Working Group 2
S/N Transit Corridor Study

Dear Kathleen:

Thank you for the opportunity to attend public meetings and being allowed input related to the South/North Transit Corridor Study.

I support the concept of light rail transit, but feel that the Portland Urbanized Area will not be best served by placing the Central Portland/Milwaukie alignment through John's Landing.

I was encouraged by the April 14, 1994 Metro Citizens Advisory Committee's action to include additional river crossing options. Up to that point, I felt that it had pretty well been determined that a west bank alignment through John's Landing would be approved for the Tier II Study because:

1. The Hawthorne Bridge is narrow and frequently out of service when raised for river traffic.
2. The existing Sellwood highway bridge is developing structural problems and must be replaced.
 - a. Decision makers will not confirm the following opinion publicly, but I feel the opportunity to construct a joint Transit/Highway bridge has been a factor up to this point when various alignments have been studied since a multi purpose bridge will cost less to construct than two bridges and additional funding sources would be available.

The John's Landing Master Plan is an acknowledged planning front runner that provides campus style living areas while allowing access to and enjoyment of the Willamette River for both residents and the public in general. To disrupt John's Landing in order to allow similar development adjacent to it's northern boundary would seem to be inconsistent.

A river crossing north of John's Landing that would allow light rail to serve the area south of Central Portland that is ripe for redevelopment and also allow development along the east bank would be a win win alignment. As needs not served by the existing bus system arise in John's Landing, the streetcar alignment approved by the City of Portland as a design project could be constructed to serve the additional transit needs.

If a decision (unfavorable to the residents east of Macadam at John's Landing) is made to place the light rail alignment along the west bank south to the Sellwood Bridge, the preliminary design alternates prepared by the consulting firm of Fletcher, Farr and Ayotte must be addressed. George Crandall graciously allowed me the opportunity to review the material presented at the April 13, 1994 City of Portland Community Working Group 2 meeting. Please consider the following comments and observations:

Modified Master Plan Option B (Adjacent to Macadam)

As proposed, this alignment departs from existing rail right of way and has a station on the south side of Boundary close to Macadam. The station location is far enough east of Macadam to accommodate traffic turning movements at the Macadam/Boundary intersection, yet close enough to the Water Tower shopping center to encourage customer and employee use of light rail.

A tunnel is proposed under Pendelton to mitigate impact on the Macadam/Pendelton intersection and to allow access to the River Wind housing complex. This tunnel is less than 400 feet long, so special ventilation will not be required.

In my opinion, Option B is the preferred alignment if light rail is to pass through John's Landing. However, the plan should be modified to mitigate parking and circulation issues. The Pendleton tunnel should be extended north an addition 700 feet for the following reasons:

1. River Ridge and Willamette Shores parking adjacent to Macadam would be preserved.
2. The landscape buffer between housing and Macadam street noise would be maintained.
3. The additional noise created by light rail would be mitigated since it would be underground.
4. Existing primary access at the north boundary of Willamette Shores would be preserved. Without this, the only legal access is through River Ridge property by agreement. Secondary access would be east along a narrow 20 foot Portland Sewer Easement (Ordinance 145365, Parcel 11, Calendar 842) then winding through commercial property to Boundary. This substandard path is not legal access and it certainly is not safe.

Two grates, or protected daylighted openings, in the cut/fill constructed 1,100 foot tunnel would create three tunnels less than 400 feet long, eliminating the need to provide an expensive ventilation system.

Decision makers say that if light rail passes through John's Landing a transit district will be approved that would reduce Macadam from it's current Principal Arterial classification, thus

eliminating the need to widen it further. Since Macadam is situated in a narrow corridor restrained by the river and steep hillside, I am confident it will need additional width in the near future since there is no other place for commuter traffic to travel. The need to widen Macadam in the future supports placing light rail underground the entire length it is adjacent to Macadam, so right of way needed for widening will not be encroached upon.

Modified Master Plan Option C (Existing Rail R/W through Housing)

As proposed, the light rail will remain on existing rail alignment through the John's Landing housing complexes. This option greatly impacts the river oriented quality of life planned for and implemented in the John's Landing Master Plan. In addition to disruption of resident's use and enjoyment of their homes, there would be serious impact on enjoyment of the greenway by pedestrians and bicyclists.

Option C anticipates cut/fill construction tunnels through the Landing, River Wind, River Point, Bank Side and River Ridge, while only the southern portion of Willamette Shores would be protected by a tunnel. Most of Willamette Shores river frontage would have an open rail line that would create a physical and visual barrier to enjoyment of the river. The determination that a tunnel is not required along the portion of existing alignment that is presently on a trestle is not acceptable since a 42 inch high barrier would have to be placed on the west retaining wall (See Section CC of the consultants preliminary design cross sections). This would block the river view for most of the Willamette Shore homes. It would also create a concrete wall adjacent to the greenway, which would be an incompatible visual blight.

The two planned tunnels greatly exceed 400 feet each, so an expensive ventilation system would have to be included, even if the tunnel length was not extended to include Willamette Shores frontage.

If a cut/fill constructed tunnel is built (See Section AA of the consultant's preliminary design cross sections), it would have long term impact on homes located adjacent to the alignment, especially those close to the south boundary of Willamette Shores (There is only 44 feet between Willamette Shores and Bank Side homes at this location)

1. Proximity will create noise and vibration even if expensive dampers are used to mitigate this impact.
2. The mature trees between Willamette Shores and Bank Side would be removed and could not be replaced since the 3 foot cover over the tunnel would not allow trees to be planted.

Utilities would be disrupted. Facilities in the sewer easement (Book 1251, Page 1472) will have to be relocated.

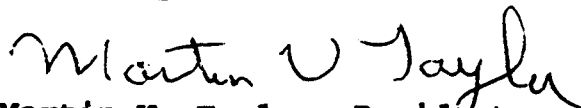
This alignment is on a landfill (Conditional Use Permit CU 78-69, Book 712, Page 495) requiring additional design considerations.

Protection from Willamette River seepage would have to be provided. A 100 year flood would place light rail out of service and require extensive repair and clean up after the water recedes.

The station proposed for this alignment does not serve, or would it encourage, shopping at the Water Tower. Passengers would have to disembark in, and walk through residential neighborhoods to reach this shopping destination.

In summary, there are many reasons that Option C would have serious impact on enjoyment of the Willamette River by both the homeowners and the public in general. If the Tier II decision is made to place the light rail alignment on the west bank south to the Sellwood Bridge, Option B, modified to place the portion of alignment adjacent to Willamette Shores underground, would be acceptable and would be compatible with John's Landing goals. It is clear to me that, if it is needed, the decision to place public transit along Macadam rather than through the residential campuses was reached years ago when the John's Landing Master Plan was approved. Width for this option was reserved at that time. Therefore, time should not be spent revisiting an unsuitable alignment along the existing rail through well planned river oriented housing.

Sincerely,



Martin V. Taylor, Resident
5630 SW Riverside Lane, No. 23
Portland, OR 97201

(503) 243-6831

RECEIVED

fb

*Clear
- Gina*

June 10, 1994

South/North Steering Group
c/o Andy Cotugno
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Steering Group Members:

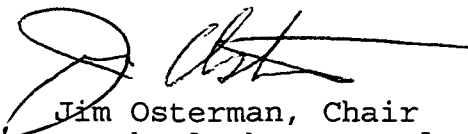
At a recent meeting of the North Clackamas Employers' Association (NCEA), March 24, 1994, our members heard presentations from Metro, Tri-Met, Citizens For Light Rail, and Clackamas County regarding alignment/route options for light rail service to Milwaukie, the Clackamas Town Center, and Oregon City.

It is our understanding that Metro, in cooperation with Tri-Met, Clackamas County and eleven other regional agencies and local jurisdictions, is conducting the South/North Transit Corridor Study which will identify the region's next major transit improvement following completion of the Westside Light Rail Transit (LRT) project. A decision will be reached this fall on which mode, alignment alternatives and study termini options will be selected for further study. The NCEA offers the following recommendation for consideration by the Steering Committee.

The location of the South/North Capacity Transit Corridor will have an important impact on our NCEA membership of over 35 businesses in North Clackamas. We represent thousands of employees. Directly connecting the City of Milwaukie to the Clackamas Town Center and the City of Oregon City would best serve a majority of employers in the North Clackamas area.

Therefore, the North Clackamas Employers' Association recommends that based on existing local and regional transportation plans and existing and projected land use and transportation improvements, light rail transit from Milwaukie to the Clackamas Town Center and Oregon City via I-205 is our preferred mode, alignment and termini choice.

Sincerely,



Jim Osterman, Chair
North Clackamas Employers' Association



**NORTH CLACKAMAS
EMPLOYERS ASSOCIATION**

- Fred Meyer Inc.
- Holman Distribution Center
- Kaiser Permanente
- Manufacturers Tool Service
- Oeco Corp.
- Oregon Cutting Systems
- Oregon Transfer Company
- PACC
- Precision Castparts Corp.
- Roy's Food Service
- Rudie Wilhelm Warehouse Co.
- Safeway Stores Inc.
- Three Oaks Development
- TNT / Reddaway Truck Line
- United Grocers
- Warn Industries

Your Opinion Counts

Tier I Open Houses • July 1994

Date 7/18 Name R. Van Orden
Address 2021 S.W. Main City/State/Zip Portland, OR 97205

Comments (please print)

Turn in comments at registration desk or fax by July 29 to Metro, 797-1794.

Use the surface alignment in downtown Portland. Surface is less costly to implement. Surface adds to the quality of life (more user friendly). Vintage trolleys would be useless w/ subway. Portland is dreary enough in the winter — subway would make it worse for riders. Surface alignment makes transfer to buses much easier.

Your Opinion Counts

Date 7-18-94 Name LARRY MILLS
Address 1406 N. Winchell City/State/Zip PORTLAND OR 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

7-18-94 was the scheduled meeting date for working group 5. We had to cancel (which is one of several cancellations). Please try to coordinate better. It's imperative that we are all on the same page.



Your Opinion Counts

Date 7/18/94 Name G. ANDERSON
Address 6507 N. MONTANA City/State/Zip PORTLAND, OR 972

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

BUILD THE SYSTEM DOWN INTERSTATE



Your Opinion Counts

Date 7-18 Name BARRY DAIGLE *aw*
Address 2714 NE SISKIYOU City/State/Zip POX, OR 97212

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I here a lot of comments (I agree) that-
not enough is being mentioned re. economic
impact to the surrounding area. Isn't there
a diff. between the I-5 and Interstate Ave.
options when considering what sort of businesses
and commercial traffic will be attracted to
the area. Choose Interstate Avenue.

Your Opinion Counts

Date 7-18-94 Name Carolyn T. Dinsmore

Address 2856 N. Emerson Ct City/State/Zip Portland OR 970

I commend the hard work everybody else
Comments (please print) has put in.
Turn in comments at registration desk or fax to Metro, 797-1794.

I stopped working on the plan just as the
Planning Commission and the eager but
short-sighted residents on this side of the freeway
junked the MLK option, and with it a great
huge chunk of city which could have survived.
This option is very good for me, and very ba
for my city. Now that it's done, what is
everybody arguing about? Warts and all,

It belongs to us on the West side of I
and we had better deal with it with
sense, instead of complaining about
it. Too bad about inner Northeast,
what? Oh, well.

As far as Vancouver ridership
goes, how about these conserations:

South/North Transit Corridor Study
Planning Department
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

- ① $75 - \$125$ / month for downtown parki
 - ② wear and tear for the car and n
for that daily 10-20 mile trip
- These are both better than 1.6 min



METRO

Recycled paper

Your Opinion Counts

Date 7-18-94 Name Victor Vencill
Address 6302 N Michigan City/State/Zip Portland OR 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

The Possible New Bridge Location at Watts
& Buffalo st should if built have traffic island
at: Buffalo & Mississippi; Buffalo & Montana; Buff
Maryland; Watts & Montana; Watts & Mississippi
and also maybe one at Missouri & Watts.
This would slow the new traffic into these
area's and greatly decrease problems with
these new bridges.

Your Opinion Counts

Date 7-18-94 Name Glenn Havenner

Address 2045 N. Skidmore Terrace City/State/Zip PDX 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

on "Tech Facts" (page & chart)
the line reading
"Annual Bus O & M Savings" should
be explained further.

What goes into a no-savings figure for
I-5 alignment vs. a \$ 0.06 M ~~no~~ savings
(or higher cost, as another document says) for
Interstate? What are the differences in bus
operation that make up this \$ difference?

referred
to R.
Parker

Your Opinion Counts

Date 7-18-94 Name Judy Griffer

Address 3022 N. Ainsworth St. City/State/Zip Portland, OR 97217
97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

- ① mailings quit sending 4 (Bob, Robert, Judy, Judy/Bob) i.e.
- andrew: ② If gates are safer than "signalized," why are you still talking about having any "signalized"?
- metro ③ Tech facts sheet: 2. I-5 alternative advantages then 3rd line of text should read [Interstate] alternative.
- changed ④ help! 3-day mtg. right?! (not 2-5) notice is not acceptable

Your Opinion Counts

Tier I Open Houses • July 1994

Date JULY 27, 1994 Name DONALD HULL
Address 3954 N. CASTLE ST. City/State/Zip PORTLAND 97227

Comments (please print)

Turn in comments at registration desk or fax by July 29 to Metro, 797-1794.

Thanks for providing the informative open house
and opportunity to comment.

I much prefer the route on Interstate
Avenue, rather than along I-5, through north
Portland because it will enhance and better
serve the neighborhood. A station at the
intersection of Overlook Blvd. will serve more
residents than the station proposed at Kaiser a
farther south.

Rec'd 7-20 2:10pm
Collected Andrew Janssen
Re:

Your Opinion Counts

283 5026

Date _____ Name Konrad Daue
Address _____ City/State/Zip Konrad Daue

Neighbors North 823-452

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Maps - for Arbor Lodge

Armsworth to Lombard -
I-5 and Interstate route.

For ALNA Meeting on Thur.
7-21-94

FAX to North Neighbors 823-3162 Complete 7-21-

could drop off
at neighborhood
office

Your Opinion Counts

Tier I Open Houses • July 1994

Date 7-27-94 Name Shari + Steve Hildreth
 Address 667 K St. City/State/Zip Washougal, WA 98671

Comments (please print)

Turn in comments at registration desk or fax by July 29 to Metro, 797-1794.

As Clark (East) County residents we are very concerned that the major employment centers in Clark County be serviced by a combination of the light rail & express bus services. To date, the service in east county is lacking even though this is where the county's largest employers are situated. We favor any proposal which will benefit east county.

Your Opinion Counts

Tier I Open Houses • July 1994

Date 7-27-94 Name Shari + Steve Hildreth
 Address 667 K St. City/State/Zip Washougal, WA 98671

Comments (please print)

Turn in comments at registration desk or fax by July 29 to Metro, 797-1794.

As a member of the Clark County Bicycle Advis. Comm., I am very concerned that the needs of bicyclists be addressed - especially those who commute by bike. Bicyclists help to meet employer requirements under the Commute Trip Reduction Act & should be allowed to ride during peak commute times & be able to carry their bikes safely while riding.

**SCHNITZER INVESTMENT CORP.****FAX MESSAGE**

3200 N.W. YEON AVENUE
P.O. BOX 10047
PORTLAND, OREGON 97210

PHONE: (503) 224-9900
TELEX: 360144
FAX: (503) 323-2804

DATE: August 10, 1994

TO: Richard Brandman, (797-1797)
Leon Skiles (797-1797)
Barrow Emerson (823-7576)

cc: Steve Shain, Zidell Companies (228-6750)
Bob Boileau, SERA Architects (228-6913)

FROM: Kenneth M. Novack

Total number of pages 4, including cover page

MESSAGE:**RUSH DELIVERY TO RECIPIENTS****Re: Position on LRT South Wilamette River Crossing Alignment**

NOTE: If you do not receive all of the pages, please call (503) 321-2600 as soon as possible.

M E M O R A N D U M
V I A F A C S I M I L E

TO: Richard Brandman, Assistant Planning Director (797-1797)
Leon Skiles, Project Manager (797-1797)
Barrow Emerson, City of Portland/PMG (823-7576)

FROM: *Novack*
Kenneth M. Novack, President, Schnitzer Investment Corp.

DATE: August 10, 1994

SUBJ: Position on LRT South Willamette River Crossing Alignment

The purpose of this memorandum is to express to you the joint concerns that Schnitzer Investment Corp. and the Zidell Companies have regarding staff recommendations and those to be adopted by the South/North Project Management Group for the LRT South Willamette River Crossing Alignment. We believe the alignment decisions should be driven by meshing land-use planning decisions with transportation requirements -- and that the data used to date substantially underestimates the density of North Macadam development and inadequately weighs the multiple City, regional and State objectives for housing, in-fill development and urban growth containment. Consequently, this is to urge that your recommendation should adopt the Sellwood Bridge option and support the use of transit infrastructure development which maximizes development densities and best achieves City, regional and State objectives.

Schnitzer Investment Corp. and Zidell Companies have been working collaboratively for over eight years on redevelopment issues for our properties on the west bank of the Willamette River upstream of the Marquam Bridge. This has included substantial planning efforts with the various governmental entities as well as the North Macadam Development Council (which represents some 28 property owners and their 125 acres). We have examined market opportunities for significant office development and residential development to meet the density development objectives expressed by the City of Portland and population growth projections forecast by the region. We are currently pursuing development density options which represent investments at our sites in excess of \$200 million -- and, in fact, if higher densities suggested as targets by some are pursued, this investment will exceed well over \$300 million.

Redevelopment of our sites will be occurring over the near term. For example, this past month Schnitzer entered into a voluntary Consent Order with DEQ to implement remedial cleanup of a portion of our property along Moody Avenue, in preparation for substantial redevelopment. We anticipate cleanup to take place during August and September.

Page Two
August 10, 1994

The North Macadam District is defined in the 1988 City of Portland Central City Plan as the area in the City with the greatest redevelopment potential. It is comprised of approximately 115 acres of vacant and transitional use property adjacent to downtown, John's Landing and with extensive Willamette River frontage.

The region is a rare opportunity to combine regional light rail ridership objectives with private development interest towards a common vision for transit-oriented development.

We urge that the following points be considered in your deliberation; and, if so considered, we believe they will guide you to the selection of a Sellwood Bridge/light rail alignment that is beneficial to both Tri-Met, John's Landing and North Macadam:

- Current studies understate ridership in the North Macadam area by not properly reflecting the potential ridership using a model based on transit-oriented development. This property, developed to encourage transit, would provide the highest total light rail transit ridership alternative.
- The alignment will encourage development patterns and densities which support the livable city program, City of Portland and State of Oregon development goals.
- The alignment should provide the maximum redevelopment opportunities with private investment along the entire length and should create increased land values and higher density at every opportunity.
- The Sellwood Bridge Alignment is the only option that provides local traffic and congestion relief on both the east and west banks, on Macadam and north McLoughlin.
- The Sellwood Crossing Alternative offers the narrowest river crossing. The Sellwood Bridge design option is sited with favorable topography which allows shallower grades, minimizes impacts to adjacent river facilities. This will also require lower navigational clearances at this location than the other alternatives.
- Sellwood Bridge Alignment costs include three additional stations, consistent with the additional alignment length, and a level of problem solving and impact mitigation in John's Landing that is not found elsewhere along the other alignments.

Page Three
August 10, 1994

- The Sellwood alignment utilizes segments of low cost right-of-way along Willamette Shore and the old Jefferson Branch rail line which has been reserved with the expectation of future transit service. The Sellwood Bridge crossing also results in track removal from among the John's Landing Condominiums and reduces need for subsequent investment to maintain or upgrade the Willamette Shore Corridor.
- Twice as many business and residence displacements (60) would occur with the Hawthorne, Carruthers and Ross Island Alignments as compared to the Sellwood Alignment (30).

At a minimum, Metro transit plans for the North Macadam area should include the following:

- The alignment should be viewed from an urban design perspective as well as transportation engineering position. This will allow long range land-use planning to work in conjunction with transportation planning and invoke the principles of transit supportive development.
- The alignment should maximize east-west pedestrian access to and across the LRT line.
- Plan all transportation circulation and structures at street grade to allow maximum pedestrian and view corridors up and down the river. This would not allow for the bisection of the property, which would result in reduced density.

The Metro staff and the Project Management Group have committed substantial time and effort in developing a sound basis for reaching a rial alignment decision. We believe that this effort should include updating your information on the land-use and other public policy efforts underway locally as well as cognizant of actual private redevelopment efforts now ongoing. Please feel free to call me if we can provide you with additional information or other assistance regarding the information submitted in this letter.

BB/TFZ/RJN/cmw
rjn\081094.dly

cc: Steve Shain, Zidell Companies
North Macadam Development Council Members
SERA Architects



THE ZIDELL COMPANIES

3121 S.W. Moody Avenue — Portland, Oregon 97201

(503) 228-8691 — 1-800-547-9259

RCA Telex 283985 — FAX: (503) 228-6750

★★ FAX COVER PAGE ★★

TO: Richard Brandman 797-1797

Leon Skiles 797-1797

Barrow Emerson 823-7576

cc: Ken Novak, SIC

323-2804

Bob Boileau, SERA

228-6913

FROM: Steven Shain

COMPANY: Zidell Resources, Inc.

DATE: August 11, 1994

WE ARE TRANSMITTING A TOTAL OF 4 PAGES, INCLUDING THIS COVER SHEET.
PLEASE CALL IF YOU DO NOT RECEIVE ALL PAGES.

ORIGINAL DOCUMENTS: Will follow via regular mail.

Will follow via express delivery.


Will not follow.

COMMENTS: RE: Position on LRT South Willamette River Crossing Alignment

RUSH DELIVERY TO RECIPIENTS

**ZIDELL****MEMORANDUM
VIA FACSIMILE**

TO: Richard Brandman, Assistant Planning Director (797-1797)
Leon Skiles, Project Manager (797-1797)
Barrow Emerson, City Portland/PMG (823-7576)

FROM: Steven L. Shain, Vice President, Zidell Resources, Inc. 

DATED: August 10, 1994

SUBJECT: Position of LRT South Willamette River Crossing Alignment

The purpose of this memorandum is to express to you the joint concerns that the Zidell Companies and Schnitzer Investment Corp. have regarding Metro staff recommendations and those to be adopted by the South/North Project Management Group for the LRT South Willamette River Crossing Alignment. We believe the alignment decisions should be driven by meshing land-use planning decisions with transportation requirements -- and that the data used to date substantially underestimates the density of North Macadam development and inadequately weighs the multiple City, regional and State objectives for housing, in-fill development, transportation, and urban growth containment. Consequently, this is to urge that your recommendation should adopt the Sellwood Bridge option and support the use of transit infrastructure development which maximizes development densities and best achieves City, regional and State objectives.

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Redevelopment of our sites will be occurring over the near term. For example this past month, Zidell has requested oversight by the Department of Environmental Quality (DEQ) to pursue environmental investigations, through DEQ's Voluntary Cleanup Program. These environmental investigations presages substantial redevelopment.

Page 2

August 10, 1994

The North Macadam District was defined in the 1988 City of Portland Central City Plan as the area in the City with the greatest redevelopment potential. It is comprised of approximately 115 acres of vacant and transitional use property adjacent to downtown, John's Landing and with extensive Willamette River frontage.

This region has a rare opportunity to combine regional light rail ridership objectives with private development interest towards a common vision for transit-oriented development.

We urge that the following points be considered in your deliberation; and, if so considered, we believe they will guide you to the selection of a Sellwood Bridge/light rail alignment that is beneficial to both Tri-Met, the Corbett, Terwilliger, Lair Hill neighborhood (CTLH), and North Macadam:

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Page 3

August 10, 1994

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The Metro staff and the Project Management group have committed substantial time and effort in developing a sound basis for reaching a rail alignment decision. We believe that this effort should include updating your information on the land-use and other public policy efforts underway locally as well as cognizant of actual private redevelopment efforts now ongoing. Please feel free to call me if we can provide you with additional information or other assistance regarding the information submitted in this letter.

BB/SLS/lm

cc: Ken Novak, Schnitzer Investment Corp.
North Macadam Development Council Members
SERA Architects
David Knowles

August 16, 1994

Leon Skiles
South/North Transit Corridor Study
Metro
600 N.E. Grand Ave.
Portland, OR 97232

Dear Mr. Skiles:

This is in response to the public notice regarding South/North Transit Corridor Study Public Meetings which appeared in The Oregonian. I will be unable to attend these meetings, but as a daily user of mass transit would like to offer these observations:

*** It is critical to plan 20 to 30 years in the future, not just for today. Clark County is growing very rapidly and its mass transit needs are also growing. This futuristic approach will provide much more benefit to taxpayers than a current snapshot approach.**

*** Siting of the proposed light rail service into Clark County should be determined by location of users (or potential users). Are they located along the Interstate 5 corridor, or along the Interstate 205 corridor? Will they be located there in the future? Are there people currently not using light rail or other mass transit who could be encouraged to use it based on location and convenience?**

Thank you for the opportunity to comment. I applaud the spirit of cooperation involved in this very important bi-state effort.

Yours truly,



Marc Anderson
12619 N.E. 43rd Ave.
Vancouver, WA 98686
(206) 576-8107 home
(503) 464-5775 work

8/16

TO: METRO FAX 797-1794

FROM: David Toole
5830 SE TIKKI CT
MILWANKIE 97207

RE: NORTH/SOUTH TRANSIT ROUTE COMMENTS.

My reactions to proposed routes are:

1. Locate route where ridership by residents of incorporated cities is greatest.
2. A route to Clackamas T.C. seems unwise as the route parallel to Hy #224 is heavy in commercial & industrial uses & not residential access. (I live nearby, however)
3. I like the idea of a station @ downtown Milwankie.
4. Why so much attention to Clackamas Town Center - you have a major freeway and state highway already serving it.
- 5.

Thanks,



Washington State University

Vancouver

1812 E. McLoughlin Boulevard
Vancouver, WA 98663-3597

August 17, 1994

Mr., Ron Bergman
Director of Public Works
Clark County

Dear Ron:

As we come down to "decision time" with regard to the termini for the light rail transit proposals, I thought it might be helpful to remind you and the key decision makers of the planning that Washington State University has undertaken that reinforces our use of transit at the new Salmon Creek Campus.

From our earliest planning studies, including the site selection process, the issue of availability of transit has been an integral concern. While we understood the physical constraints involved, we had always hoped that the rail line would actually reach our campus. If studies have determined that to be unfeasible, then our goal will be to make the connection between the 134th site and our campus the most convenient and efficient one possible.

The campus master plan, while not indicating any specific light rail alignments, is based on a transit friendly design. In fact, the entrance to the campus was redesigned specifically in response to discussions with C-Tran in order to accommodate bus routing directly on to the campus.

Our position has always been that we want to find ways to reduce vehicle trips to the campus by relying on transit and other transportation demand management programs. We established early in the design and programming process that campus parking would be part of a managed system and would be available at a cost to our student population. The revenues from those facilities will serve to fund supportive programs such as transit pass subsidies for students and shuttle busses from the campus to the 134th Street light rail station.

I am sure you are aware that the WSU Vancouver campus is upper division only, i.e., junior, senior and graduate level. This has led to discussions with Clark College administrators exploring how a light rail connection between the two institutions would reinforce the missions of both. For instance, it would facilitate the transfer of faculty, the ability for students to be taking classes at both schools and could help expand sharing of higher educational materials, particularly between the library facilities.

We also are hopeful that the alignment decisions made in the future will allow a connection between WSU Vancouver, Clark College and Portland State University as indicated in the attached copy of a letter from the chief administrative officers of these institutions and the Light Rail to 134th Street Information Sheet. There is little doubt that a strong light rail connection would further expand educational opportunities for students at all of those institutions.

Finally, we are firmly convinced that the extension of light rail to 134th Street provides unique opportunity to leverage the public dollars that are being invested in the creation of the WSU Vancouver campus. The extension of the system to 134th Street will allow us to fulfill the vision stated in our master plan which is for a campus that is transit friendly and ultimately, in fact, transit *dependent*. This will allow us to achieve the educational environment that has been envisioned by the Legislature, the University and the Board of Regents. Stopping the line anywhere short of 134th is, in my opinion, very short sighted and would bypass a golden opportunity to capitalize on the state's investment in higher education at the Salmon Creek Campus.

I strongly encourage the elected officials of our community to insist that the light rail line incorporate 134th Street as the northern terminus for the South/North segment.

Sincerely,



H.A. Dengerink, Ph.D.
WSUV Campus Dean

Attachment: Letter of July 28, 1994
Light Rail to 134th Street Information Sheet

Portland State University

P.O. Box 751, Portland, OR 97207-0751

August 17, 1994

Ron Bergman
Director of Public Works
Clark County
1300 Franklin Blvd.
Vancouver, WA 98660

Dear Mr. Bergman:

I am writing to you regarding the north terminus of the North/South light rail line. While I truly understand the problems associated with the overall cost of the project and appreciate the commitment made by Washington residents to fund a major portion of the project, I strongly support connecting the line to the Washington State University Vancouver campus.

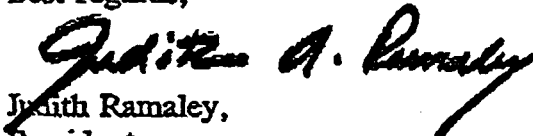
Portland State University has been actively involved in the development of the plans related to the downtown connection of the line. A PSU stop is good policy for our students, faculty, staff, and downtown business partners. For these same reasons and more, it makes sense to connect the North end of the line to both the Clark Community College and Washington State at Vancouver campuses:

- o College students and employees are consistent and regular users of transit systems. And since many of our students attend night classes, our campuses provide a significant number of riders during non-peak hours.
- o As employers demand higher skilled workers and employees seek training and educational services, we must provide quick and convenient access to institutions of higher education.
- o PSU and our educational partners in Clark County have worked hard to provide coordinated and connected educational services and programs. Linking these efforts with an efficient transportation system will improve our ability to serve students from both Washington and Oregon and reduce duplication of programs.

As you develop recommendations on the North end of the line, I strongly urge you to connect the system to both educational institutions located in Clark County. It will result in increased ridership, reduced dependence on the automobile, and provide greater access to educational services.

If you have any questions about my position, please don't hesitate to contact me or Lindsay Desrochers, Vice-President for Finance and Administration at 725-4444.

Best regards,


Judith Ramaley,
President

Why Bring Light-Rail To 134th Street?

- Washington State University's Vancouver branch is a nonresidential campus, so students, staff, faculty, vendors and visitors will all be driving to and from campus.
- The campus is expected to generate nearly 2.5 million trips a year by 2020. *
- The new WSU Vancouver branch campus is one of the major activity centers identified by Clark County's Growth Management Plan.
- Partnerships between Portland State University, Clark College and WSU Vancouver will mean more travel between the Portland-Vancouver area and the new campus.
- In an effort to be responsive to environmental concerns such as air quality and greenspaces, WSU Vancouver seeks to limit parking space at its new campus.
- Like the many agencies involved in the High Capacity Transit Study, WSU Vancouver's goal is to serve the community. Providing an effective transportation system is a major component of integrating a successful university with an established community.

* "Assuming a minimal level of transit service is provided to the campus, the two percent share of campus trips made by transit .. appears to be reasonable. Should a significantly higher level of transit service be provided... it can be expected that the share of campus-related trips made by transit will increase."
 -- WSU Vancouver Draft Supplemental Environmental Impact Statement.

About WSU Vancouver & Its Partnerships

WSU Vancouver was formally designated as a branch campus of Washington State University in 1989. WSU Vancouver provides access to higher education to the residents of southwest Washington who, traditionally, have had to travel away from home to earn a four-year degree.

Currently operating from a temporary location on the Clark College Campus, WSU Vancouver is in the process of constructing its own campus, near the 134th St. interchange.

A major difference between this new campus, and the one in Pullman is that WSU Vancouver is not a residential campus. What that means in practical terms is that all of WSU Vancouver's students -- not to mention its staff, faculty, visitors and vendors -- will be traveling to and from the site on a regular basis.

Partnerships

WSU Vancouver's students, staff and faculty will be traveling not only to and from the new campus, but between other campuses, as part of the many partnerships between WSU Vancouver and area colleges and universities. For that reason, Portland State University, Clark College and WSU Vancouver all support a light-rail connection to WSU Vancouver's new campus. Some of these partnerships are:

Portland-Area Library System (PORTALS) -- With the largest PORTALS system in the area, WSU Vancouver provides Portland area libraries and universities with access to extensive library and journal reference materials.

Clark College -- As the area's only community college, Clark College is a natural "feeder" school for WSU Vancouver. Plans are underway for Clark to offer a number of classes on the WSU Vancouver campus, and many students will take classes at WSU Vancouver and Clark College concurrently. Student and community activities will continue to be shared, requiring continued transportation support.

Center For Columbia River History -- WSU Professor Bill Lang, director of the center, will be based at PSU in January 1996 to conduct this program jointly.

Engineering program partnerships -- A proposal is underway that the fourth year of WSU's Engineering program be taken at PSU.

Joint Sciences Program -- If it proves feasible, WSU Vancouver will join forces with PSU in providing science education to students.

Other Considerations:

The Growth Management Act

As one of the main activity centers identified for Clark County's growth management plan, the WSU branch campus area is expecting tremendous growth -- and traffic -- above and beyond that brought on by the university.

	1995-96	1999-2000	2009-10	2019-20
Projected Enrollment	1,563	2,698	6,482	10,265
Potential trips generated by students	318,852	550,390	1,322,326	2,094,058
Potential trips generated by faculty, staff & community **	61,378	99,908	241,172	381,990
Total Trips	380,230	650,298	1,563,498	2,476,048

** Cultural events, continuing education, community activities, campus tours, etc.

Commute Trip Reduction

As the number of students increases, so too does the need for additional staff and faculty. To conform to the state's Commute Trip Reduction Act, WSU Vancouver will have to reduce its employees' Single-Occupancy-Vehicle trips. Students and staff looking for alternative ways to reach the campus will be greatly served by a north/south rail line.

Environmental Responsibility

In addition to providing the residents of this region with access to quality higher education, WSU Vancouver strives to set an example of environmental responsibility. Wetlands on the 348-acre campus site will be retained, and, in response to community concerns, the university has taken steps to ensure that the amount of available land used for parking space be limited. Air quality, too, suffers from too many vehicles, so in keeping with its environmental commitment, WSU Vancouver will encourage its students, staff and faculty to follow its environmental lead by utilizing the high-capacity transit system.

Community Access

As the site of numerous community, cultural and continuing education activities, the new WSU campus will attract not only students, but many community members -- more than 10,000 per year -- wishing to take advantage of southwest Washington's only public university.

RECEIVED

AUG 22 1994

Leon

ERNEST R. MUNCH
ARCHITECT URBANPLANNER

111 S.W. OAK STREET, SUITE 300
PORTLAND, OREGON 97204
PHONE: (503) 224-1282
FAX: 224-7931

August 17, 1994

Mr. Stewart Gwinn, Planner
Office of Transportation
Room 702
1120 SW 5th Avenue
Portland, Oregon 97204

Dear Mr. Gwinn

For nearly two years representatives of Red Lion Hotels and Inns have been attending meetings, hearings and workshops concerning the South/North LRT Project. In addition, we have had a number of conversations regarding the project with staff from the cities of Portland and Vancouver, Metro and Tri-Met. For the past year, Red Lion has been extremely concerned about the proposed surface alignment as it approaches the proposed Columbia River Bridge. As now planned, the approach would be elevated and come within 30 feet of two wings of guest rooms of their Columbia River facility, with disastrous results.

The alignment would threaten the entire hotel complex in two ways. The elevated track would form a barrier, making physical and visual access to the hotel from I-5 more difficult. Additionally, the nearness of the elevated LRT structure would make 40% of the guest rooms useless. The central facilities of the hotel including its extensive meeting rooms and banquet facilities are balanced with the total number of existing guest rooms, and can not be supported unless the current occupancy rate is maintained.

In short, while Red Lion has been generally supportive of the rail project in the past, the company would be better without LRT if the current surface alignment is maintained. Red Lion also feels that, if implemented, the LRT project must be coordinated with an improved circulation system on the island, and opportunities for joint development.

To this letter I have attached comments on the City of Portland's draft "White Paper" concerning the South/North Light Rail Project. These comments explain the Red Lion's objections to the proposed surface alignment, and we wish to have them included in the final draft of the paper. I have also attached a copy of a letter which we addressed to Commissioner Blumenauer and Mr. Cullerton, on June 30, 1993, regarding the above concerns. Neither Metro or the City of Portland have responded to that letter.

As the South/North process moves from Tier I to Tier II and beyond, Red Lion is left to wonder if and to what extent the City and the region will address the issues on Hayden Island, or consider an alternative alignment in that area. A written reply from you or someone else in authority, explaining your plans would be extremely helpful to Red Lion and its neighbors.

Thank you for your consideration the above points. If you have any questions, please call me. You may address your reply to either me or Tommy Henry, Sr. VP Design/Construction and Procurement.

Very truly yours,



Ernie Munch

cc: John Cullerton, METRO
Commissioner Earl Blumenauer, City of Portland



RED LION HOTELS & INNS

June 30, 1993

Commissioner Earl Blumenauer
City of Portland
City Hall
1220 SW 5th Avenue
Portland, Oregon 97204

Mr. John Cullerton
Project Manager
South/North Corridor Study
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Light Rail Transit on Hayden Island

Messrs. Blumenauer and Cullerton:

Representatives of Red Lion Hotels and Inns attended the June 15th Community Workshop, regarding potential LRT alignments and station locations in North Portland, and on Hayden Island. We found the meeting very informative and wish to restate some of the comments and suggestions we made at that time.

First and most importantly, we are supportive of the implementation of light rail transit in the north corridor, but our desire is to have it constructed with minimum short and long term negative impacts. We also realize the introduction of LRT is an opportunity to reorient some development on Hayden Island toward public transportation. To those ends we make the following requests:

1. Our preference, as stated at the meeting, is for the tunnel crossing, provided the technical problem of passing under the Red Lion facilities can be resolved.
2. The second alternative, should the LRT alignment be above grade, is to keep it immediately adjacent to I-5 and the existing Interstate Bridge. To do anything less would literally render unusable over 40% of our guestrooms in our eastern most wings.
3. That ODOT and the City of Portland be involved reviewing and possibly modifying vehicle access to and from I-5, and vehicle circulation on the island. Traffic and transit

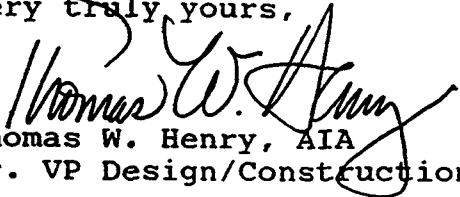
access to the island should be coordinated to ensure efficiency of movement, and to maximize development potential. At present, there are some deficiencies in the traffic system. The introduction of the LRT project represents an opportunity to correct these problems and get the access right for the next twenty to thirty years.

This review should also include transit transfers and feeder service on the island.

4. That Metro and the City of Portland work with the property owners on Hayden Island to maximize the potential for the redevelopment of land close to the LRT station.

In closing, we would like to restate our willingness to work with the various jurisdictions and other property owners toward the successful implementation of a project in the north corridor. Please feel free to call upon our General Counsel, Beth Ugoretz, our consultant, Ernie Munch, or myself, if we can assist in any way.

Very truly yours,



Thomas W. Henry, AIA
Sr. VP Design/Construction and Procurement

TWH:J

cc: David J. Johnson, President and Chief Executive Officer,
Red Lion Hotels and Inns
Beth Ugoretz, Sr. Vice President and General Counsel, Red Lion
Hotels and Inns
Ernie Munch, Architect/Urban Planner

Comments on Draft "White Paper" for South North Light Rail Transit Corridor Study

Northern Corridor-Columbia River Crossing Options:

o Impact on the Red Lion, Columbia River Hotel. (Replace the existing with the following) Red Lion Hotels and Inns has repeatedly expressed strong objection to the proposed alignment of the bridge approaches across their property. As now planned, the approach would be elevated and come within 30 feet to the two wings of guest rooms.

The alignment would threaten the entire hotel complex for two reasons. First, the elevated track would form a barrier, making physical and visual access to the hotel from I-5 more difficult. Second, the close proximity of the elevated LRT structure would make the guest rooms in the two wings difficult to rent. The central facilities of the hotel including its extensive meeting rooms and banquet facilities are balanced with the total number of existing guest rooms, and can not be supported unless the current occupancy rate is maintained.

Red Lion Hotels and Inns favors the tunnel alternative, which could pass directly under the Columbia River Red Lion. They have also joined the owners of the Mall and the house boats in asking Tri-Met, Metro and the City of Portland to study an alignment immediately adjacent to I-5.

The Red Lion and other businesses and residents on Hayden Island are also concerned about construction impacts and requirements for construction staging areas for the river crossing.

(Delete New Hayden Island I-5 Ramps and Hayden Island Circulation: Auto, Bicycle, Pedestrian. Replace with the following:)

o Hayden Island Access and Circulation, Auto Transit Pedestrian and Bicycle. The construction of LRT must be coordinated with other transportation and access issues including: the establishment of a public street system on the island; local transit service; pedestrian connections between both ends of the island and within retail areas; and revisions to the freeway access ramps.

Jantzen Beach Mall and other areas on the island are used as a parking area for people attending events at PIR and the Expo Center. Residents and

businesses on the island have expressed concern that this practise will increase with the construction of LRT.

The Office of Transportation is proposing an island circulation study which would be completed at the end of Tier II. This study will be important to select a proposed alignments. Discussions with ODOT, Tri-Met and Metro are on-going.

o Redevelopment Opportunities on Hayden Island. (add the following) In addition, negotiations for the sale of the Jantzen Beach Mall are currently underway. Whether or not the ownership changes, it is likely that the mall will be extensively remodeled before, or as, LRT is constructed.

STEVEN N. BOGDON*
 DAVID W. CHRISTEL
 JAMES D. HOKTON
 JAMES D. MULLINS*
 HUGH J. POTTER
 DONALD RUSSO*
 ROBERT M. SCHAEFER
 MICHAEL SIMON
 BRIAN H. WOLFE

*Oregon and Washington Bars

**BLAIR
 SCHAEFER
 HUTCHISON
 & WOLFE**

DONALD C. BLAIR
 *THURANCE D. HANNAN
 DAVID C. HUTCHISON
 OF COUNSEL

JOHN F. WYNNE
 1920-1988

VANCOUVER 206-693-5883
 PORTLAND 503-265-4103

FAX 206-693-1777

Attorneys at Law

1014 Franklin Street • Post Office Box 1148 • Vancouver, Washington 98666-1148

August 15, 1994

Deb Wallace
 Project Manager for High Capacity Transit
 C-TRAN
 2425 N.E. 65th Avenue
 Vancouver, WA 98661

RECEIVED
 AUG 18 1994
 CLATSOP COUNTY
 P 15.8

Re: Alignment of proposed light rail system in
 Clark County

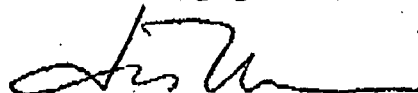
Dear Deb:

I very much enjoyed your presentation at Green Meadows.

I have reviewed the information you provided. I also have some familiarity with the entire question of how the Clark County end of the north-south light rail line should be aligned. No solution is perfect. My personal opinion, however, is that the most sensible of the available options is to route the light rail line to the upper Main Street area near McLoughlin Blvd. and then route it east past Clark College and out to the Vancouver Mall terminus. I believe this alignment offers the best available combination of maximum potential ridership and least cost.

Thank you for your continuing efforts.

Sincerely yours,



James D. Mullins

JDM:
 [mjac@Wallace.ltr]

AUG 29 1994

SEP 1 1994
J.D.
c: Bof D
T. Walsh

P.O. Box 42121 3800 S.E. 22nd Avenue
Portland, OR 97242
(503) 232-8844 TLX 360415

Fred Meyer, Inc.

August 23, 1994

Metro:
cc: Leon Skiba
Richard Brandman
B Post
DeWet
DC

Mr. Andrew Janssen
Light Rail Alignment Design Consultant
TRI-MET
710 NE Holladay Street
Portland, OR 97232

Dear Andrew:

This letter is clarify Fred Meyer's preferences in regards to the alignments being studied for the North/South MAX light rail project. After further internal discussion, we believe the most acceptable northern alignment would be that which parallels the I-5 freeway, as opposed to Interstate Avenue route. At this time, we have not been able to focus on the southern leg of the project.

As you are aware, Fred Meyer has a number of stores in the proposed North/South MAX corridor. Over the years, these stores have become valuable assets to the neighborhoods and communities in which they are located. While we are certainly supportive of the MAX/transit concept, we must also ensure that our customers, now and in the future, continue to enjoy a safe and convenient place to shop.

In that light, we would be appreciative of periodic meetings with your North/South project team as the details of the project become a little clearer. This project could have a tremendous positive effect on regional transit, and we look forward to the opportunity in working with the project team.

Thank you for your consideration, and please do not hesitate to contact me if you or your team members have any questions.

Very truly yours,
FRED MEYER, INC.

Steve
Steve Cogan
Assistant Vice President
Real Estate Acquisition
Corporate Facilities Group
(503) 797-3117

cc: Tri-Met Board of Directors

AUG 30 1994

7035 S.W. Gable Parkway
Portland, Oregon 97225
27 August, 1994

Leon Skiles, Project Manager
South/North Transit Corridor Study
Metro -- Transportation Planning
600 NE Grand Avenue
Portland, Oregon 97232-2736

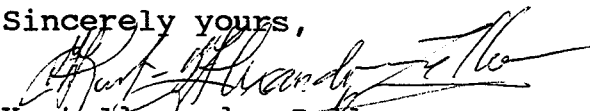
Dear Mr. Skiles:

I will be unable to attend any of the public meetings for the South/North Transit Corridor Study next month. I would therefore like to take this opportunity to express in writing my support for the building of a South/North light rail line. Although my own primary direction of travel in the Metro region is East-West (I do travel several times a week South-North between here and Salem, but that is another story), a large number of people do travel daily between downtown Portland and suburbs to the south and north, and our region desperately needs some way to provide those people with both an alternative to using the automobile and incentives to use that alternative. Light rail service that would be both fast and convenient (as opposed to merely extant) could meet both of those needs.

I am not qualified to venture an opinion as to which alignments might offer the most attractive features of accessibility to ridership and speed of transit, though I do think it would be a serious mistake not to give a lot of emphasis to the latter. In my opinion, transit planners tend to focus too narrowly on the former and forget the latter; most people I know will not get out of their cars if their cars still can get them where they wish to go even as little as ten minutes faster than public transit. What will attract people to light rail more than anything is the sight of rail cars whooshing by at speeds twice what auto commuters are managing on the highways at rush hour.

I will, however, offer an opinion on terminus points. Build the whole thing. People don't live in downtown Vancouver; there's no point in ending the light rail at some point a mile across the Columbia. Build it all the way out to the housing developments where those commuters would first climb into their cars, because once they're in them, a lot of them won't get back out. Better yet, build it out into the Clark County fields that WILL be housing developments by the time the thing is finished. The same is true of the southern terminus; it ought to be at least in Oregon City, if not in Canby or Estacada. To get people truly attached to light rail most effectively, the light rail must slightly PRECEDE development.

Sincerely yours,


Kurt-Alexander Zeller



CLACKAMAS COUNTY

Department of Transportation & Development

THOMAS J. VANDERZANDEN
EXECUTIVE DIRECTOR

TRANSPORTATION DEPT.

AUG 30 1994

August 29, 1994

Andy Cotugno
Planning Director
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Andy,

Congratulations to you and your staff for keeping the South/North study on schedule. Now that the technical phase of Tier 1 is complete, it is up to the rest of us to follow through and do our part.

Please convey my appreciation to each member of your staff who put in all of the extra time and effort. In particular, I think that Richard and Leon have done an outstanding job managing the South/North study and deserve special recognition.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tom", is written over the typed name.

Thomas J. VanderZanden, Director
Department of Transportation and Development

AUG 30 1994

Aug 30 94
13202 SE Forest St
Vancouver, WA 98689

Dear Mr. Skiles;

Thank you for giving me an opportunity to express my ideas on the subject of public transportation - in particular, the N/S route - I believe a functional system of public transportation is essential. I am, however, concerned about the plan to invest millions of dollars in a N/S light rail route at this time. I would like to see an alternative plan - something broader - i.e. that wouldn't require most of the passengers to drive their cars to a parking lot where they could then board the transit vehicle - I would like to see (1) more "feeder" routes - (2) More emphasis on personnel & less on "high tech" (3) highest priority to issues of safety, both before & after boarding - Thank you
D. D. R. 00.00

First: You've got to get the "occupant" out of the "single-occupant-vehicle" ("SOV"); we, citizens of planet Earth, are in love with our SOVs; our campers; our mini-van; our pick-up trucks. We love our vehicles.

Except our buses. Why don't we love our buses as much as we love our SOVs? Simple: Buses go infrequently; on someone else's schedule; they cost too much; and who wants to ride with 45 other people on a dirty, gaseous, toxin spewing bus, anyway?

It's not rocket science, folks:

- 1) Clean buses running on natural gas, electricity, or a combination of both.
- 2) attractively-presented buses, running 24 hours per day, 7 days per week, on frequent schedules.
- 3) Reasonably-priced bus passes for everyone paid for by direct business tax.
- 4) Withdraw parking-lots, ^{subsidies to wealthy} concessionaires, who are reaping vast profit and greed by encouraging and maintaining the problem.

You truly should discard the illusion⁻² that MAX will solve your transit problem. It won't. It is too late and too little. It will not seduce the SOVs off the road. MAX "preach to the choir", while the "devil" continues to sing to the problem. SOVs! Take those quadra-million of dollars that you're throwing at "studies" and "planning committees". Spend the money: buying new & better buses; expansion of routes; expansion of schedules; lower fares. Restore 24-hour bus service throughout your region. Try to solve the problem. You've studied it to the death of the environment and ^{the} human spirit. Now, please, do the right thing(s).

Marishi
921 S.W. Washington #75
Portland, OR 97205

Sept. 5 1994

Citizens Advisory Committee
Metro
600 N. E. Grand Ave.
Portland, Ore. 97232

Gentlemen:

All the news media points to the fact that, like it or not, all citizens from Clackamas to Clark County will be forced to accept light rail and all the costs it will entail.

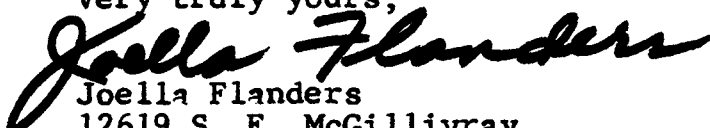
You have not given a thought to the fact that the incomes of retired homeowners are not rising, in fact they are decreasing because the interest rates on our investments have fallen so far in the last few years. The school districts keep building schools and raising our taxes, the price of property keeps rising which affects our insurance rates, yet we only get an insufficient amount (like \$10 a month) which is to cover our cost of living. Your calculations are always inadequate to finish a job, and rather than leave it half finished, you manage to get a grant or loan from the federal government to complete the project. All the property owners do not have extra sources of income from which we can draw when we need it.

You will not get huge numbers of people to ride the light rail. We could go to the station just across the I205 bridge to board for downtown destinations, but it is not worth having our car broken into while we are gone, or to ride with the rude element which seems to board around Lloyd Center. Rudeness and danger is increasing everyday.

Just when downtown Vancouver shows a promise of re-vitalizing, building the light rail through it would be a disaster to the merchants who are trying to open new businesses there.

No, we do not want light rail to come to Clark County. I do not want to have to pay taxes on this monstrosity for the rest of my lifetime.

Very truly yours,


Joella Flanders
12619 S. E. McGillivray
Vancouver, W. 98684

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9.6.94 Name MARY DAVIS Phone (503) 724-2008

Address 8225 SE 63rd Ave City/State/Zip Portland 97206

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Even tho it is a separate issue to LRT planning & funding, the accountability of TRIMET to the public is imperative that it be addressed in a responsible manner for ultimate resolution to ~~the public~~ by the board. If the TRIMET board does not become elected & accountable (staff), don't expect a high success rate for future funding measures?

S · M · I · L · E

SEP 6 1994

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 S.E. 13TH AVENUE • PORTLAND, OR 97202
STATION (503) 234-3570 • CHURCH (503) 233-1497

September 1, 1994

Mr. Leon Skiles
Project Manager
South/North Transit Corridor Study
Metro
600 N.E. Grand Ave.
Portland, OR 97232-2736

Re: Portland to Milwaukie LRT Alignment

Dear Mr. Skiles:

I want to report that the Sellwood-Moreland Improvement League has taken a position on light rail alignment from Portland to Milwaukie.

On August 3, 1994 SMILE's Board unanimously recommended to the general membership that it adopt a motion that SMILE favor a McLoughlin alignment over either a PTC alignment through Oaks Bottom or a west bank alignment. The general membership adopted the same unanimously.

There is a vigorous opposition in our neighborhood to an alignment through Oaks Bottom. Oaks Bottom is one of the last remnants of once extensive Willamette River wetlands. It is a fragile environment that hosts some 140 species of birds, many mammals, fish, and other living things. No one would know the effect of a light rail alignment through Oaks Bottom until after its construction and the operation of trains.

We have seen the fact-finding of the Tier 1 Technical Summary, and the PTC alignment is clearly inferior to a McLoughlin alignment. Those facts show that the PTC alignment would have fewer riders, slower travel time, higher operation and maintenance and capital costs, and higher operating costs per rider. It is close to the river and does not serve southeast neighborhoods to the east of SMILE. A McLoughlin alignment better serves those


neighborhoods.

I understand that an agreement is close and funding available to construct a bike and pedestrian trail next to the PTC tracks through Oaks Bottom. This would be an extension of the Springwater Corridor trail. If light rail goes through Oaks Bottom, the trail, instead of being next to the rails and close to the riverbank, will be placed at the bottom of the bluff that overlooks Oaks Bottom. I believe bicyclists and walkers favor a trail close to and overlooking the river.

SMILE also opposes a west bank alignment. Such an alignment would cross the river at or near the Sellwood Bridge, and then turn south to follow the PTC tracks between Sellwood and Garthwick. Such an alignment would cut through or be next to Sellwood's most historic area. The railroad tracks between McLoughlin and Boring have been abandoned, resulting in the Springwater Corridor. It is possible that the PTC tracks west of McLoughlin may someday be abandoned. To dedicate that rail right-of-way to a greenway would greatly benefit our area. It would help to tie Sellwood and Garthwick together. Light rail would be a permanent barrier.

Finally, though no motion has been adopted on river crossings for a McLoughlin alignment, I want to report my concern and the concern of others regarding a crossing in the proximity of the Ross Island Bridge. Ross Island is ecologically tied to Oaks Bottom. Herons nest on Ross Island and feed at Oaks Bottom. Ross Island must be protected from any degradation.

Sincerely,


Leonard Gard
President

*Jina***INTERSTATE AVENUE ASSOCIATION****OFFICERS**

September 2, 1994

Mike Nelson
W.E. Nelson Co.
PresidentLeon Skiles
South/North Corridor Study
MetroDoug Hartman
Summit Design
Vice President600 N. E. Grand Ave.
Portland, OR. 97232

Mr. Skiles:

Lori Dingler
U.S. Bank
Secretary/
Treasurer

The Interstate Avenue Association supports a light rail alignment on Minnesota avenue and not on Interstate avenue. The Interstate Avenue Association represents the business interests along and adjacent to Interstate avenue.

DIRECTORS

Our organization has studied the materials and presentations generated by both the Metro staff and the City of Portland Regional Rail Program staff. Clearly, the speed of this project's decision process has compromised the sufficiency of the data and thus analysis of the impacts and options. We believe that the alignment analysis proposed for Tier 2 is minimally necessary for making the best alignment decision during Tier 1.

Bill Castor
Millinneum Services

This lack of articulated vision of these impacts potentially affecting businesses is a significant factor in our position. We feel that we lack a clear perspective on such issues as construction impacts, local transportation issues, and future development impacts. Without a more clear perspective of these things it is impossible to see anything but the detrimental effect on businesses resulting from an Interstate avenue alignment.

Ramesh Dayal
Westamer MotelJoe Dennis
Interstate Rentals

This is not to say that a more sufficient analysis would precipitate a different recommendation from our group. However, the absence of better impact analysis and plans for transit related development leaves the impression that an Interstate avenue alignment would hurt local business and add little in the future.

George L. LaDu
Geo L. Ladu
& Associates

If a final decision is made to accept an Interstate avenue alignment, this organization expresses a strong desire to see plans for addressing the impacts to existing businesses and a plan identifying resources that would contribute to a viable development strategy paralleling our goals, as outlined in the Albina Community Plan.

Sincerely;

*Mike Nelson*Mike Nelson
President

SEP 8 1994

September 7, 1994
Vancouver, WA

Metro South/North Study
Attention: Mr. Leon Skiles
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Skiles;

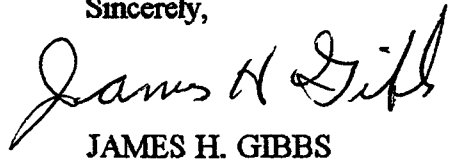
We live at 6814 NW Dogwood Drive, Vancouver, WA 98663. Please accept two comments regarding the proposed south/north light railway line from Clackamas to Vancouver.

(1) My family is opposed to building any rail line to Vancouver. We read in the newspaper recently the experiences of a suburban community near Baltimore, Maryland. This community at first wanted a light rail line from Baltimore to their community. However, within six months of its completion, the community residents were clamoring to have the rail line shut down. The new rail line brought with it a massive influx of undesirable people and a drastic increase in crime to the suburban community north of Baltimore. We fear the same influx of crime into Vancouver should the new light rail line be constructed.

(2) Should you ultimately decide to construct the rail line, we'd like it routed only as far north as downtown Portland; or if you must route it to Vancouver, then routed east to the vicinity of Vancouver Mall. The majority of future growth in Vancouver/Clark County will take place on the northeast side of town, so that is where you should route the light rail line.

Thank you for your time and consideration of our views.

Sincerely,



JAMES H. GIBBS

Phone (206) 693-6970

Your Opinion Counts

Date 9-8-94 Name Steve Altsman

Address 1461 NE Paropa City/State/Zip Portland 97230

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

He thinks the route close to Oaks Park is best. He thinks Oaks Park is a "draw" (attraction). He doesn't like McLaughlin.

By phone



September 8, 1994

South/North Steering Group

I have strongly supported the South North light rail from Vancouver to Portland then on to Oregon City by way of the Caruthers Street Bridge by OMSI.

My involvement as a family business owner on the Central Eastside, a former Chairman of the Board of the Central Eastside Industrial Council, member of the Central City Plan Transportation Committee and presently an OMSI Board Member has kept me involved in this light rail issue since 1989.

I feel even more strongly now as OMSI has become a reality and is daily exceeding all attendance forecasts. Both citizens from Oregon and Washington and tourists to the Portland area are attending in greater numbers than projected. It only seems logical that the next light rail line should serve this \$40 million facility. When the facility was moved to the present location, it was with the assurance that light rail would stop at OMSI. Currently there are over 1 million visitors to this attraction and considerably more people including school children and other citizens from all over the Portland Metro and Vancouver areas are expected to visit OMSI by the time light rail is completed. No other single stop going south from Portland could provide as many daily riders to help pay for light rail as an OMSI stop.

In addition to OMSI, I believe it is now time for the people of Southeast Portland who make up the largest population block in Portland have the next light rail. The Northeast, Northwest, and Southwest areas of Portland have all been part of light rail. While the alternate route down the Westside of the river and across the Sellwood Bridge would serve a small corner of Southeast Portland, only the Hawthorne Bridge or the Caruthers Street Bridge route would serve the Hosford Abernathy, Brooklyn, Sellwood, Central Eastside and other southeast neighborhoods. This route would greatly relieve the traffic on McLoughlin Boulevard and the most

• EXECUTIVE OFFICES •

515 East Burnside • Portland, OR 97214-1183 • (503) 238-6464
PO Box 4487 • Portland, OR 97208-4487 • FAX (503) 238-6483

South/North Steering Group
September 8, 1994
Page 2

heavily traveled city bridge in Portland, the Ross Island Bridge. This route, although presently a few blocks away, is also the only one that may be able to serve the Tri-Met facility on 17th Avenue. Yes, the citizens in Southeast Portland also voted to have their tax dollars help complete Westside light rail. Now it's time that Southeast Portland citizens not be left out or bypassed again and that the next light rail line serve them and the light rail commitment be kept with OMSI.

I want to thank you for considering my positions regarding Eastside Light Rail. I urge you to keep in mind how important this would be not only to the citizens in Southeast Portland, but also to Portland Metro and Vancouver area citizens.

Sincerely,



R. H. Parker, Jr.
President

RHP:dmp

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9/8/94 Name Peter Conner Ford Phone 231-3830

Address 3815 SE 31st Ave City/State/Zip Portland OR 97202

Comments (please print) - summary of oral comments presented to panel Thurs. pm.
Turn in comments at registration desk or fax to Metro, 797-1794.

A. Basic principles: 1. Serve the people (rather than "economic development")
2. Take the direct route - it's faster

B. Alignment recommendations

1. Caruthers Crossing - serves PSU, DMSE and SE

2. Route via SP + Brooklyn Yard - serves SE neighborhoods

3. Terminus: Oregon City via McLoughlin

a. it's where the people go

b. generates twice the ridership TC route does

C. This is important work. A well located route will serve the community for a long time. I wish you well.

Summary of oral comments

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9/8/94 Name Brad Halverson Phone 282-2785

Address 4227 N Court Ave City/State/Zip Portland, OR 97217

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

As a ~~committee~~ member of the Overlook Light Rail Committee I am concerned that we do not have enough information to make an alignment decision. The budget estimates are rather thin on explanation. There is a definite concern that, with either alignment, Overlook has poorer service as a result. This concern will result in a defeat of the bond measure by those voters. We as a committee have had a difficult time making distinguishing choices between the alignments due to the lack of data.

written only

Written only

MY TESTIMONY: THIS CORRIDOR SHOULD BE EXTENDED FROM LONGVU_K(LK) TO SALEM

HERE ARE MY 4 PROPOSED ROUTES (T) FROM 26TH & WESTERN VIA 26TH (IN CORVALLIS) TO
CAMPUS WAY TO MONROE TO THE S. P. R. R. TO M-I THRU VIA THE BN R. R., RIVER RD OWE
S ST LIBERTY, THE BN R. R. TO THE BDK FRY TO 1ST (IN PTLD) EVERETT, STEEL BRIDGE
THRU THE UNION STA THEN THE BN R. R. TO THE NNA NT WAY BRIDGE CR SS T WHAT BRIDGE
THEN TE BANT, COMMERCE TO THE N. END OF COMMERCE (CC) FROM THE S. END OF LIBERTY
VIA LIBERTY TO CLEARVU DR TO THE BDK FRY ETC, (C) FROM THE FRY 5 VIA S. COMMERCIAL
TO STATE ST TO THE S. P. R. R. TO JUST N. OF O. C. THEN CROSS THE BRIDGE INTO GLADS
ONE THEN VIA PTLD A VE ABERNATHY, GLENECHO, MAC BLVD MLK BLVD HAWTHORN ST HAWTHORN
BRIDGE MAIN ST 1ST INTO THE UNIOS STA & THEN VIA THE BN R. R. TO THE TUNNEL AT THE
NORTH SIDE OF KELSO (DD FROM THE S. END OF LANCASTER DR VIA LANCASTER TO THE SP R.
ETC (D) FROM ASHLAND VIA THE S. P. R. R. TO PTLD THEN THE BN R. R. TO VANC B.C THE
VIA THE BC R. R. TO DWASON CREEK B. C (BB) SAME AS LINE (D) BUT USE THE FRY 205 FR
M THE S. P. R. R. TO THE BN R. R. TO DWASON CREEK

THE 8 TRAINS FROM ASHALND TO DAWSON CREEK ARE: THE ROGUE RIVER | THE MT. MACLOUF L
LOUFLIN | THE WILAMET VALLEY | THE MT HOOD | THE PUGET SOUND | THE MT. RAINIER. | THE S
FRASER VALLEY | THE MT ROBESON

FROM F. G. VIATH E S. R. R. R. TO HLS, THEN VIA DENNIS TO MAIN ST TO CORNELL
RD TO HWY 26 TO CANYON RD TO 18TH ETC USE THE MAX TO 82 ND THEN N ON 82ND TO THE
HATFIELD WORLD AIRPORT FILIP NYE 2211 S. W. PARK PL PRLD

THE CASCADIA TRANSPORT SYSTEM NEEDS EVERYBODYS SUPPORT THE ADDRESS IS CASCADIA TRA
S. T. S. 183 HIGH ST SALEM. 97301

Be sure to wear ur pass attached to ur shirt pocket then step on the bus & promptly
TAKE UR SEAT THIS WILL SPEED UP UBUS SERVICE A MAN FROM EACH OF

I THANK U VERY MUCH THE TRANSIT CO IS IN THE NW ALSO BC &
ALBERTA, AMTRAK GREY HOUND CANADA'S VIA & ALL
THEIR BUS LINES

FROM WNSG VIA 217 BDK. 1ST EVERETT STEEL BRIDGE
THE MINNERK THRU VANC TO 039TH ST AT RT 900 TO
VANC MALL MALL DR 9TH PLAIN BLVD 112TH ST AVE 99TH
& 39TH TO 200TH THE 1ST STOP IN VANC IS 7TH ST IN PT
LD 16TH MERRISON ST

South
North

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

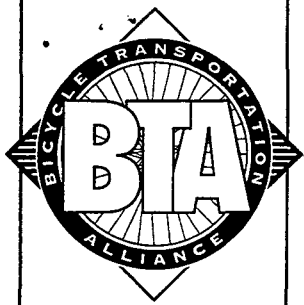
Date 9/8/94 Name Rex Burkholtz Phone 282-2599

Address PO Box 9072 City/State/Zip Portland 97207

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

*Sorry I missed the 12-2 hearing, attached
find comments re. bike/ped accessibility*



Date: September 8, 1994

To: North South Transit Corridor Technical Advisory Committee

From: Rex Burkholder, Bicycle Transportation Alliance *RBH*

Re: Draft Briefing Document: Tier I Technical Summary Report

Thank you for the opportunity to review the Draft Briefing Document: Tier I Technical Summary Report. We are concerned that the integration of bicycles and transit is completely absent from this document. Please have these comments read into the record.

By being designed to be bicycle accessible, a light rail station, or any destination for that matter, has a service area nine times as great as a destination accessed primarily by foot traffic (a circle 3 km in radius rather than 1km). Bike accessibility is accomplished by ensuring bicycle access to a station—appropriate bikeways on all access roads—and by providing sufficient quantities of secure, convenient **bicycle parking** at the station. For example, 50% of all transit trips in the Netherlands begin on a bicycle. Even in this country, without a tradition of cycling, national and local polls have found that 20% of adults would ride a bike at least once a week if they had good bikeways and secure parking. Cities such as Corvallis and Davis, California already experience high bicycle ridership—respectively 8% and 25% of work trips—because they have excellent bicycle facilities (Davis also severely restricts auto parking).

Planning for bicycles makes a lot of sense for economic, air quality, and efficiency reasons. 20 bicycles can be accommodated in the space required to park one car. In the Philadelphia area, studies carried out during consideration of options under the Congestion Mitigation/Air Quality portion of the Intermodal Surface Transportation Efficiency Act of 1991 found that the air quality benefit of providing even small numbers of secure bicycle parking facilities far exceeds the benefit gained from large amounts of expensive, difficult to locate Park-n-Rides for automobiles. As our experience with MAX demonstrates, Park-n-Rides have a very limited return—air pollution is not significantly reduced (cold starts being the source of the majority of pollutants), and the lots themselves create significant barriers to foot and bicycle traffic as well as being extremely limited in capacity.

Due to right of way constraints, light rail is usually located at the edge of neighborhoods and is not easily accessed by foot. In developed urban areas, providing automobile parking is not an option. Without an alternative, ridership levels are depressed or parking essential to businesses neighboring a station are monopolized by commuter parking. Making stations bicycle accessible and providing secure bicycle parking offers a low-cost solution to these problems. All stations should have plenty of free bicycle parking (a charge may be in order if bicycle parking is monitored, perhaps by a concessionaire) and be easy and safe to bicycle to.

Specific Recommendations:

- **Include plentiful, secure bicycle parking at all light rail stations, especially in urban areas** (for example, the Lloyd Center MAX stop is out of walking distance—but within easy cycling range—of the neighborhoods to the north and south; yet, there is no bicycle parking at all).
- **Make bicycle access to stations a high priority.** Work with local jurisdictions to ensure that all roads leading to a light rail station have appropriate bicycle facilities, e.g. bike lanes on arterials and collectors with ADTs of over 3000.
- **Replace Park-n-Ride capacity with high quality bicycle parking.** As discussed above, Park-n-Rides fail to achieve any their purposes, i.e., improving air quality and increasing ridership at a reasonable cost. There are many designs for secure, space and cost-effective bicycle parking.

Ridership levels and cost per rider should take into account the increased service area created by good bicycle access as well as the savings from replacing Park-n-Rides with bike facilities. Such a correction will help ensure that light rail goes where the people are rather than to vacant land in search of automobile parking, as is the case with the eastern terminus of MAX.

◆
WORKING FOR SAFE,
SANE, AND SUSTAINABLE
TRANSPORTATION
◆

written only

◆
P.O. Box 9072
PORTLAND, OREGON
97207-9072
◆

503/226-0676

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9-8-94 Name JOE BREMER Phone 231-2800

Address 2030 S.E. STEPHENS City/State/Zip PTLD 97241

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Why spend the big money for any new bridge over the Willamette? Could keep the new S/N alignment on east side. Have a station on E side to transfer to existing MAX line to downtown. Present bus system on the W side can suffice -- or, allow subway to PSU + other locations as desired. Bridges are very expensive. E side alignment directly serves the whole E side including OMSI, Com Center, CEIC + other -- JB

Written by



September 8, 1994

Leon Skiles, Project Manager
South/North Transit Corridor Study
Transportation Planning
Metropolitan Service District
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Skiles:

Kaiser Permanente appreciates this opportunity to comment on the proposed termini and alignments in the South/North Transit Corridor Study.

Kaiser Permanente is a major employer in the corridor and a major provider of health care. About 8,000 people work for Kaiser Permanente, providing medical care to more than 300,000 members in the Portland-Vancouver metropolitan area.

North Terminus

We encourage further study of a Phase II extension to at least 134th Street and the development in the interim of a high quality feeder bus system to promote land use to support light rail transit in that area. We are seeking property for a new medical and dental office in the Salmon Creek area and would like our employees and members to have the advantage of high capacity transit in the future.

North Alignment

Over 1,000 people work at Kaiser Permanente facilities on North Interstate, providing medical care to more than 20,000 Kaiser Permanente members who live in North and Northeast Portland. In 1993 there were approximately 337,000 visits to the Edgar F. Kaiser Campus and about 30,000 to our North Interstate Services Building at North Interstate and Lombard.

Kaiser Permanente favors an alignment in the median of North Interstate Avenue. A North Interstate alignment could provide a station close to all three of our medical offices on the campus, providing easy and direct access for patients coming to our facilities. This alignment would also place a station convenient to residents of the neighborhood. However, we urge careful attention to the issue of adequate auto and pedestrian access to the neighborhood.

A North Interstate alignment with two lanes would cause much less disruption to our medical facilities and to our parking facilities than the I-5 alignment.

However, we would support this alignment only if the right of way is not significantly widened at our Edgar F. Kaiser Campus, as would be required to accommodate four lanes of traffic. Widening beyond the current right of way would interfere with operations at our Central and West Interstate facilities by reducing access to our facilities for members and staff and for deliveries.

We support an Interstate alignment also because it would serve our North Interstate Services Building more directly than the I-5 alignment. However, we would have some concerns if four lanes were needed at that intersection and our property were affected. We understand that decision will be made in Tier II.

We cannot support the I-5 alignment, especially in the southern portion of the corridor, because we believe it would create vibration, noise, and visual distraction for our East Interstate Medical Office. With the tracks and train very close to the rear of our medical facility, these impacts could be quite intrusive and would be difficult or impossible to mitigate because of the narrow right of way.

In addition, the perceived and actual security for transit riders would be difficult to manage. Furthermore, Kaiser Permanente's facilities would face an increased security risk, especially during non-working hours when there would be less activity. We anticipate that we would need to increase our security and, while this would perhaps ameliorate some of the security problems for us and for transit riders, it would entail an added expense to our members, who would then be bearing an inequitable share of the burden of security.

South Terminus

We support a Clackamas County terminus at or near Clackamas Town Center, which would serve our Kaiser Sunnyside Medical Center. We have nearly 2,000 employees at the campus; in 1993 there were approximately 503,000 outpatient visits to the campus and 14,000 inpatient stays. To make the best use of the approximately 1,900 parking spaces we have there, we would like to be able to encourage both our employees and members to use transit for as many trips as possible. Therefore, we would like a station location which provides convenient access for our members.

We also support the PMG recommendation to study an extension beyond the Tier II terminus either further east or further south.

Thank you for considering our comments as recommendations are being developed.

Sincerely,



Michael H. Katcher
President and Regional Manager

cc: LeeAnne Wrenn
Director, Facilities Services

Clackamas County Citizens for
Light Rail

September 9, 1994

Mr. Leon Skiles
Project Manager
South/North Transit Corridor Project
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Skiles:

We are writing to comment on the Project Management Group's draft Tier I recommendation for the southern terminus of the South/North Transit Corridor Study. Our coalition, Clackamas County Citizens for Light Rail (CCCLR), is a group of more than 70 businesses, individuals and organizations which share a common vision for light rail transit in our community.

CCCLR supports light rail to Clackamas County. We believe the route that will best serve our community is one that heads east from Milwaukie to Clackamas Town Center, then south to Oregon City roughly along I-205.

CCCLR believes the ultimate light rail terminus in Clackamas County should be Oregon City. As the population and employment base in the Town Center area and in the eastern part of Clackamas County continue to grow, it will be increasingly important to link it to Oregon City – the county seat. In addition, the likelihood that high-speed rail will stop in Oregon City gives further reason for light rail service there.

The PMG's recommendation for a Phase I southern terminus in the vicinity of the Clackamas Town Center is a step in the right direction because it:

- Serves the area in the county where much of the growth is expected to occur;
- Serves major county and regional attractions which help boost ridership in peak and off-peak hours including Clackamas Town Center, Oregon Institute of Technology/Metro Center, Clackamas Community College/Harmony Road Center, the new North Clackamas Aquatic Center and Kaiser Sunnyside Medical Center;

16420 SE McLoughlin Boulevard
Milwaukie, Oregon 97267
Phone: 294-9120

- Serves major employment areas including Milwaukie and Clackamas industrial areas along Highway 224 and the Town Center vicinity; and
- Has broad community support for an alignment that serves the Town Center, including from North Clackamas Chamber of Commerce, North Clackamas Employers Association and the Sunnyside/I-205 Corridor Association.

We have two concerns about Phase II of the South/North Transit Corridor Project as written.

First, there are no guarantees or commitments that Phase II will be realized. We hope you will not foreclose the possibility of including an extension to Oregon City along I-205 in Phase I. If additional funds are available or if other portions of the light rail corridor don't reach the current cost estimates, we recommend an extension to Oregon City be included in Phase I.

Second, the Phase II extension to Oregon City needs to be clearly defined as soon as possible. CCCLR strongly supports an extension from Clackamas Town Center to Oregon City along I-205. Defining the extension corridor as soon as possible will allow the county and cities to plan now for light rail. It is likely Region 2040 policies will call for more infill development, so it makes sense to plan that around a future LRT line to boost ridership. In the event the urban growth boundary is expanded, it will likely occur around or east of the I-205 area.

The route to Oregon City also affects the location of the terminus at the Town Center. If the alignment is along I-205, the Town Center terminus perhaps should veer south. Highway and road projects, such as the Sunrise Corridor interchange, will be affected by the alignment decision for the Oregon City extension. Planning for LRT now will result in better coordinated LRT and road projects.

Our coalition doesn't believe it makes sense to build a light rail extension to Oregon City via McLoughlin Boulevard for several reasons:

- The McLoughlin corridor -- McLoughlin Boulevard, River Road and Oatfield Road -- has successful bus lines, but lacks the potential of a grid system to permit the three bus routes to collapse easily into a single MAX line with feeder bus service. Thus, light rail on McLoughlin would merely duplicate existing -- and perhaps even diminish -- reliable bus service.
- The absence of regional attractions along McLoughlin would mean a lack of off-peak ridership on McLoughlin. Off-peak ridership helps make a route more cost-effective.

- Traffic impacts on McLoughlin as a result of light rail could hurt existing, profitable local businesses that depend on auto access and high visibility.

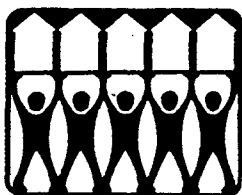
Thank you for taking our views into consideration.

Sincerely,

CLACKAMAS COUNTY CITIZENS FOR LIGHT RAIL

(Supporters as of 9/7/94)

Precision Castparts	Gary Worth Lincoln-Mercury-Hyundai
Thomason Auto Group	McLoughlin Center Insurance
Oregon Institute of Technology	U-Save Auto Rental
J&M Body Shop	Ray's Food Service
TNT/Reddaway Truck Line	North Clackamas Employers
John Link Pontiac	Association
Oregon Cutting Systems	Pogy's Sandwiches
Bob Frink Chevrolet	Armstrong Buick
Punky Scott, The Bomber Complex	Town & Country Chrysler/
Rytel Wholesale, Inc.	Mitsubishi
Three Oaks Development Co.	Ralph Groener
Ron Tonkin Dodge	Auto Shine Plus
Portland Neon Sign	Travel & Cruise Center
Olson Brothers Texaco	Liberty Marine
Edward Scipio Hair Designers	Melvin & Marlene Ness
Rudie Wilhelm Warehouse Co.	Don Morisette
Stein Oil Co., Inc.	V Bar V Western Store
PACC Health Plans	Gladstone Motors
Bill Brod	Antonio's Restaurant
Warn Industries	Rem Barn
Oak Grove Chevron	Healthy Child Food Care
Dick Ballard Remodeling	Coffee Bistro
Smoked Monkey's Board Shop	Jeanine V. Szidon, Oregon Title Ins.
Bentley's Mfg., Inc.	Goodyear
Jane Lokan	Brian Grover, Baker Insurance
Les Schwab Tire Center	Agency
Terry Joy, Farmers Insurance	Steves Scuba Center
BF Rental Center	Michael Schiele
Michael Lisk, Farmers Insurance	Steven Myers
A Cut Above Hair Design	Tom's Outboard Repair
Bob Foglio	F.W. Johnson
Central Homes	Oregon Quality Printing
Crafter's Lane	Postal Annex
Al's Records-Books-Music	Hamilton's Appliance & TV
Able Radiator Repair	Evan Whitaker
J. Black Designs	Tebo's Restaurant, Inc.
John H. Hudson Properties	Fred & Patricia Jensen
Warren & Koessler Properties	Michelle Ritter
Robert Garbarino	Cindy Oja



Southeast Uplift Neighborhood Program

3534 SE Main Street • Portland, Oregon • 97214 • Phone 232-0010

A non-profit coalition supporting citizen participation and community development in Southeast Portland.

September 8, 1994

Members of the South/North Transit Corridor Steering Group
Members of the Project Management Group
Members of the Citizens Advisory Committee
Staff members
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Members of the Steering Group:

The Southeast Uplift Board of Directors, at its September 1st meeting, voted unanimously to:

1. Endorse the recommendation by Eastside Community Working Group (CWG#1) that the Light Rail Transit line cross on a Caruthers Bridge and go south along McLoughlin, with the possibility of using the Brooklyn Yards.
2. Oppose any attempt to put the line crossing over the Sellwood Bridge.
3. Oppose using any portion of the Portland Traction Line.

Before we address each point in more detail, we would like to bring to your attention a statement made by the CWG to our Board in a September 1 memorandum: "We are interested in maintaining the quality of life in our growing city, and in alleviating the traffic congestion and air pollution that are products of unplanned growth. We believe in directing future growth in ways that will result in an appropriate scale of transit-oriented development, and providing transit access to residents and employers alike, while continuing to protect the integrity of our southeast neighborhoods."

1. Bridge Crossing and Alignment

We concur with the following rationale made by the Eastside CWG: The McLoughlin Alignment "is the alignment that best meets our goals and brings more of the benefits of light rail transit to southeast neighborhoods" and the Caruthers Bridge option will "best meet...the goals by providing a high level of access to the residents and employers of inner southeast

neighborhoods. This alternative also appears to provide the most opportunities for transit-oriented development by locating stations in the OMSI area and possibly the Brooklyn yards..."

We have consistently stated our desire to see the line run along the east side of the Willamette River to serve, not only our residential, commercial and industrial areas, but our exciting new facilities, OMSI and the new Portland Community College within our coalition boundaries, and the Convention Center, just outside our boundaries, but still of major concern to our neighborhoods.

Our understanding is that when OMSI was still in the design stage at least some portion of the approval was contingent on OMSI's including an area for a light rail station. As a major regional facility, which likely based part of its decision to move from Washington Park to this location on the receipt of light rail service, OMSI certainly should merit the consideration of a rail line to link it with other facilities of regional scope and importance.

While we believe that the availability of federal funding will be based more on cost and ridership than on economic development, we believe a paragraph from the 1991 Komar Associates' Report* accurately reflects our point of view: "if the primary goal [of a transit corridor development strategy] were to use the LRT as an economic development tool in a broad strategy to revitalize an area, then the McLoughlin alignment would be a more logical selection. A LRT line is not essential to the economic revitalization of North Macadam. Major development of the North Macadam area will go forward with or without LRT. Also it can be expected that the southern end of the Macadam corridor will continue to gradually upgrade. However, if the McLoughlin alignment were selected, and supported by major land use policy changes around key station areas, including higher densities at stations like OMSI, Tacoma and McLoughlin, then a LRT line could help revitalize that part of SE Portland."

2. Sellwood Bridge

- a. We support the SMILE Neighborhood Association's desire with respect to the alignment and designation of Tacoma as a District Collector in the future.

We are aware that one argument in favor of crossing at the Sellwood Bridge is the limited life span available to that bridge. By leveraging transit funds, the argument goes, the region will get not only the rail line, but a new bridge for cars, bikes and pedestrians as well. There is another compelling argument for this crossing, that a Macadam line has greater development potential than an eastside line.

The Sellwood-Moreland Neighborhood Association has consistently opposed any attempt to increase the transit or traffic designation of Tacoma Blvd. Indeed, the neighborhood successfully argued in favor in downgrading Tacoma from its current designation as a major City Traffic Street to a District Collector Street in the City's Transportation Element of the Comprehensive Plan. The Explanation notes that "The intent of this policy is to appropriately classify SE Tacoma Street as a District Collector Street, in order to guide land use development patterns along SE Tacoma, and to discourage auto-oriented land use development and plan amendments. However, the policy recognizes that Tacoma will function as a Major City Traffic Street until an alternative bridge location is identified and constructed."

Neighbors in the SMILE neighborhood of Garthwick have also adamantly opposed any attempt to run the LRT line alongside either their northern boundary or their western boundary with the river.

- b. We support also the desire by our other neighborhoods to have the LRT run through their neighborhoods.

Our argument has already been addressed in #1 above, but it is germane to the Sellwood Bridge crossing as well.

3. Portland Traction Line

We agree with the arguments and disadvantages in the August 15 Briefing Document, Tier I Technical Summary Report. We find the disadvantages compelling, particularly those relating to possible environmental degradation and the inability to shape and support transit-supportive land use patterns and urban development or redevelopment. We do not believe this route will be economically and demographically efficient enough to justify using this as a route - pretty for commuters, but ineffective as far as the purpose of a rail transit line.

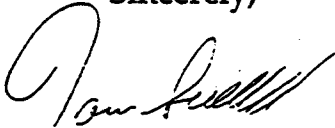
In conclusion, we think you might find interesting the following quote from an 10/6/89 letter to Commissioner Earl Blumenauer from Gretta Grimala, then Southeast Uplift's President, and Bob Elliott and Linda Bauer, then the Land Use Committee Co-Chairs: "The Southeast Uplift Board of Directors and Land Use Committee have carefully considered the proposed westside alternative route for the Milwaukie Light Rail line. While we support the concept of an of an integrated regional rail system, we are opposed to consideration of this alternative route as part of the Milwaukie line....Both North Macadam and Southeast Portland can and should be served by a light rail line. However, to attempt to meld two distinct transportation corridors into a single corridor where one is destined to lose insures conflict and loss of support...Regional experience with the existing light rail line indicates that development and redevelopment follow the selection of a transit line

alignment. Southeast Portland neighborhoods will benefit greatly from that type of economic development. In addition, both the OMSI site and the Central Eastside Industrial Area will be enhanced by the service of a light rail line. We believe that the eastside alternative routes are more appropriate because the line would then serve a significant portion of Portland's population which is not already served by an interstate highway...Southeast neighborhoods are indeed excited about the possibilities of increased light rail service throughout the region."

Although this letter was written almost 5 years ago, we still concur - and hope to persuade you - that a line along the east side of the Willamette River - in this case, along McLoughlin Blvd from a new Caruthers Bridge - is in the best interest of the city and the Metro region.

Thank you very much for the opportunity to respond to this very important issue.

Sincerely,



Tom Gruenfeld
President

cc City of Portland Mayor and Council Commissioners
Presidents, Hosford-Abernethy, Brooklyn, Sellwood-Moreland, Reed,
Eastmoreland Neighborhood Associations and Central Eastside
Industrial Council

* *Light Rail Transit Corridor Development Feasibility Study for the Proposed Milwaukie and Vancouver Corridors with Addendum on Alternative East-West Segments for Vancouver-Williams Alignments, Prepared for City of Portland Office of Transportation by Komar Associates in association with M. Abbott & Associates, January and July, 1991.*



TO: The Citizen's Advisory Committee
South/North Transit Corridor Study
Metro-Transportation Planning
600 NE Grand Avenue
Portland, OR 97232-2736

FROM: AIA/Portland Chapter Urban Design Committee

RE: Alternative Alignments Recommendations

DATE: September 8, 1994

Dear Committee Members:

The Urban Design Committee is a volunteer professional group of planners, architects and landscape architects which monitors and advocates a quality public realm throughout the Portland region. Transit alignments have tremendous urban design implications; well positioned stations are critical pedestrian public spaces; these stations can energize new and existing mixed use districts; and light rail alignments if located properly, can activate transit orientated community developments (TODS) which will help relieve the region's housing, auto congestion and pollution woes.

We have been monitoring the south/north process over the past two years and several of our members have detailed knowledge of the issues along the corridor. Based on this information and our experience with the successes and failures of the Banfield and Westside LRT's, we offer the following comments as you consider the recommendations:

1. TOD potential and land use planning should be more emphasized in alignment evaluations. If the region is to address sprawl comprehensively and fully capitalize on the massive public investment in light rail, it is imperative to think of light rail as a land use catalyst as well as a commuter devise. Too often alignments are selected primarily for ease of implementation, because of right of way convenience, political pressure or citizen opposition, literally the path of least resistance. Maximum ridership and community development potential must be equally factored in with the engineering, political and cost criteria. The region must capture more population within 1/2 mile of existing and proposed LRT lines, and stations should serve as the mixed use focus of community developments.

For example: comparing the Eastside vs. the Westside alignments through downtown and south, we believe there is more ridership, vacant land and community development potential on the East. The Central Eastside and other areas along McLoughlin Blvd have great potential to become TODs, yet have received superficial study as all emphasis shifted to the Westside. The Central

Eastside connector should be included in the current evaluation, especially when considering the enormous costs of a new bridge crossing and the possibility of an additional \$275. million for a downtown tunnel. The only viable TOD potential on the narrow, already developed Westside is the Schnitzer riverfront property at North Macadam. All alternatives should be evaluated based on objective criteria, not political forces. However, if the Westside alignment is pursued, the river crossing should occur in order to serve the North Macadam District, and at least two stations be located and coordinated with a TOD Master Plan for the Schnitzer parcel.

2. Alignments and stations should be positioned to not penalize transit users.

Significant portions of existing and proposed light rail lines directly parallel major highways (approximately 60% of S/N alignments). The noise, fumes and difficult access make stations along highways completely unfriendly to LRT users. Developing mixed use TODs and housing adjacent to highways is very difficult. TODs should be 1/4 to 1/2 mile from arterial roads or highways. Stations should be at least 400 feet from arterials to encourage safe pedestrian access.

For example: Comparing the I-5 vs. Interstate Avenue alignments, north of downtown, we believe an improved, well designed Interstate has more promise to develop pedestrian orientated stations and TODs as land use transitions over time. Stations along I-5, especially if depressed to highway level, will be unfriendly and land use will change little directly along the freeway. Whenever the LRT leaves the highway, station and TOD potential must be maximized.

In summary, to further ridership and TOD potential, we recommend the McLoughlin Eastbank and the McLoughlin South terminus, the Highway 99 Vancouver alignment, the Interstate Avenue alignment, and a downtown surface option. We strongly recommend you balance your criteria more than seen on the Banfield and Westside: balance ridership with engineering efficiency, balance land use potential with transportation planning, balance long-term station and user amenity with first time construction costs. We look forward to reviewing TOD Master Plans, station designs, and other urban design issues in Phase II.

Sincerely,



Garry Papers, AIA, Chair

American Institute of Architects/Portland Chapter Urban Design Committee

cc: Bob Hastings, AIA, President, AIA/Portland Chapter

Bill Hart, Director, AIA/Portland Chapter

Sandra Stevens, Executive Director, AIA/Portland Chapter

HERON POINTE
J O I N T V E N T U R E

September 8, 1994

Mr. Leon Skiles
Project Manager
South/North Transit Corridor Project
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Skiles:

We are writing to comment on the Project Management Group's draft recommendation report for Tier I of the South/North Transit Corridor Study. We own the Heron Pointe Apartments which are located between 4970 & 5050 S.W. Landing Drive. It is the most northern cluster of residential units in the John's Landing neighborhood.

Earlier this year, we converted and sold 36 units in the two buildings closest to the river. They are now owner-occupied condominiums. We plan to begin Phase II - conversion of the other 48 units - as soon as the uncertainties of the South/North Transit Corridor Study are resolved. As you know, the Heron Pointe Apartments and Condominiums are in the path of any of the design options of a westbank alignment connecting with the Sellwood Bridge.

With regard to the PMG's recommendation, we are disappointed it does not address the Willamette River bridge crossing between Portland and Milwaukie. We urge you to make a decision on the bridge crossing in Tier I.

An earlier draft of the PMG report recommended the Ross Island Bridge area for further study in Tier II. This recommendation makes sense for a number of reasons.

First, a crossing in the vicinity of the Ross Island Bridge would allow service to two key areas: North Macadam and SE Portland neighborhoods. The North Macadam district includes large parcels of undeveloped riverfront property. Key property owners in that area want light rail service for their planned development. Southeast Portland neighborhoods also want light rail service and support a McLoughlin alignment on the eastbank to serve their area. And OMSI - a major tourist attraction - could be linked to LRT service with a shuttle.

Mr. Skiles
September 8, 1994
Page 2

Second, a Ross Island Bridge crossing avoids a slow, expensive and disruptive alignment through Johns Landing condominiums. In sum, Tri-Met's preferred design option for a westbank alignment -- the Modified Masterplan Alignment -- winds under and around residential units. It disrupts a quiet residential area, removes buildings, adds tracks and overhead wires to a neighborhood with underground utilities, reduces residential parking, and hinders east/west access to the condominiums from Macadam Avenue.

For these reasons and others, the Modified Masterplan alignment through Johns Landing is not supported by the community.

Third, the alignment for the Sellwood crossing is five minutes slower than any of the eastbank alignments, increasing travel time to and from Clackamas County and thus discouraging ridership.

Last, the Tier I technical data clearly lends itself to a Ross Island area crossing. As stated by Metro staff, the Ross Island river crossing alternative "exhibits similar capital costs, lower operating costs, higher ridership and higher cost-effectiveness than the Sellwood Bridge alternative." Metro data indicates the Ross Island area crossing would be nearly \$1 million per year less expensive to operate and serve 300,000 more annual LRT riders than the Sellwood Bridge alternative. Over time, that adds up significantly.

Another crossing option we think warrants consideration is the Caruthers crossing. Citizens for Better Transit has developed a crossing and alignment option that is viable and may better serve the Southeast Portland neighborhoods. The principal advantage of this crossing is the ability to serve OMSI directly. It does not serve fully the North Macadam district, however. In the event the Project Management Group is unable to narrow the recommendation to one crossing, we recommend the Caruthers crossing as a second alternative.

For these reasons, we urge the Project Management Group, as well as the Steering Group and Citizens Advisory Committee, to recommend for study in the Draft Environmental Impact Study (DEIS) a crossing of the Willamette River in the vicinity of the Ross Island Bridge. And we request this recommendation be made in the Tier I decision process.

Sincerely,



Eric van Doorninck
Partner



Paul Mayer
Partner



Michael Heijer
Partner



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994

(noon or 5 p.m.)

Date 9 Sept 94 Name MARILYN NEUMER Phone 771-6361

Address 5950 SE TIBBETTS City/State/Zip PTLD OR 97206

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I THINK THE N/S TRANSIT SHOULD TERMINUS IN THE CLACKA-
MUS AREA. THIS WOULD BI SECT A CHRONICALLY POOR, HUGE
SE NEIGHBORHOOD LONG IGNORED. THE ORE. CITY LINE WOULD
SERVICE PEOPLE MUCH MORE INCLINED TO FAVOR AUTOS ANYWAY.
IT APPEARS THE CARUTHERS BRIDGE CROSSOVER IS THE BEST - THIS
WOULD INCLUDE OMSI & PSU @ DOWNTOWN & NORTH POINTS —
THE EAST SIDE SHOULD HAVE AS MUCH of THIS as possible -
THIS IS NOT A MACADAM DEVELOPMENT!

SEP 12 1994

Timothy W. Wilson
329 North Church Street
Silverton, Oregon 97381

September 8, 1994

South/North Transit Corridor Study
Planning Department
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

RE: TIER I PUBLIC MEETING COMMENTS

Mr. Washington, S/N Steering Committee, and Staff:

This constitutes my comments in regard to which LRT alternatives should advance from Tier I to Tier II of the South/North Transit Corridor Study. I believe that Oregon City via McLoughlin constitutes a more logical South Terminus than does Clackamas Town Center.

Ridership Estimates

At the September 6 Milwaukie Public meeting, a Mr. Jim Howell commented that the incremental LRT ridership increase of a route extension from Milwaukie to CTC (2500) is half the incremental LRT ridership increase of a route extension from Milwaukie to Oregon City via McLoughlin (5000)[figures taken from the second data line of the table on the bottom of page 2, *Tech Facts, Tier 1 Technical Summary, South Study Terminus (End Point) Alternatives*, August 15, 1994]. Carrying Mr. Howell's comparison forward to Total Corridor ridership [line 3 of the same table], the incremental Total ridership increase of a route extension from Milwaukie to CTC (600) is less than one-fourth the incremental Total ridership increase of a route extension from Milwaukie to Oregon City via McLoughlin (2550). Additional LRT ridership increases represents pre-existing bus ridership substituting LRT for bus.

Compared to an extension from Milwaukie to CTC, an extension from Milwaukie to Oregon City via McLoughlin would bring over four times as much new ridership into the system for only one-third more capital cost.

I-205 Express Bus

In looking at data line 3 of the Summary of Measurement Criteria, South Study Terminus Alternatives on page 3 of *Tech Facts, Tier 1 Technical Summary, South Study Terminus (End Point) Alternatives*, August 15, 1994; it is counter-intuitive that extension of LRT from Milwaukie to Oregon City via McLoughlin would reduce the households within the Oregon City 45 minute envelope to 56,610 from 60,370 if LRT operates between Milwaukie and Oregon City faster than bus (which I have been assured that it does).

South/North Transit Corridor Study
Tier I Public Meeting Comments
September 8, 1994
Page 2 of 3

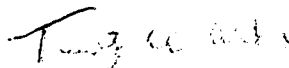
I presented this question to the "question room" at the Milwaukie public meeting and was provided an answer by phone the next day by Mr. Dan Reardon of project staff. Apparently some alternatives, but not the Oregon City terminus alternatives, included projections of the operation of an I-205 express bus from Oregon City to Portland International Airport via CTC and Gateway. Because of the inconsistency in treating the I-205 express bus projections, Oregon City wrongly appears to be less accessible with LRT than without it. In fact, the extension of LRT to Oregon City increases its accessibility, but the decreased accessibility resulting from deleting the I-205 figures offsets that increase and makes it wrongly appear as a decrease.

Although Mr. Reardon's response was limited to my specific question on household accessibility, it would logically apply also to both employment accessibility and to Total ridership. The I-205 express bus projections should either be included or excluded for all South Terminus alternatives. This would provide a more consistent basis of comparison with other alternatives, and should improve the ridership yeild per capital and LRT operating dollar to the benefit of both taxpayers and farepayers.

Summary

I appreciate your courtesy in reading and considering my comments, and hope that you will include the Milwaukie — Oregon City via McLoughlin light rail segment as a Phase I element of the South/North Transit Corridor Study advancing into Tier II.

Sincerely,



Timothy W. Wilson

COSTS AND RIDERSHIP ATTRIBUTED TO LRT EXTENSION SOUTH OF MILWAUKEE

	Milw > OC	Milw > CTC	CTC > OC	Milw > CTC > OC
	(via McLoughlin)		(via I-205)	(combined)
LRT Ridership increase	5000	2500	3350	5850
Total Ridership increase (new business)	2550	600	1550	2150
LRT increase/Total increase (new business)	51.00%	24.00%	46.27%	36.75%
Incremental capital (\$ millions)	598	457	558	1015
Incremental operating (\$ millions)	0.48	0.07	2.64	2.71
Capital \$million/1000 new business	234.51	761.67	360.00	472.09
Operating \$million/1000 new business	0.19	0.12	1.70	1.26

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name MICHAEL ~~FAVRE~~ NAGEL Phone 576-1413

Address 12517 NE 20th AVE. City/State/Zip VANCOUVER WA 98686.

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

RE: THE I-5 vs. HWY 99 ALTERNATIVE ROUTES TO 134th TERMINUS;

I SUPPORT THE I-5 ALTERNATIVE FOR THE MANY COMPARATIVE

BENEFITS CITED IN YOUR LITERATURE - ESPECIALLY REDUCED COST.

MOREOVER, THE DISPLACEMENT OF 100 PLUS BUSINESSES AND THE

INABILITY TO MAKE LEFT-HAND TURNS TO BUSINESS AND SIDE-STREETS

WOULD, I BELIEVE, BE DEVASTATING TO THE HWY 99 BUSINESS

COMMUNITY AND DISRUPTIVE TO THE SURROUNDING RESIDENTIAL

COMMUNITY. THANK YOU!

Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/8/94 Name RODNEY BATES Phone _____

Address 701 E 27th ST City/State/Zip VANCOUVER WA 98663

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

NORTH/SOUTH LIGHT RAIL IS A GREAT IDEA!

I AM WILLING TO PAY TAXES FOR IT!

I FAVOR THE VANCOUVER HWY 99 OPTION. (RATHER THAN I5)

THE SR 520 ROUTE TO VANCOUVER WILL WILL

BE LOW VOLUME AND A WASTE OF MONEY.

Rodney Bates



**LAKE OSWEGO
CHAMBER OF COMMERCE**

47 N. State Street PO Box 368 Lake Oswego, OR 97034 636-3634

September 8, 1994

TO: South/North Light Rail Steering Committee
Attention: Leon Skiles

FROM: Dee Denton
Executive Director
Lake Oswego Chamber of Commerce

The Lake Oswego Chamber of Commerce Board of Directors have reviewed all proposed river crossings for the South/North Light Rail System and it was agreed by a unanimous vote to endorse the Sellwood Bridge Crossing.

The Sellwood Bridge Crossing would provide the greatest opportunity to utilize the existing rail line between Lake Oswego and Portland and thereby meet future commuting demands of the southwest area.

SEP 9 1994

Eric Trued 606 Flint Way Vancouver Washington 98664

Sept. 8, 1994

Leon Skiles
South/North Transit Corridor Study
Project Manager
Transportation Planning, Metro
600 NE Grand Ave.
Portland OR 97232-2736

Dear Mr. Skiles,

I have followed transportation issues for at least ten years now. I believe that the light-rail project is vital to the well-being of the Portland-Vancouver area.

Public transportation, to be effective, must be clean, quiet, and comfortable. Light rail provides this. Buses are not clean, quiet, and comfortable. They are noisy, they lurch around, which is tiring, and, although they are generally clean, one out of three isn't good enough.

As far as the route goes, any route is fine with me as long as it runs along the I-5 corridor. Like the paper says, it can be extended later. The important thing is to get the basic route in place. I do somewhat question the branch route on the Washington side to Vancouver Mall. While it would be nice for Vancouver Mall, I don't know about the intersection between the branch and the main line. I can't see people waiting around for the connecting train. People are willing to wait for five minutes. Unless the trains run five minutes apart, do you really think a lot of people will use this route? I would look at it as an entirely independent project from the north/south line, with the intersection as a bonus.

I see light rail as a kind of horizontal elevator. Elevators do not have branch lines.

As far as the crossing of the Columbia River is concerned, I would favor a subterranean route. It will probably have to be built sooner or later anyway; it might as well be built now. Good luck.

Sincerely yours,

Eric Trued

Eric Trued



September 8, 1994

Leon Skiles, Project Manager
South/North Transit Corridor Study
Transportation Planning
Metropolitan Service District
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Skiles:

Kaiser Permanente appreciates this opportunity to comment on the proposed termini and alignments in the South/North Transit Corridor Study.

Kaiser Permanente is a major employer in the corridor and a major provider of health care. About 8,000 people work for Kaiser Permanente, providing medical care to more than 300,000 members in the Portland-Vancouver metropolitan area.

North Terminus

We encourage further study of a Phase II extension to at least 134th Street and the development in the interim of a high quality feeder bus system to promote land use to support light rail transit in that area. We are seeking property for a new medical and dental office in the Salmon Creek area and would like our employees and members to have the advantage of high capacity transit in the future.

North Alignment

Over 1,000 people work at Kaiser Permanente facilities on North Interstate, providing medical care to more than 20,000 Kaiser Permanente members who live in North and Northeast Portland. In 1993 there were approximately 337,000 visits to the Edgar F. Kaiser Campus and about 30,000 to our North Interstate Services Building at North Interstate and Lombard.

Kaiser Permanente favors an alignment in the median of North Interstate Avenue. A North Interstate alignment could provide a station close to all three of our medical offices on the campus, providing easy and direct access for patients coming to our facilities. This alignment would also place a station convenient to residents of the neighborhood. However, we urge careful attention to the issue of adequate auto and pedestrian access to the neighborhood.

A North Interstate alignment with two lanes would cause much less disruption to our medical facilities and to our parking facilities than the I-5 alignment.

However, we would support this alignment only if the right of way is not significantly widened at our Edgar F. Kaiser Campus, as would be required to accommodate four lanes of traffic. Widening beyond the current right of way would interfere with operations at our Central and West Interstate facilities by reducing access to our facilities for members and staff and for deliveries.

We support an Interstate alignment also because it would serve our North Interstate Services Building more directly than the I-5 alignment. However, we would have some concerns if four lanes were needed at that intersection and our property were affected. We understand that decision will be made in Tier II.

We cannot support the I-5 alignment, especially in the southern portion of the corridor, because we believe it would create vibration, noise, and visual distraction for our East Interstate Medical Office. With the tracks and train very close to the rear of our medical facility, these impacts could be quite intrusive and would be difficult or impossible to mitigate because of the narrow right of way.

In addition, the perceived and actual security for transit riders would be difficult to manage. Furthermore, Kaiser Permanente's facilities would face an increased security risk, especially during non-working hours when there would be less activity. We anticipate that we would need to increase our security and, while this would perhaps ameliorate some of the security problems for us and for transit riders, it would entail an added expense to our members, who would then be bearing an inequitable share of the burden of security.

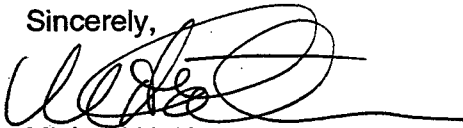
South Terminus

We support a Clackamas County terminus at or near Clackamas Town Center, which would serve our Kaiser Sunnyside Medical Center. We have nearly 2,000 employees at the campus; in 1993 there were approximately 503,000 outpatient visits to the campus and 14,000 inpatient stays. To make the best use of the approximately 1,900 parking spaces we have there, we would like to be able to encourage both our employees and members to use transit for as many trips as possible. Therefore, we would like a station location which provides convenient access for our members.

We also support the PMG recommendation to study an extension beyond the Tier II terminus either further east or further south.

Thank you for considering our comments as recommendations are being developed.

Sincerely,



Michael H. Katcher
President and Regional Manager

cc: LeeAnne Wrenn
Director, Facilities Services

CENTRAL EASTSIDE INDUSTRIAL COUNCIL

P.O. Box 14251
Portland, Oregon 97214
(503) 232-1012 • FAX (503) 232-7399

OFFICERS 1994

President
Gary Coe
Speeds Automotive & Towing

Vice President
Michael Miller
Goodwill Industries of
The Columbia Willamette

Treasurer
Harold Hartell
U.S. Bank

Chairman of Board
Bill Elliott
Portland General Electric

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Drew Bolliger (1992)
Bolliger & Sons, Inc.

John Bradshaw (1994)
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Warehouse

Bruce Burns (1994)
Burns Brothers, Inc.

Worth W. Caldwell (1992)
Caldwell's Colonial Chapel

Laune Carlson (1994)
Lukas Auto Painting & Repair

Joanne Ferrero (1994)
R.J. Templeton Co.

Dorothy Hall (1993)
Hall Tool Company

William Klein (1994)
Taylor Electric

Randolph L. Miller (1992)
The Moore Co.

Bob Nagel, Jr. (1992)
Bob Nagel Distributing Co.

David Nemarnik (1992)
Pacific Coast Fruit Co.

Dave Perry (1993)
First Interstate Bank of
Oregon

Jim Stark (1992)
Starks Vacuum Cleaners
Sales & Service

Greg Wentworth (1993)
Wentworth Chevrolet/Subaru

Will S. Wright (1993)
Wm. S. Wright & Assoc.

September 8, 1994

TO: S/N Transit Study Citizen Advisory Committee
FROM: Central Eastside Industrial Council (CEIC)
RE: Tier One Recommendations

Central Eastside Industrial Council (CEIC) has formally supported a light rail alignment from downtown Portland to Milwaukie via the Hawthorne Bridge since 1989.

We supported this approach because it:

- o provides service to southeast Portland (almost 30% of Portland's population);
- o provides service to the Central Eastside (an employment area with a potential for 38,000 family wage jobs; many employees live in the close-in neighborhoods); and
- o provides direct service to OMSI (the region's second largest attractor) and the proposed PCC Open campus.

After further review of the technical information being prepared by METRO, CEIC Land Use Committee and the Executive Committee has modified CEIC's position.

Our clear preference would be the development of an Eastside Connector during Phase I as a part of this EIS process. If an Eastside Connector cannot be developed during Phase I, then we support a new Caruthers Bridge. In either case, the alignment should extend east on Caruthers to the SP main line to 18th, and then south.

Although the Hawthorne Bridge has significant operational barriers, it should be continued forward as the low cost option. The Hawthorne Bridge could be developed in Phase I and a new bridge developed in Phase II. This would provide track for the Central City Streetcar and reduce the cost of this phase.

The Sellwood Bridge would be a significant violation of Portland Comprehensive Plan and would bypass much of southeast Portland to serve a very small area.

The Caruthers Bridge would serve the above objectives including direct service to inner-city neighborhoods and service to south downtown.

Much of our transportation planning, including the sizing of the improved McLoughlin Boulevard, has been based on the assumption that Southeast Portland will be served by a light rail spine.

PORTLAND'S
DIAMOND DISTRICT



CEIC



OREGON MUSEUM OF SCIENCE AND INDUSTRY

1945 SE Water Avenue
Portland, Oregon 97214-3354
503/797-4000

September 8, 1994

Leon Skiles
600 NE Grand Avenue
Portland, OR 97232

Dear Leon:

The Board of Trustees of OMSI is very concerned over discussions of a proposal to re-route the North-South spur of light rail to the west side of the Willamette. More than one million people visited OMSI last year alone, and it is critical that these people are served by light rail.

The property was originally developed with the assurance that the North-South route would pass by OMSI.

In addition, putting light rail on the east side of the river could have a tremendous impact in cutting automobile pollution. You can imagine the number of cars it takes to transport 1,000,000 people. Light rail could significantly cut that number, thus improving our air quality. There are many other businesses in this area which would benefit as well. Land between the Ross Island bridge and convention center is ripe for development. The many residents who live and work on the East Side deserve to be connected to the light rail complex.

We strongly urge you to consider this necessary service to residents and tourists, as well as to our young people, who use OMSI as a resource.

Sincerely,

A handwritten signature in cursive script that reads "Marilynne Eichinger". The signature is written in black ink and is positioned above the printed name.

Marilynne Eichinger,
President

Portland State University

P.O. Box 751, Portland, OR 97207-0751

LINDSAY DESROCHERS
VICE-PRESIDENT FOR FINANCE AND ADMINISTRATION

TESTIMONY ON THE SOUTH/NORTH LIGHT RAIL OREGON CONVENTION CENTER SEPTEMBER 8, 1994

Members of the Committee, my name is Lindsay Desrochers, Vice-president for Finance and Administration at Portland State University. I'm here this afternoon on behalf of President Judith Ramaley, 16,000 PSU students, and 1,600 faculty and staff to speak in favor of the proposed South/North line.

PSU has been involved in the development of the South/North line for a long time. As Oregon's urban university it is PSU's mission to work to enhance the capacity of the metropolitan region to address its concerns. Clearly as this region looks toward continued long term growth in population, one concern is adequate public transportation. Another reason for PSU's interest in the light rail project relates directly to our need to increase access to higher education. Clearly, if PSU is to continue to effectively meet the public higher education needs of the residents of the metropolitan area, we must be directly connected to the light rail system.

That's why we've worked so hard to show the need for the South/North line to stop at the PSU campus. It's good policy for PSU. Light rail is key to our efforts to minimize the number of automobiles on campus, plan for future enrollment growth, and implement the University District plan that was released in April 1994. It also is good transportation policy. PSU is a major destination (5 million visits a year) and many of our students and staff commute during non-peak hours, providing consistent ridership levels. A PSU stop will also strengthen a transportation link that currently exists with OHSU, one of Portland's largest employers. OHSU students and staff currently use a shuttle from PSU to reduce automobile traffic in the neighborhood surrounding that institution.

While we recognize that many decisions have yet to be made, PSU generally supports the Tier 1 recommendation of the Project Management Group. Specifically:

- o Bridge Crossing. The recommended Ross Island Bridge crossing would serve the PSU campus. Any of the options studied, except for the Hawthorne Bridge, would link the system to Portland State University.

- o North Terminus. PSU supports extending light rail to 134th St. and Washington State University at Vancouver. We know that's not possible given the competing demands for limited funds, so we support the Phase II recommendation. PSU and Washington State University are now working on many initiatives that will involve traveling between campuses. Access to light rail at both campuses will reduce the number of automobiles in the downtown area and facilitate more educational partnerships.

Our staff will continue to work with Metro staff as the planning process moves forward. PSU is committed to a South/North light rail system that not only makes sense for PSU, but also for the residents of Clackamas County, Clark County, and our downtown neighbors. A stop at PSU is only one part of the solution to the commuting problems faced by PSU students, staff, and faculty. Once the alignment decisions have been made, we want to work with those involved in the planning of the park and ride lots and to ensure coordination of all transportation modes.

Thank you for the opportunity to participate in this meeting. I commend you for the open process you've used to develop the recommendations and the many opportunities for public comment.

TRANSPORTATION DEPT.
SEP 12 1994

John K. Spence
20800 N.E. Baskeyt Flat Rd.
Battle Ground, Wa.
98604
206-687-2691
9/9/94

Project Manager
Transportation Planning, Metro
600 N. E. Grand Ave. Portland, Oreg.
97232-2736

A coalition of people with vested interests, liberal planners, and a few well meaning but easily swayed citizens have labored for over two years to produce a briefing document that should now be buried. This "Tier I Technical Summary Report" was designed to prove that light -rail along a South-North corridor will take care of future transportation problems in the Portland-Vancouver area.

The report now should die a natural death without a tear being shed before the projected Tier II wastes more tax dollars. Because the light -rail concept failed to be objective and to address the need for diversified transportation modes other than one just for commuters, and because it distorts ridership projections, and because of the huge costs, it contains, all the necessary ingredients to ensure a declining quality of life and increased tax burden without rewards.

..

Bill Bennett notes that if you make a bad casserole, no amount of additional seasoning will improve the taste. This is true of the light -rail concept.

Now since the first step of the mandated requirement to study transportation has been completed, it is time to address the other two alternatives namely: "No Build" and "Express Lanes for Bus Traffic."

This time let's state a clear understandable objective such as, "To determine the best alternative to alleviate future transportation problems along the South-North Corridor with due consideration to least cost and suitability of service."

This could well result in the selection of the "No Build" alternatives which would then let natural forces go to work and get government out of the business of planning our lives. If another bridge is needed it should be built and Hatfield, Unsoeld, and others must not decree an additional bridge is not an option.

The United States has achieved the highest standards of living in history while individual freedoms and

achievements were rewarded. It is only since government has restricted this freedom and has increased taxes on achievement that quality of life for more and more people is on decline.

Committees studying Express Lanes and No Build would do well to keep this in mind.

John K. Spence

A handwritten signature in cursive script that reads "John K. Spence". The signature is written in black ink and is positioned below the typed name.

**FAX Transmission**

From: Bruce Kettner
Questions? Call (503) 656-1915 18617 SE Ashton Lane
Fax (503) 656-1915 Oak Grove, OR 97267
To: Leon Skiles
Company: South/North Transit Corridor 797-1794, 797-1757
Study
Address: 600 NE Grand Ave Portland OR 97232-2736
Date: September 12, 1994
Time: 1:00 a.m. Pages: 1 (including this one)

Message: Our home is located on Ashton Lane between Meldrum and Glen Echo. One of the proposed routes for the North/South MAX extension would utilize the Portland Traction corridor which runs down our street. This plan would have a huge negative impact our neighborhood in the following ways:

1. **Safety** - There are many children in our neighborhood and we are concerned for their safety both during construction of the light rail and operation of trains.
2. **Visual** - Our street is beautiful and secluded, lined with tall trees, bamboo and blackberry bushes providing privacy and a country setting. Much of this vegetation would be need to be cleared for the light rail changing the face of the neighborhood to be industrial in nature.
3. **Devaluation** - Our realtor, Jonathon Heins, has predicted that property values on our street would be reduced drastically if the light rail were to be built. While proximity to a light rail will increase property values at least 2 blocks away, properties such as ours will suffer huge losses since they would be directly impacted by the project.
4. **Construction Inconveniences** - Noise and obstructions on our street during construction could be extensive and long.

For the above reasons, we object strongly to the consideration of light rail passing along Ashton Lane and urge the consideration of using McLoughlin or I-205 for the North/South corridor resulting in little negative impact to residential neighborhoods.

Sincerely

Bruce and Linda Kettner

Daniel and Gina Maloney
 7031 S.W. Virginia Ave.
 Portland, Oregon 97219

September 12, 1994

Metropolitan Service District
 600 N. Grand Ave.
 Portland, Oregon

Att: Leon Skiles

RE: South-North Alignment

Post-it™ Fax Note	7671	Date	9/12/94	# of pages	1 of 1
To	METRO	From	DAN MALONEY		
Co./Dept	AT LEON SKILES	Co.			
Phone #		Phone #	223-6663		
Fax #	797-1714	Fax #	223-2701		

Dear Mr. Skiles,

My wife, Gina, and I have been a part of the Community Working Group (CWG2) associated with the proposed light rail alignment as it would pass through the John's Landing area. The group has met since the spring of this year and has produced a position paper that describes the group's stand should the light rail alignment occur on the west side through our neighborhood. The group was mainly comprised of property owners who would be severely affected should the light rail occur in a right-of-way that was proposed by Tri-Met engineering staff. This alignment produced the most vehement objections by the CWG and rightly so, as the proposed alignment threaded it's way through and around the existing condominium complexes that line the river. During one of the sessions an alignment was proposed that would not affect the condo owners but would have a great affect on the main arterial that is Macadam Ave. Simply put, the alignment would occur in the middle of Macadam Ave.

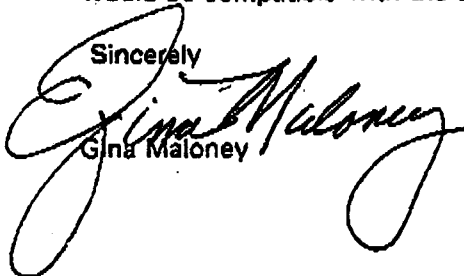
While the Group supported this alignment as well as the criteria outlined in the position paper this largely biased group would only support this alignment IF the light rail crossed the river at the Sellwood bridge.

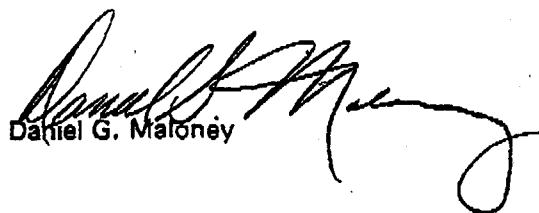
Gina and I feel that the light rail **MUST** come through John's Landing.

We believe that this alignment will be the catalyst to create an urban village that will help fulfill the region's goal of accommodating 500,000 new inhabitants and reduce the impact of the automobile; especially on this already bifurcated narrow strip of land. We also believe that this alignment would be the most cost effective alignment; allowing a crossing of the Willamette River at the narrowest and least expensive opportunity. This alignment would heal the two halves of John's Landing and allow Macadam Ave to function as a grand boulevard instead of the major arterial that it is.

Gina and I believe that the involved agencies should follow the logic of the Sellwood crossing and the Macadam Ave alignment as well as the Feasibility Study for Light Rail Transit Corridor Development of 1991 which concludes that "only the Macadam alignment would be compatible with the transit corridor economic development strategy."

Sincerely


 Gina Maloney


 Daniel G. Maloney



Parry Center for Children

Southeast Office
4610 S.E. Belmont Street
Portland, Oregon 97215
Phone: (503) 239-7115
Fax: (503) 239-7257

Metro, South/North Study
Attn: Jon Skiles

I am very much opposed to a South
North Corridor that runs through Sellwood residential
neighborhoods along the abandoned Rail line.

Please do not jeopardize the safety of our
children, and their neighborhood. The route
must go along McLoughlin Blvd until it
meets Hwy 224.

Trinity

Markus Anderson

923 Linn Street.

Sellwood.

Post-It™ brand fax transmittal memo 7671		# of pages
To	LEON SKILES	From
Co.	METRO	SANDY CARTER
Dept.	South-North	Phone #
Fax #	797-1794	Fax #

September 12, 1994

Leon Skiles, METRO Planner
 600 N.E. Grand Avenue
 Portland, OR 97232

Dear Mr. Skiles:

I met you briefly outside St. Johns church last week as the South-North meeting was dispersing. I regret missing my opportunity to speak on behalf of including the Oregon City leg of the Corridor in the initial grant proposal.

As a West Linn resident and alternative transportation advocate, I believe it is imperative to stand by the original vision of the South-North concept, which was to link suburban communities (whose commuters now clog State Highways 43 and 99 and Interstates 205 and 5) to the urban center of Portland. I live on Highway 43 and can bear witness to the daily ingress and egress by citizens whose communities' density does not yet justify Tri-Met's version of transit but nevertheless surpasses the rush hour capability of local highway and arterial systems. We don't need more lanes or more roads: we need more options.

Communities such as West Linn, Oregon City, Gladstone, and Canby are becoming the focus of increasing development and redevelopment. Local jurisdictions recognize that the growth that is eating up their last empty lots brings problems...not the least of which is a paralyzed transportation infrastructure and more cars, each incrementally reducing our mutual quality of life.

Many citizens of West Linn believe that the move to end the South-North project at Clackamas Town Center is just confirmation of the metro area's tendency to forget us. Many of us were looking happily forward to being able to escape current logjams by riding light rail into Portland before the end of the century. I fear that elimination of the Oregon City terminus at this stage will mean that I may not see it in my lifetime. Certainly, there are no assurances that Federal policy or allocations will be constant. Now is the time to do it, if ever.

People need this link: young people, carless people, old people, people of conscience who choose to leave their vehicles at home, disabled and economically disenfranchised people. Our infrastructure cries out for relief. Portland and Vancouver will benefit greatly.

A Town Center terminus might serve the merchants in that area, but will not break the surface of the service needs of the rest of suburban and rural east Clackamas County and West Linn. Clackamas County has waited its turn. It is time for METRO to stand and deliver.

Sincerely,



Sandy Carter
 21645 Willamette Drive
 West Linn, OR 97068 655-0649

CC: Ed Lindquist
 Dan Fowler



REDEVELOPMENT AGENCY (LORA)

September 12, 1994

Leon Skiles
Project Manager
South/North Transit Corridor Study
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Mr. Skiles:

The Lake Oswego Redevelopment Agency ("LORA") has unanimously adopted a position supporting the Sellwood Bridge option for the Light Rail Transit ("LRT") Corridor River Crossing. LORA, composed of the members of the Lake Oswego City Council, believe that the Sellwood Bridge LRT is most beneficial to our community, as well as the north Macadam redevelopment area, and John's Landing.

In addition, the Sellwood Bridge option brings LRT further south so that at that point in the future when light rail is extended to Lake Oswego and West Linn, the cost of that project will be considerably less.

While the LORA/City is cognizant that the concentration of population is not now evident, in the Dunthorpe/Lake Oswego/West Linn area, our singular transportation route (Highway 43) is congested and the ongoing pursuit of alternative transportation modes is needed, particularly, in light of the potential development expected in this area.

We appreciate your consideration of our position.

Sincerely,

Alice L. Schlenker
Chair
Lake Oswego Redevelopment Agency

ALS/sms

c: Members of the Lake Oswego Redevelopment Agency
The Honorable Jill Thorn, Mayor, City of West Linn

380 "A" Avenue • Post Office Box 369 • Lake Oswego, Oregon 97034 • (503) 635-0235 • FAX (503) 635-0269

COMMENTS INCORPORATED AFTER SEPTEMBER 13, 1994

RECEIVED JULY 14 - SEPTEMBER 15, 1994

Date	Name & Address	Comments
7-14-94	Cynthia Atkins North Clackamas Aquatic Park SE Harmony Road Portland, OR 97222	Concerned with the lack of Tri-Met accessibility to the area in the evenings and weekends especially for the disabled.
7-14-94	James Flick 26112 NE 219th Place Battle Ground, WA 98604	Concerned with over crowding.
7-14-94	D.E. Hilberg 20223 NE 89th Avenue Battle Ground, WA 98604	HCT should include the Portland International Airport using the 205 bridge rather than I-5.
7-14-94	Stacy Walters 412 E 22nd Street Vancouver, WA 98663	Concerned with congestion and cost.
7-14-94	Mike Suttie 30901 NE 72nd Avenue LaCenter, WA 98629	Concerned with increase in taxes and congestion.
7-14-94	Judy Statler 21915 NE 189th Street Brush Prairie, WA 98606	She lives too far from the area to use the system.
7-14-94	George Martin 304 West K Street Battle Ground, WA 98604	Cut down on travel.

7-14-94	Carman Martin 304 West K Street Battle Ground, WA 98604	Liked the presentation.
7-19-94	Paul Gaman 7526 E. Maple Ave. Vancouver, WA 98664	Liked the presentation.
7-19-94	Miles A. Mattson 15701 NE 129th Street Brush Prairie, WA 98606	Favors toll bridges as Parcial Solution.
7-19-94	David A. Clark PO OBX 716 Brush Prairie, WA 98606	Concerned about the cost.
7-19-94	Marla Koch Streamlining Services 8219 NW 13th Court Vancouver, WA 98665	Concerned with the increase in congestion.
7-19-94	Dan Euliss 9507 NE 83rd Court Vancouver, WA 98662	Concerned with the impact on business and industry.
7-19-94	Michael D. Hoover 2001 NW 19th @ Vaughn Portland, OR 97201	Confined growth.
7-19-94	Yuonse D. Lee 416 NE 112th Avenue Vancouver, WA 98684	Concerned with the impact on industry.
7-19-94	Lars Amlie	Concerned about the cost.

8-2-94	Dixie Olson Clark County Council on Aging 2503 SE Polairmont #17 Vancouver, WA 98684	No comments.
8-2-94	Leann A Murray C.O.A. 8100 NE Darkway Drive #175 Vancouver, WA 98662	Concerned about the increase of crime.
8-2-94	Betty B. Plank AAA-Clark County 3909 Clark Avenue Vancouver, WA 98661	Concerned about the noise, confusion, and crime.
8-2-94	Vi Rohwer 6015 NW Lincoln Avenue Vancouver, WA 98665	Concerned whether it will be available to the largest population.
8-2-94	Tale Hansen 6112 Kansas Street Vancouver, WA 98661	Concerned about congestion in problem areas.
8-2-94	Linda Kelly PO BOX 5000 Vancouver, WA 98661	It will be difficult to get the locals to change.
8-2-94	Dr. Dygebt 8407 SE Evergreen HWY Vancouver, WA 98664	Concerns to the environment.
8-2-94	Virginia Hansen 4704 NE Lockwood Creek Road LaCenter, WA 98662	Should be better for pollution.
8-2-94	Juanita LeBlanc 10701 NE 38th Avenue Vancouver, WA 98686	No transportation (public).

8-2-94	A.W. Planbeck 15209 S.E. 35th Street Vancouver, WA 98684	Concerned with availability and cost.
8-2-94	Beverly Steller 1477 K Street Washougal, WA 98671	Concerned that it won't be available to East County where it is needed.
8-2-94	B. Isaacson PO BOX 973 Vancouver, WA 98666	Concerned for the wild life refuge.
8-2-94	Bill Johnston 1313 Main Street Vancouver, WA 98666	Supports LR w/Van Mall terminus along HWY 99.
8-2-94	Jerry Kolke 310 East A Street Battle Ground, WA 98604	Supports LR w/179th terminus along I-5.
8-2-94	Tony Bacom 7007 Corriegidor Blvd. Vancouver, WA 98664	Supports LR w/179th terminus along I-5.
8-2-94	Tom Curry 650 N. Devine Road Vancouver, WA 98661	Supports LR w/134th terminus along I-5--Concerned about cost to the residents and how much Oregon is going to commit financially.
8-2-94	Ed Geiger 9615 SE 13th street Vancouver, WA 98664	Supports LR w/179th terminus along I-5.
8-2-94	Stephanie Downey 8700 NE Vancouver Mau Drive Vancouver, WA 98662	Supports LR along I-5. (Undecided on terminus)

8-2-94	Jodi Schaffran 8700 NE Vancouver Mall Vancouver, WA 98662	Supports LR (Undecided on terminus and route)
8-2-94	M.L. Lowe 4305 NE 26th Court Vancouver, WA 98662	Supports LR w/179th terminus. (Undecided on route)
8-2-94	Mike Tay PO BOX 528 Vancouver, WA 98666	Supports continuing the current bus system and expanding ridership before any other options are considered.
8-19-94	Janet Borst 912 Main Street Vancouver, WA 98660	Supports LR w/88th Terminus along I-5--Beware of tunnels-people have claustrophobia to some degree.
8-19-94	John Marks PO BOX 1367 Vancouver, WA 98666	Supports LR w/179th terminus along I-5--Concerned with the increase in crime due to easy access.
8-19-94	David Kirchner 12033 SE 17th Street Vancouver, WA 98684	Supports LR w/179th terminus along I-5--Expand ridership by going as far North as possible.
8-19-94	Kristin Gottlieb PO BOX 61777 Vancouver, WA 98666	Supports LR w/179th terminus along I-5--Go to East County now instead of adding it later for more money.
8-19-94	Roy Brown PO BOX 1995 Vancouver, WA 98660	Supports LR w/Van Mall terminus along I-5.
8-19-94	Phil Jackson 3610 NW 135 Circle Vancouver, WA 98685	Supports LR w/134th terminus along I-5.

8-19-94	Ott Gaither 17704 NE 65th Avenue Vancouver, WA 98686	Supports LR w/134th terminus along I-5.
8-19-94	Barry Cassell 21506 NE 49th Circle Vancouver, WA 98682	Supports LR w/88th terminus along I-5.
8-19-94	Dennis Huston 916 SE 164th Avenue Vancouver, WA 98684	Supports LR w/134th terminus along I-5.
8-19-94	Garry Lucas PO BOX 410 Vancouver, WA 98666	Supports more buses and LR w/179th terminus along I-5.
8-19-94	Kip Wharton 32904 NE Button Drive La Center, WA 98629	Supports LR w/179th terminus along I-5.
8-19-94	Greg Leonard 14901 SE Sun Park Court Vancouver, WA 98684	Supports LR w/179th terminus along I-5.
8-19-94	Fenina Fink 1715 SE Park Crest Avenue Vancouver, WA 98684	Supports LR w/Van Mall terminus along I-5.
8-19-94	Fred Lueck PO BOX 746 Brush Prairie, WA 98606	Supports more buses and LR w/Van Mall terminus along I-5.
8-19-94	Lynn McBee 6405 NE 100th Avenue Vancouver, WA 98662	Supports LR w/Van Mall terminus along I-5.

8-19-94	Bruce Hershman 2638 NW 11th Avenue Camas, WA 98607	Supports LR w/Van Mall terminus along I-5.
8-19-94	R. Cantonwine 9605 NE 19th Street Vancouver, WA 98664	Supports LR w/Van Mall terminus along I-5.
9-10-94	Rita Ray 16710 SE Ladd Court Milwaukie, OR 97267	Supports LR along the Milwaukie express way to Clackamas Town Center and Clackamas Community College.
9-12-94	Joseph Kunkel Southwest Washington Med. Ctr Vancouver, WA 98668	Supports LR with a station located at Memorial campus (33rd and Main).
9-12-94	Sue Barbour 2530 SE Mulberry Milwaukie, OR 972	Supports LR along the I-205 corridor.
9-12-94	Pat Hammond 602 NW 72 Circle Vancouver, WA 98665	Supports LR to 134th street.
9-13-94	Susanna Maria 11615 NE 192nd Avenue Brush Prairie, WA 98606	Supports LR to Clark College and WSU.
9-13-94	AORTA PO BOX 2772 Portland, OR 97208-2772	Submitted a recommendation for the S/N Light Rail termini and alignment (see attached).
9-13-94	Peter Finley Fry 722 SW 2nd Avenue #330 Portland, OR 97204	Submitted a memorandum with recommendations (see attached).

9-13-94	Mike and Natasha McLeron 8736 SE 9th Avenue Portland, OR 97202	Supports LR alignment that crosses the Ross Island bridge and follows McLoughlin Blvd to HWY 224.
9-13-94	David Porter The Oregon Trail Foundation, Inc.	Supports LR with a terminus in Oregon City.
9-13-94	David J. Lefkowitz 8624 SE 11th Street Portland, OR 97202	Supports the Hawthorne Bridge crossing and McLoughlin Blvd as the alignment.
9-13-94	NE Hazel Dell Neighborhood Assoc. 9102 HWY 99 Vancouver, WA 98665	Supports LR w/179th terminus along I-5.
9-13-94	Neva Wulf 1519 N Jarrett Street Portland, OR 97217	Against LR alignment the runs Interstate Avenue.
9-13-94	John Keyser Clackamas Community College 19600 South Molalla Avenue Oregon City, OR 97045	Supports the option that runs through Milwaukie, Clackamas Town Center and extend to Oregon City with a terminus near CCC-Harmony and the Aquatic Center.
9-13-94	Greg Baker HAND	Favors the Caruthers Bridge crossing with the McLoughlin alignment.
9-13-94	Edward Immel 715 SE Lexington Street Portland, OR 97202	Favors the alignment that runs along Macadam Avenue.
9-13-94	Alice Schlenker City of Lake Oswego 380 "A" Avenue Lake Oswego, OR 97034	Supports the Sellwood Bridge option.

9-13-94	June A. Roberts 4016 N. Castle Avenue Portland, OR 97227	Against LR along N. Interstate.
9-13-94	Douglas Leedy PO BOX 140 Oceanside, OR 97134	Supports the LR idea but has concerns regarding the route it will take (see attached).
9-14-94	John Osterberg Portland Light Rail Study-Community Working Group #1	Strongly supports the Caruthers Bridge option.
9-15-94	Jay B Lafler Clackamas Town Center 1093 Clackamas Town Center Portland, OR 97266	Supports LR to Clackamas but has concerns with the affect it may have on parking and traffic circulation.

services, to start accommodating these people as soon as possible.

One more after-thought, we, N.E.A.P., also provide important availability to our communities visually and physically impaired. These people rely on the Tri Met bus service to get them to and from. The Disabled Advocates Coalition has recently met with management here at the Aquatic Park. One of their major concerns ~~was~~ was the current bus schedule to this area.

Thank you for considering these changes. We hope to hear from you in the very near future.

Sincerely,
Cynthia D. Atkins
Representing, North Clackamas Aquatic Park
794-8002

To: Tri Met
RE: Immediate Concerns, bus schedule
FROM: North Clackamas Aquatic Park
July 28

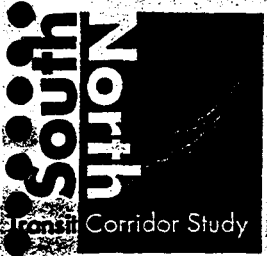
Some immediate concerns have been brought to our attention here at the new Aquatic Park in North Clackamas.

Probably 20-25% of our patrons are Tri Met bus riders. Recently we've received feedback in regards to the current Tri Met bus schedule.

First concern being there is no existing extended evening service to the Aquatic Park - We are open from 6 AM to 10 PM M-Sat. and Sundays Noon to 8 PM which brings me to our next concern.

#2 There is no weekend service for this area. Weekends are one of our more "heavy volume" times.

Our wish would be to hopefully, by working together with the Tri Met



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9-10-94 Name Rita Ray Phone 653-2625

Address 16710 S.E. Laddell City/State/Zip Milw. ORE 97267

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I feel the best route for light rail is the milw. Express-way to the Town Center area and then on up to Clackamas Community College. Town Center & the College are major areas people want to get to.

*Lisa -
Please include
J. Kunkel on
our
mailing
list*

and well being of
the people we serve.

Thank!
RECEIVED
SEP 12 1994
CLARK COUNTY
P.T.E.



September 7, 1994

Ms. Deb Wallace
Director of Development
C-Tran
2425 NE 65th Avenue
PO Box 2529
Vancouver, WA 98668-2529

Dear Deb:

I enjoyed meeting you yesterday at the public forum at Shumway regarding light rail. As you will recall, I expressed interest in a station being located at the Memorial Campus (33rd and Main), should light rail indeed move forward on Main Street. Not only would this provide convenient access to medical services for the residents of Clark County, it would also help Southwest Washington Medical Center meet its obligations under the Commute Trip Reduction Act.

Please put me on your mailing list and inform me of any further opportunities for direct involvement in the decision-making process. I look forward to talking with you in the future.

Cordially,

Joseph J. Kunkel
Executive Director
Memorial Campus

lcf

Post-It™ brand fax transmittal memo 7671		# of pages	1
To	<i>Joanna C.</i>	From	<i>Wallace</i>
Co.	<i>SWHCO</i>	Co.	<i>C-TRAN</i>
Dept.		Phone #	<i>696 4494</i>
Fax #	<i>797 1794</i>	Fax #	<i>696 1359</i>

1000 1000
Vancouver, WA 98668
Medical Center
Memorial Campus
Vancouver: 206/256 2000
Portland: 503/239 1515

11615 NE 192nd Ave
Brush Prairie, WA

98606

9/11/94

Metro
South/North Study
600 NE Grand Ave.
Portland, OR 97232

ATTN: LEON SKILES

Dear Mr. Skiles:

Having just moved back after a couple of years in Switzerland, where I did not need a car, I was thrilled to hear that the rail lines are heading this way.

Because of large malls cities like Vancouver have been hit rather hard. Therefore, I'd like to see the rail line pass through Vancouver on it's way to Clark College and WSU. Especially since Buses already go to Vancouver Mall.

Susanna Maria



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

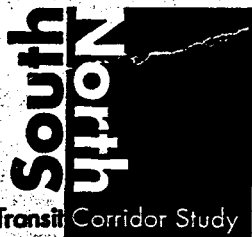
Date 9/17/94 Name Pat Zammore Phone 737-2466

Address 602 N.W. 72nd St City/State/Zip Vancouver, WA 98665

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

Yes, Let's HAVE LIGHT RAIL TRANSIT
TO 134th Street.



Your Opinion Counts

Steering Group Public Meetings September 6, 7 and 8, 1994 (noon or 5 p.m.)

Date 9/12/94 Name Sue Barbour Phone 6539866

Address 2530 SE Mulberry City/State/Zip Milwaukee 97267

Comments (please print)

Turn in comments at registration desk or fax to Metro, 797-1794.

I think the P.T.C. Line should
definitely be abandoned as a
possible mass transit route.

I continue to believe mass transit along
the I 205 Corridor would be
supported by long term growth.

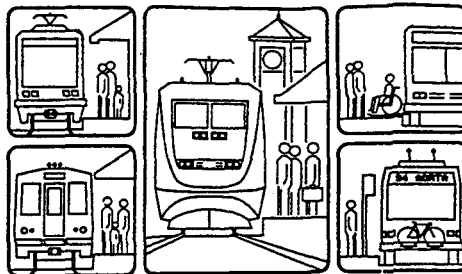
Association of Oregon Rail and Transit Advocates

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

Also known as OreARP • Oregon Association of Railway Passengers

September 13, 1994

RE: ALIGNMENT OPTIONS



AORTA's recommendation for the South/North Light Rail termini and alignment

- * South Terminus - Oregon City
- * North Terminus - 99th Street
- * Oregon City to Milwaukie - McLoughlin Blvd.
- * Milwaukie to Willamette River crossing - East of McLoughlin Blvd., west edge of Brooklyn Yards, Powell Blvd. overpass, south of SPRR right of way to Caruthers St., Caruthers St. to west side of McLoughlin Viaduct and north to OMSI over the PTC track on a bridge approach structure
- * Willamette River Crossing - Caruthers St. Bridge with pedestrian and bicycle way
- * Downtown - 4th Avenue Subway from Market St. to a 1st and Burnside junction with MAX. On the south end the alignment is on the surface from the Caruthers St. Bridge approach structure to the north edge of I-405, then north along the east side of 4th Ave. to a portal entrance north of Harrison St.
- * Coliseum Transit Center to Kaiser Clinic - East side of I-5 to Emanuel Hospital, under I-5 to Kaiser Clinic
- * Kaiser Clinic to Kenton - Two lane Interstate Ave.
- * Kenton to Columbia River - Denver St. overpass, PIA, Expo Center and Jantzen Beach
- * Columbia River Crossing - Medium level lift bridge with pedestrian and bicycle way (tentative recommendation pending a review of a bridge opening analyses)
- * Vancouver CBD to 99th St. - Main St. to 39th and no recommendation between US 99 or I-5 alignment at this time

Rec'd
9/13/94

RATIONALE IN SUPPORT OF AORTA'S RECOMMENDATIONS

SOUTH TERMINUS - Oregon City via Mcloughlin Blvd.

*Ridership

According to Metro's Briefing Document, Oregon City would attract twice as many additional riders (5,000) than Clackamas Town Center (2,500) in the year 2015.

Furthermore, corridor ridership would be over four times greater (2,550 vs. 600 additional transit riders). If Light rail were someday extended from CTC to O.C., total corridor ridership would still be less than in the Mcloughlin Blvd. alignment.

*Speed

According to Metro's Draft Tier 1 Technical Summary Report, the total weighted travel time between Portland CBD and Oregon City on Mcloughlin Blvd. would be less than the auto (45 vs. 47 minutes). On the other hand, the travel time via Clackamas Town Center and I-205 would be 53 minutes, putting light rail at a competitive disadvantage with cars.

*Land Use

Oregon City has a compact downtown with limited parking and is ideally suited as a terminus for light rail. This is not surprising since it was served by light rail less than 40 years ago when trains whisked its inhabitants into Portland in about 50 minutes on 20 to 30 minute schedules.

The Clackamas Town Center Area, on the other hand, is a child of the Freeway and feeds on automobiles. Extending Light Rail into this area would have no measurable impact on its addiction to cars. In fact, without significant changes in the counties transportation policies, the higher densities proposed in conjunction with light rail stations would stimulate an increase rather than a decrease of traffic congestion.

Automobiles will remain the overwhelmingly dominate mode unless policy makers are willing to drastically reduce the supply of parking spaces, charge for what is left and quit expanding road capacity.

The Gateway Area is a prime example of the negligible impact light rail has on an auto dominated environment. Gateway is not only served by light rail but is also served by eleven bus routes. Since MAX opened in 1986 virtually all of the available land within walking distance of the transit station has been redeveloped with stores surrounded by acres of parking. No attempt whatever was made by the developers to take advantage of this, the largest concentration of rail and bus routes outside of the Central Business District.

*Costs

Although all of the projected costs are grossly inflated, the cost of over one billion dollars to provide rail service between Milwaukie and Oregon City via a circuitous route through Clackamas Town Center is obscene.

The estimated cost of the 5.4 mile segment between Milwaukie and Clackamas Town Center is 87% of the original 15.1 mile long MAX system. (\$287 M vs. \$329 M in 1994 dollars). Why is this segment through under developed land 244% more expensive than the original light rail line which included a considerable amount of expensive Downtown construction?

When the 2,500 additional riders this segment will add to the system in 20 years is compared with the current MAX ridership of 25,100, the relative capital cost per daily rider is almost 9 times as great. (\$114,800 vs. \$13,107 in 1994 dollars).

MILWAUKIE TO CBD - East of Mcloughlin, West of Brooklyn Yards, South of SPRR, Caruthers St., OMSI and Caruthers St. Bridge

*Ridership

The Caruthers Bridge alignment was determined to have the highest ridership of all the river crossings studied. 1,400 weekday riders more than the Hawthorne and Sellwood Bridges and 600 more than the Ross Island Bridge. It also attracted more total riders than the other options.

*Land use

Our recommended alignment that crosses the river further north near OMSI will serve existing transit oriented development on the Eastside and will be well positioned to serve undeveloped and under developed sites in the future.

The southern triangle south of Holgate, Brooklyn Yards, the former PTC RR Yards, and the vacant land south of OMSI are all prime sites for future transit oriented development. In the meantime light rail can serve the existing OMSI, Southeast Industrial Area and neighborhoods of Hosford-Abernethy and Brooklyn.

If a bridge further south at the mid Ross Island location is selected, fewer people in both the short and long term will be served.

The North Macadam Area can be better served by the proposed Central City Streetcar being proposed by the City of Portland. This street car plan could be largely funded with Federal ISTEAs money available in the the Surface Transportation Program and could be built sooner than the S/N Light Rail Project. Stations could be closer together and more compatible with the design of the transit oriented development being proposed by the developers.

DOWNTOWN PORTLAND - Fourth Avenue Subsurface Alignment

*Ridership

A Downtown Subway would have a substantial impact on light rail patronage increasing daily ridership by 3,500 while increasing total corridor use by 2,100 over a surface option.

*Speed

The higher ridership is primarily due to faster subway operating speeds. Subway alignments under Fifth Ave. and Broadway were determined to be six minutes faster than on the surface. The shorter length of a Fourth Ave. Subway which was not analyzed, would yield even faster speeds with a correspondingly greater ridership.

*Capacity

The inability to handle future peak hour passenger demand on the South/North Line is a serious fatal flaw of any surface alignment through Downtown.

It is unthinkable to expend almost \$3 billion on a rail line that would have its capacity limited to less than 6,000 passengers an hour at its most critical load points entering and leaving Downtown.

Vancouver, BC's light rail line, built just a decade ago, carries about 8,000 passengers during rush hours and is experiencing an overload problem. Fortunately for them, they designed the system so trains could be lengthened and run more frequently which allows them to carry up to 20,000 passengers an hour in the future.

The short 200 foot blocks in Portland coupled with auto, truck, bus and pedestrian congestion makes it impossible to operate longer than 200 foot trains any more frequently than every three minutes in each direction. 20 trains carrying an average of 250 passengers each would accommodate only 5,000 passengers an hour with approximately half of them standing in the aisles.

With sub-surface stations built to accommodate longer trains Downtown, the South/North Line could be constructed with 400 foot stations doubling its capacity. This could be done at nominal cost in the initial construction phase.

Furthermore, additional lines could be added, such as the Barbur and the Powell-Foster Lines, without major reconstruction Downtown because a subway can accommodate more more frequent train operation than on the surface.

It defies common sense to assume that in 20 years, after 10 years of operation, the South/North line will only need capacity for 2,400 passengers in the peak hour (page 4-12 par. 4.3.1, Draft Tier I Technical Report, July 8, 1994).

MAX is experiencing overcrowding problems now. A cordon count conducted in September of 1993 revealed that 2,100 passengers an hour were being crowded on eight trains during the AM peak hour. Tri-Met cannot operate more than eight trains in an hour because of a shortage of equipment. It can be reasonably assumed that with more peak hour trains, more passengers would ride.

It is more likely than not that by the time the South/North Line is under construction, the East/West Line will have "maxed out" at five to six thousand riders in the rush hours and studies will be under-way to determine how to increase its capacity. It would be inexcusable to build the S/N line with the same shortcoming.

***Construction Impacts**

Constructing light rail on the Transit Mall would be far more disruptive than building a subway under Fourth Ave. and Burnside.

The Mall, all 38 blocks of it including the recently completed 15 block section north of Burnside would have to be substantially torn up and rebuilt to accommodate light rail.

Bus operations would be disrupted for years creating traffic snarls on adjacent streets and the specter of jack hammering up recently laid bricks and granite paid for with tax dollars would be a public relation disaster for all public agencies involved.

A subway, especially the short 18 block long subway under Fourth Ave. we are advocating, could be built with far less Downtown disruption. It is possible to excavate and construct a subway below ground with little surface disruption except at the portals.

For example, 20 years ago in Edmonton, a five block long section of subway was built in the Downtown with little disruption. The street was closed for only four months during which time tangent piles and beams were poured along the curb line, the street was excavated several feet and precast bridge girders were laid across the street after which the street was repaved. The excavation and construction of the main Downtown station was done over the next two years, out of sight and out of the weather.

***Cost**

Tri-Met estimates that a subway would cost \$275 million more than a surface alignment. Given the increased ridership projected for a subway this amount is not unreasonable compared to other light rail options being considered.

<u>Example Option</u>	<u>Added Cost of Option</u>	<u>Added Daily Ridership</u>	<u>Capital Cost/Add'l. Daily Rider</u>
Subway	\$275 million	3,500	\$78,571
Milwaukie-CTC	\$457 million	2,500	\$182,800
39th-99th	\$225 million	1,550	\$145,161

The added cost of a Fourth Ave. Subway would be much less than the \$275 million estimated for a Broadway alignment. It would be 18 instead of 28 blocks long and would not include a \$70 million reconstruction of the west end of the Steel Bridge.

PORTLAND CBD TO VANCOUVER CBD - Interstate Ave.

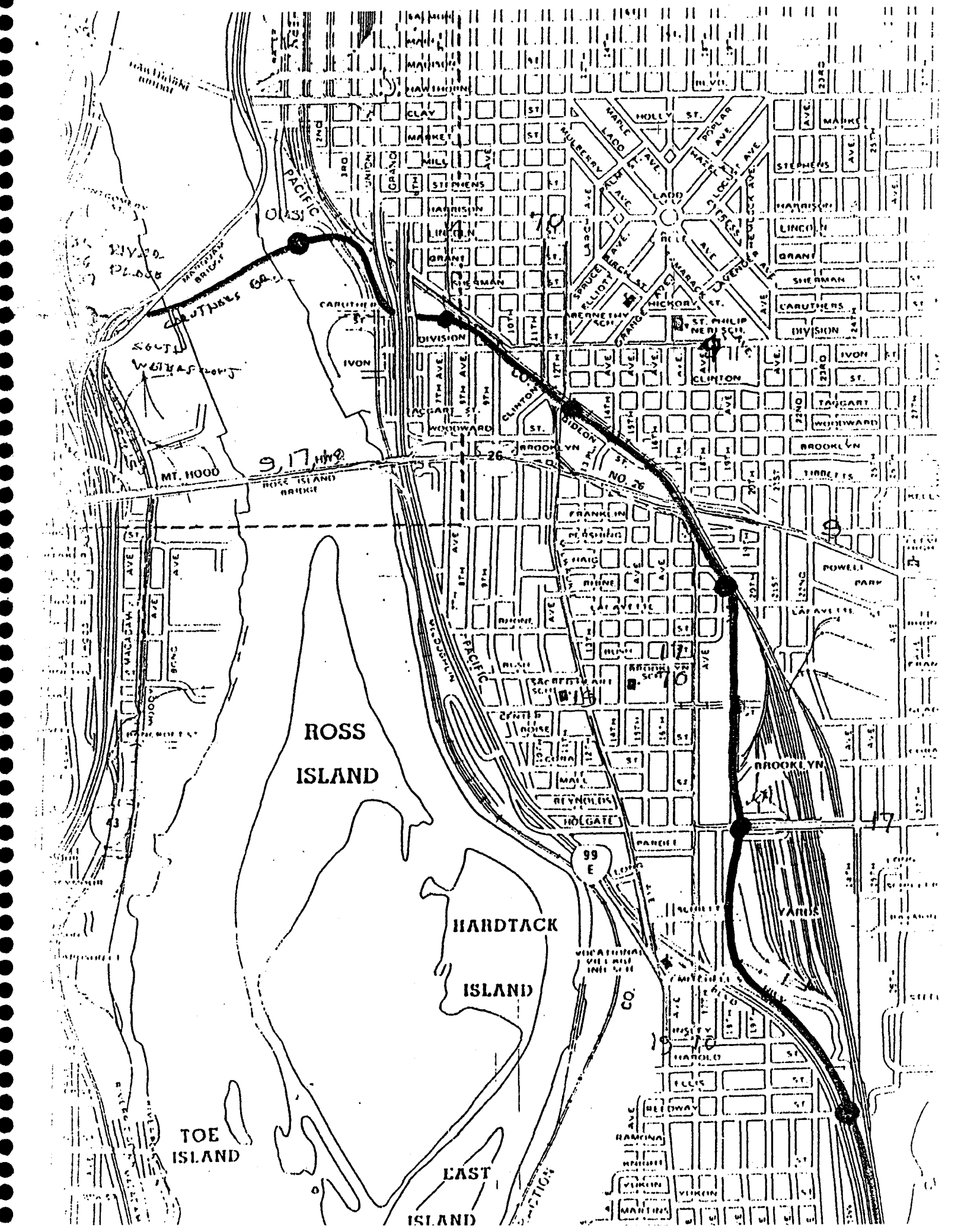
***Land Use**

We believe the advantage of greater accessibility to existing and potential development along Interstate Ave. far outweighs the disadvantage of an additional minute of running time between the CBDs of Portland and Vancouver. (29 vs. 28 minutes)

***Columbia River Bridge**

We support the least costly river crossing option that will not create light rail scheduling problems.

Association of Oregon Rail and Transit Advocates (AORTA)
 PO Box 2772, Portland, OR 97208-2772
 Contact: Jim Howell (503) 284-7182 9/13/94



GOVERNOR

WYCO
PLACE
SOUTH
WATERFRONT

MT. HOOD

9,17
ROSE ISLAND
BRIDGE

ROSS
ISLAND

HARDTACK
ISLAND

TOE
ISLAND

EAST
ISLAND

99
E

VEHICLE
TRAIL
1911

CO.

BROOKLYN

YARDS

17

17

17

ISLAND

THE FOURTH AVENUE SUBWAY ALIGNMENT

Proposed by CBT/AORTA 1-94

COLISEUM STATION

U.S. POST OFFICE

OLD TOWN STATION

Subway Portal

OAK STREET STATION (underground)

PIONEER SQUARE STA. (underground)

GOVERNMENT CENTER STA. (underground)

Subway Portal

PORTLAND STATE UNIV. STA.

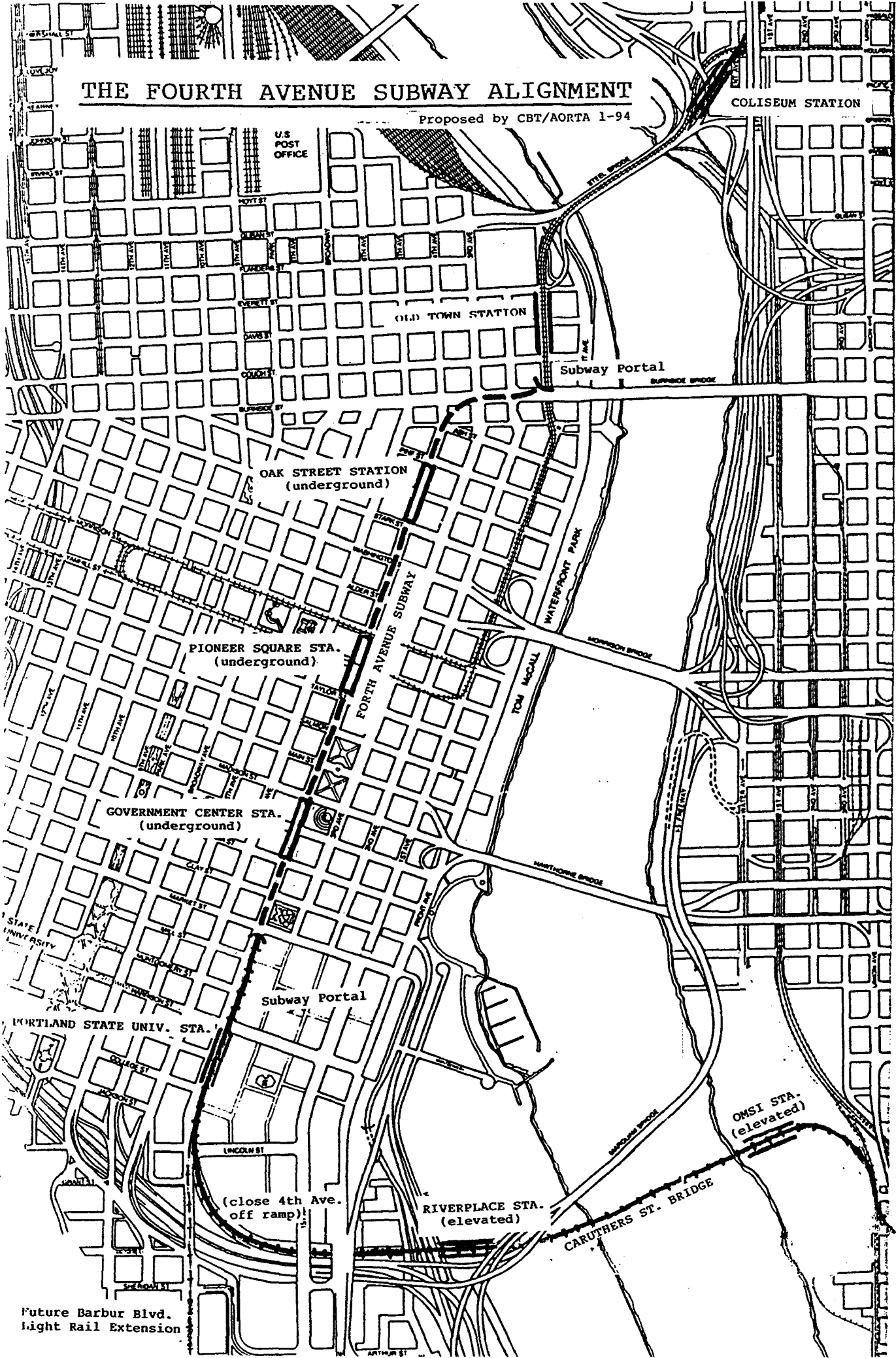
(close 4th Ave. off ramp)

RIVERPLACE STA. (elevated)

OMSI STA. (elevated)

CARUTHERS ST. BRIDGE

Future Barbur Blvd. Light Rail Extension



Peter Finley Fry, AICP

Willamette Block, 722 SW 2nd Avenue, #330, Portland, Oregon 97204, (503) 274-2744, Fax (503) 274-1415
September 8, 1994

MEMORANDUM

*Received
9/13/94
3:00 pm*

**TO: Citizen Advisory Committee
The South/North Transit Corridor Study**
FROM: Peter Finley Fry AICP
RE: Public Testimony

Recommendation

McLoughlin Alignment, north up 18th to Powell, along Southern Pacific mainline to Caruthers, west to Caruthers Bridge.

Eastside connector should be added to Phase II.

Critical Issue

Portland City Staff have argued that we cannot serve both OMSI/PCC Open Campus/KPTV (eastbank), and North Macadam (westbank).

A Caruthers Bridge option serves both. A study area south of the Ross Island Bridge precludes OMSI/PCC Open Campus/KPTV due to the existing Ross Island Bridge. A study area between the Marquam Bridge and the Ross Island Bridge (Caruthers Bridge) allows the development of a new bridge that would serve OMSI/PCC Open Campus/KPTV on the eastside and would bend southward on the westside to place a station nearing the same location as a station coming off of a new Ross Island Bridge.

A myopic view that you cannot serve both forces us to develop a light rail alignment that will bypass OMSI/PCC Open Campus/KPTV, PGE's development site, the Central Eastside, and the inner southeast neighborhoods.

Evaluation Criteria

Transit Service

- allows both OMSI/Portland Community College Open Campus/KPTV and North Macadam to be served.
- best access for neighborhoods.
- allow southeast neighborhoods to transfer into light rail system without multiple transfers or clogging up downtown.
- best travel time, reliability, and ridership.

Accommodate Growth

- helps southeast Portland and inner eastside reverse forces of decay.
- allows expansion of the street car line south to Lake Oswego, light rail east through east Portland, connecting to the central city street car, and retaining downtown capacity for future light rail lines.

Minimize Traffic

- McLoughlin Improvement Project assumes a major transit corridor through the southeast: light rail is the most cost effective way to provide transit.
- southeast has severe traffic problems: highest accident rates - Grand Avenue projected to Level of Service F.
- Portland Comprehensive Plan calls for major transit corridor.

Promote Lane Use

- infill and intensification.
- connect major institutions.
- support Eastbank Park Master Plan.

Fiscal Stability

- benefits shared by largest population.

Engineering Efficiency/Environment

- avoids Ross Island.
- avoids natural eastbank south of Ross Island Bridge.

Westbank versus Eastbank

The essential difference between placement of the alignment on the Eastbank or the Westbank is that a Westbank alignment would allow light rail to serve property directly around the rail line, while an Eastbank alignment would provide the spine for a major transit system that could serve all of southeast Portland (40% of the City's population). The southeast is a proven area of ridership potential. The Westbank is a speculative venture.

Market demand does not exist to support the proposed development of the North Macadam area and the North River District. Paper plans do not result in real development, as recent history has shown us. These two areas have been in a development mode for over 20 years, yet the Convention Center, OMSI, PCC, KPTV, and others continue to develop in areas that have prepared for their development; not areas who anticipate development.

For over 40 years, public infrastructure has been built to serve new development. This has caused existing urban areas to languish from extreme congestion, poor access, and blight. In fact, many of Portland's inner-city neighborhoods have lost population as market is attracted to new areas made competitive by new infra-structure. The same issue faces the region in regard to the light rail. Should the light rail be aligned to serve new development or support existing neighborhoods and their intensification?

The Westbank/Eastbank issue is particularly troublesome because the Westbank is part of an alignment that would ultimately serve Lake Oswego and West Linn. New commuter traffic from Clackamas County through John's Landing could preclude our ability to extend a system to Lake Oswego and beyond because the congestion would preclude additional people.

Ross Island Bridge versus Caruthers Bridge

Both OMSI/PCC Open Campus/KPTV and the North Macadam area can be served by a Caruthers Bridge. A Caruthers Bridge can swing south on the westbank to place a station near where a Ross Island Bridge would place a station.

Although the Ross Island Bridge would maximize service to speculative real estate ventures, the Caruthers Bridge could allow both sides to be served. The Caruthers Bridge would also provide an opportunity to serve two proven generators of transit--OMSI and Portland Community College. These attractors will support ridership throughout the system. Transit station development of housing and offices would have relatively small transit use, particularly because our regional system does not exist. In other words, people will not use transit if it doesn't get to where they want to go.

An Eastside alignment should go directly east to provide better service to inner-city neighborhoods, rather than hug the Eastbank along McLoughlin south to Holgate.

Eastside Connector

The Eastside Connector should be included in Phase 2 regardless of whether a Ross Island or Caruthers Bridge is chosen. The Eastside Connector would be relatively inexpensive and would accomplish the following objectives:

- o redirect ridership around the transit mall increasing its capacity;
- o provide a spine to build an east/west system in southeast without overwhelming the transit mall;
- o provide a means for Tri-Met to continue operating the north-south system if either the Steel Bridge or the Caruthers/Ross Island Bridge is inaccessible; and
- o provide direct service to the Eastbank and Central Eastside. (The fact that the majority of Central Eastside's employees live in the close-in neighborhood provides strong potential for transit ridership.) The Central Eastside's ridership is poor due to the ineffective service to the District (full buses going downtown or out, requirement of transfers, etc.).

Systems Approach

A systems approach would integrate light rail, heavy rail, high-speed rail, trolleys, street cars, and jitneys in an operational and policy framework. The system would provide the highest level of use. Development at light rail stations will not provide any ridership unless the system provides residents with an opportunity to reach the multitude of destinations that they need to access every day. A systems approach would change the question from 'if' to 'when' and dramatically reduce the cost and stress of this process.

Factual Basis for Decisionmaking

I have reviewed the TECH FACTS sheet "Portland to Milwaukie Alternatives" and provide the following considerations:

Alignment: The alignment south from either the proposed Ross Island Bridge or Caruthers Bridge should be examined more closely. The staff has apparently determined that the best alignment is close to the river until approximately Holgate.

An alignment that goes directly east will have fewer impacts on structures and will penetrate the southeast neighborhoods more effectively. The right-of-way costs will be less and there are fewer impediments. The displacement of 50 structures and any impact on historic buildings would be avoided. Perhaps the alignment can provide Tri-Met's headquarters with direct light rail service.

Caruthers Bridge:

- o would provide direct service to Hosford-Abernethy Neighborhood;
- o may provide better opportunities for Southeast bus connections to light rail transit;
- o costs are actually identical to those of the Ross Island Bridge at this level of analysis;
- o Caruthers could bend south to avoid the Marquam Bridge and provide service further south on the Westside;
- o would provide direct service to OMSI, the Portland Community College Open Campus, KPTV, the PGE development, and the Central Eastside; and
- o could be tied into a Central City Streetcar alignment.

Ross Island Bridge:

- o has the same potential for hazardous material sites as Caruthers. Both sides of the river have potential for hazardous materials. Generally, the Eastside has the residuals of a lumber mill and utility storage yards. The Westside has the residuals of a lumber mill, utility storage yards, a massive ship wrecking site, and asphalt processing and storage. The soils on both sides are largely fill and need compacting for construction; and
- o would not provide service to OMSI, Portland Community College's Open Campus, KPTV, PGE's development, or the Central Eastside.

8736 S.E 9th Avenue
Portland, OR 97202
Sept. 11, 1994

Metro, South/North Study
Attn. Leon Skiles
600 N.E. Grand Avenue
Portland, OR 97232
Fax (503)797-1794


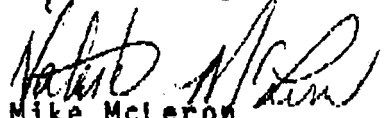
Dear Mr. Skiles,

We are writing to voice our support for the South/North light-rail expansion. The benefits and convenience of this route for our community and for the region are clear. We would like to share our concerns and preference for the light-rail alignment through the Sellwood neighborhood.

We live next to a section of railroad track that is pending further Tier 1 analysis and public comment. It is located south of the Sellwood bridge and north of Highway 224. Our neighborhood can be characterized as improving. Many old, rundown houses have been bought and restored by young families in the past few years. This is a quiet, low traffic area that is close to the river and Oaks Bottom. There are very few businesses along the rail road track and it is a popular walking and jogging route for neighbors. Mr. Samuels bought this section of the Portland Traction alignment a couple of years ago and aroused neighbors' concerns by running trains at all hours but he has since become much more courteous and operates his trains infrequently and at reasonable times. We are concerned that light-rail alignment through our neighborhood will destroy its quiet character and destroy our property values.

Rather than drastically changing the quality of a residential area, we feel it makes much more sense to align the South/North light-rail along existing "high-traffic" routes. Specifically, we favor the alignment that crosses the Ross Island bridge and follows McLoughlin Boulevard to Highway 224. This route misses Oaks Bottom (an environmentally sensitive area) and serves many more businesses. This alignment for light-rail is a win-win route for neighbors, businesses, and the region.

Thank you very much,



Mike McLeron
Natasha McLeron



THE OREGON TRAIL
FOUNDATION, INC.

Steve Meek
President

John Keyser
Vice-President

Carter MacNichol
Secretary

Bill Brod
Treasurer

Joe Blaha
Joyce Cohen
Dan Fowler
Carl Halvorson
Robert Hamm
Ginger Harrison
Darlene Hoolley
Harriet Jorgensen
Bill Kennemer
David Knowles
William F. Martson, Jr.
Lowell Miles
Norma Paulus
Bob Shiprack
Larry Sowa
John Tammen
Jim Tompkins

EX-OFFICIO

Les AuCoin
Dean Bibles
Mike Edrington
Mark O. Hatfield
Barbara Roberts

David M. Porter
Executive Director

September 12, 1994

South/North Transit Corridor Study
METRO c/o Leon Skiles
600 N.E. Grand Ave.
Portland, Or 97232

Dear Study Committee Members:

I am writing to urge that the terminus for South/North Light Rail, Phase One, be sited at Oregon City rather than another location. The Oregon Trail Foundation, working in conjunction with Oregon City, Clackamas County, and the state and federal governments, is developing a significant interpretive facility at Abernethy Green, the National End of the Trail Historic Site, at the north end of Oregon City. Phase One of this facility will open by the end of this year. The first phase of this complex is expected to attract approximately 100,000 visitors annually. Many of these visitors will be visitors from outside the region who are using Convention Center area or downtown lodging. Light rail is essential for this visitor segment. Additionally, large numbers of visitors are expected to be schoolchildren. With cuts in field trip transportation funds due to Measure 5 and lacking light rail connections, many of these students will not be able to participate in this historic facility.

However, in the larger view, light rail has more long term significance if it comes to Oregon City in Phase One. The master plan for the End of the Trail envisions substantial future development of interpretive facilities drawing larger audiences, and development of commercial, retail, lodging, and residential projects in adjacent areas. These developments, coupled with close proximities to existing services, will certainly end up being autodependent if light rail does not extend to Oregon City.

I am certain that the End of the Trail projects are not the only ones for which this is the case. Oregon City makes sense as a terminus because of the planned growth and because of its significant location- as the county seat, as an existing focus of municipal services, and as a connector with the river, rail, freeway, and south county roads.

I would be happy to answer questions at your convenience.

Sincerely,

David M. Porter
Executive Director

cc: Steve Meek, Board of Directors

David J. Lefkowitz
8624 SE 11th Street
Portland, Oregon 97202

September 13, 1994

COPY SENT VIA FACSIMILE: 797-1794

Metro
South/North Study
600 NE Grand Avenue
Portland, Oregon 97232

Attention: Leon Skiles

To Whom it May Concern:

Please consider these my comments regarding Metro's South/North Study. My comments concern the southern portion of the line. I believe the line should cross at the Hawthorne Bridge and run along McLoughlin Blvd. for several reasons.

First, crossing at the Hawthorne Bridge would promote business development on the East Bank of the Willamette in downtown Portland. The East Bank is a valuable asset to Portland's inner city. Running the LRT along the inner city's East Bank will encourage increased retail and pedestrian-friendly development in the already commercial area and compliment the City's West Bank.

It is appropriate to locate the LRT along McLoughlin Blvd. as opposed to the Portland Traction Company (PTC) line because McLoughlin's Blvd.'s environment is already designed as a commuting thoroughfare. In contrast, the PTC line runs along protected wetlands and through quieter, residential neighborhoods developed outside the commuting corridor. The McLoughlin Blvd. route also provides areas where Metro could locate LRT parking lots more easily, at lower costs and with lesser impact on the character of the surroundings.

For these reasons I believe that the southern portion of the LRT route should cross at the Hawthorne Bridge and follow McLoughlin Blvd., not the PTC.

Thank you for your consideration of these comments.

Very truly yours,



David J. Lefkowitz

DJL/car

Neighbor Helping Neighbor



N. E. Hazel Dell Neighborhood Association

C/O Sheriff Office West Precinct 9102 Highway 99 Vancouver, WA 98665

September 10, 1994

Mr. Leon Skiles
South/North Transit Corridor Study—Project Manager
Transportation Planning
Metro
600 N. E. Grand Avenue
Portland, Oregon 97232-2736

Dear Mr. Skiles:

The N. E. Hazel Dell Neighborhood Association supports the proposal to study light rail transit options for the South/North Transit Corridor, with specific interest in the Clark County portion of this study. The Associations' boundaries are currently set as follows: South to Vancouver City limits, West to Hazel Dell Avenue, North to 104th Street, and East to St John's Avenue. If the light rail were to be built north along I-5 or Highway 99, it would come right through the heart of our neighborhood association, therefore we have a special interest in the proposed options currently being reviewed.

We have received the Briefing Document—Tier I Technical Summary Report dated August 15, 1994, the Tech Facts sheets for each of the study area segments, and a copy of the Draft Tier I Final Recommendation Report: Terminus Alternatives dated August 24, 1994.

We support the Vancouver to 179th Street Terminus Alternative. This alternative will ultimately serve higher ridership and be more cost effective than the Van Mall alternative. The alignment favored by the N. E. Hazel Dell Neighborhood Association is along I-5 rather than on Highway 99 because of the faster commuting time, lower cost, and reduced impact on local neighborhoods and businesses.

The Project Management Group (PMG) proposes to pursue the South/North Corridor Project in two study phases with Phase I going North to 99th Street area in Clark County and Phase II extending from 99th Street to 134th Street/WSU area. The Association disagrees with this proposal primarily because of the impact that terminating phase I somewhere at 99th Street would have on land use and transportation in this area. Currently a major Park & Ride facility is located at 134th Street. Transit riders come from all over North and Northeast Clark County and from the Felida and Hazel Dell areas

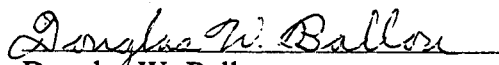
Mr. Leon Skiles
South/North Transit Corridor Transit Study
September 10, 1994
Page 2

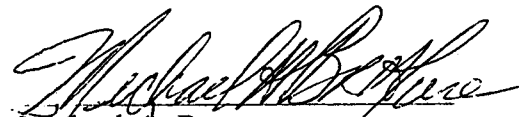
to car pool or catch an express bus into Portland. If the terminus for light rail becomes 99th Street then the people currently using the 134th Street Park & Ride facilities will no longer use that facility, but park at a Park & Ride lot near 99th Street. The 99th Street Park & Ride lot will not only serve Hazel Dell Area, but all of North Clark County. We have a major transit terminus currently at 134th Street and when Phase I of light rail is built it should be to 134th Street to serve the transit needs of WSU, Salmon Creek area, Fairgrounds, and North Clark County residents. Hazel Dell and Felida commuters can catch the light rail at 99th street or 78th Street, thus relieving pressure on the 134th Street Terminus.

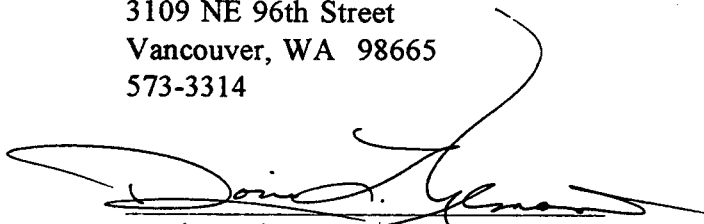
The N. E. Hazel Dell Neighborhood Association also proposes that there be two study phases, but Phase I going North would be to 134th Street/WSU and Phase II would extend from 134th Street to 179th Street/Fairgrounds. If this is not a viable option, then light rail should end in Vancouver, with an Expanded Bus System for Clark County which would interconnect with light rail. A future option may be to expand light rail from Vancouver to 134th Street as part of Phase II or a new Phase.

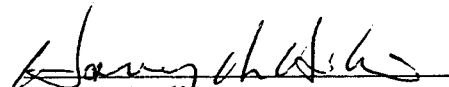
Thank you for this opportunity to provide you with our comments regarding the South/North Corridor Transit Study.

Sincerely,


Douglas W. Ballou
President
3109 NE 96th Street
Vancouver, WA 98665
573-3314


Michael A. Brasure
Executive Board
9211 NE 15th Avenue, E161
Vancouver, WA 98665
576-0837


Doni L. Ulman
Vice President
9211 NE 15th Avenue, K135
Vancouver, WA 98665
576-9239


Harvey Holien
Board Member
3016 NE 98th Circle
Vancouver, WA 98665
574-0047

1519 N. Jewett St.
Portland, OR 97017
Sept. 10, 1991

Metro, South/North Study
600 NE Grand Ave.
Portland, OR 97232

Attn: Leon Skiles

Keep light rail off Interstate Ave! It's the worst idea anybody could come up with.

For several years now we have been told that the reason all bus accidents don't happen is because of the strip down the center, and now somebody wants to do the same thing (with lanes) to another street.

The bus service we have now, with stops every 2 blocks, is perfect. That's the reason I bought my house 75 feet from a bus stop 33 years ago. Light rail is a semi-explicit service, and only a fool would strangle the best thoroughfare in North Portland because a few loudmouths think they might make some extra bucks.

With every wreck on I-5, Interstate Ave. is bumper to bumper traffic and can accommodate any traffic that I-5 can (large trucks, etc.). What would happen to all that traffic? Also, emergency vehicles can now travel extremely fast, but with one lane of traffic in each direction, they would be stuck behind the traffic or travel through neighborhood streets to get around it.

Run commuter trains between Union Station and Vancouver on regular railroad tracks, and leave us alone on Interstate Ave!

Yours truly,

Steve Thiel



Office of the President, ext. 2401

September 13, 1994

Leon Skyles
600 NE Grand
Portland, OR 97232

Dear Mr. Skyles:

I would like to support the option of the light rail to Clackamas County to run through Milwaukie, the North Clackamas Town Center, and extend to Oregon City. Even if the Oregon City terminus is a second phase, I believe this is necessary and important for the long-term development of this area. I also would like to see light rail terminate close to Clackamas Community College, which means it might want to terminate on the hill area in Oregon City.

As you know, we do have a major center located off of Harmony Road near the Oregon Institute of Technology and the new aquatic center. This area has become a major educational hub, and a light rail connection would assist many people in accessing these important services.

Thank you for asking our opinion on this important matter. Good luck on the continuing planning process. We are always available to help address other questions that will undoubtedly arise!

Sincerely,

John S. Keyser
John S. Keyser
President

JSK/kdr

Post-It™ brand fax transmittal memo 7671		# of pages ▶	1
To	Leon Skyles	From	John Keyser
Co.	Metro	Co.	Clackamas C. C.
Dept.		Phone #	637-6958 X 2401
Fax #	797-1794	Fax #	655-5153



September 13, 1994

To: Leon Skiles, Project Manager
S/N Transit Corridor Study
Metro

Re: Tier I Recommendations

The Hosford-Abernethy Neighborhood Association's Executive Board voted on September 5, 1994 to make the following recommendations regarding S/N river crossings and alignment. The Executive Board voted 4-0 with 1 abstention to forward this recommendation to our full board for ratification on September 15, but we wanted to make sure our tentative recommendation was known to you before the Steering Group meets on September 14.

The following are the HAND Executive Board recommendations:

- We feel strongly that the Caruthers Bridge should be the river crossing, for a number of reasons.
 - We believe that OMSI is a major attraction for our region and as an out-of-town tourist destination. It should be served by LRT.
 - A new campus of Portland Community College is currently going through a zone change hearing process to site a Workforce Training Center near OMSI. It should be served by LRT with connections to an LRT station at the Caruthers Bridgehead.
 - Furthermore, a Caruthers crossing would serve to anchor the southern end of the proposed Eastbank Riverfront Park. The master plan for that park envisions a major activity node near OMSI including a community center, an open-air market, and performance space located along the river north of OMSI. A Caruthers Bridge would serve this emerging activity node between the Hawthorne and Ross Island Bridges. A Ross Island Bridge crossing would miss this area entirely, especially if the middle of Ross Island alignment were chosen.
 - Caruthers offers an opportunity to serve the industrial employers in the area. It could serve as the southern terminus of improvements to the commercial spine of the Central Eastside – SE Grand and MLK.
- We recommend that the McLoughlin alignment be chosen, as it serves the inner Southeast neighborhoods the best. Ever since the Mt. Hood freeway monies were spent on the Banfield light rail, SE has been looking for answers to the ever increasing flow of traffic through our area by suburban commuters. The boulevard improvements to Powell are already over-capacity. Without LRT in a Southeast alignment, and with no other arterial improvements on the horizon, SE neighborhoods will continue to see increasing commuter traffic. At the same time, we would like to be able to use LRT ourselves, and for this reason we are interested in further study of the design option involving the Southern Pacific and Brooklyn-Yards alignment. This would begin to serve the residential areas of our own neighborhood, and could penetrate better into the fabric of the Brooklyn and Moreland neighborhoods. It could also serve some major employers nearby, such as PGE, Tri-Met and Fred Meyer.

Thank you for your consideration, and we hope to continue our involvement in this S/N process.

Sincerely,

Greg Baker RE
Greg Baker
HAND Chairman

GB:re

Hosford-Abernethy Neighborhood Development Association

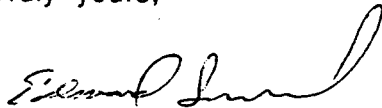
715 S.E. Lexington Street
Portland, Oregon 97202
September 8, 1994

Leon Skiles
Study Project Manager
South/North Transit Corridor
Metro
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

I am in favor of the LRT line which travels on the west side of the Willamette River along Macadam Avenue and reaches the east side by way of a new bridge in the vicinity of the present Sellwood Bridge.

This alignment uses the public's investment in the Jefferson Street line along with providing access to the major shopping area around Johns Landing plus supplying potential service to the planned developments under the Marquam and Ross Island Bridges. I am aware of the opposition from my neighborhood association to a new Sellwood Bridge but feel that a transit only structure should address most of their fears. The transit only bridge should contain adequate pedestrian and bicycle facilities since the current Sellwood Bridge structure is wholly inadequate for those that bike or walk.

Truly yours,



Edward Immel



REDEVELOPMENT AGENCY (LORA)

September 12, 1994

Leon Skiles
Project Manager
South/North Transit Corridor Study
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Mr. Skiles:

The Lake Oswego Redevelopment Agency ("LORA") has unanimously adopted a position supporting the Sellwood Bridge option for the Light Rail Transit ("LRT") Corridor River Crossing. LORA, composed of the members of the Lake Oswego City Council, believe that the Sellwood Bridge LRT is most beneficial to our community, as well as the north Macadam redevelopment area, and John's Landing.

In addition, the Sellwood Bridge option brings LRT further south so that at that point in the future when light rail is extended to Lake Oswego and West Linn, the cost of that project will be considerably less.

While the LORA/City is cognizant that the concentration of population is not now evident, in the Dunthorpe/Lake Oswego/West Linn area, our singular transportation route (Highway 43) is congested and the ongoing pursuit of alternative transportation modes is needed, particularly, in light of the potential development expected in this area.

We appreciate your consideration of our position.

Sincerely,

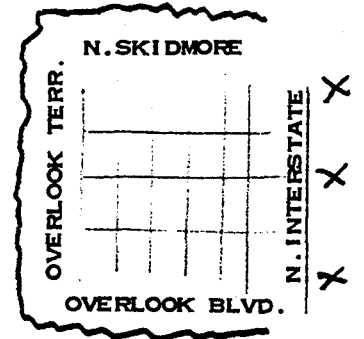
Alice L. Schlenker
Chair
Lake Oswego Redevelopment Agency

ALS/sms

c: Members of the Lake Oswego Redevelopment Agency
The Honorable Jill Thorn, Mayor, City of West Linn

SUBJECT: NORTH CORRIDOR LIGHT RAIL

'OVERLOOK' IN THIS MEMORANDUM REFERS TO THE ORIGINAL OVERLOOK DISTRICT BOUNDED BY N. INTERSTATE ON THE EAST, N. SKIDMORE ON THE NORTH, N. OVERLOOK BLVD. ON THE SOUTH, AND N. OVERLOOK BLVD. / MELROSE DRIVE ON THE WEST.



~~~~~ 200 FT. WOODED HILLSIDE TO N. GREELEY AND N. GOING

- X PRESENT NO. 5 BUS STOPS
- (X) PROPOSED LIGHT RAIL STOPS

We have attended meetings, joined committees, written letters and made telephone calls - we have been talking and no one has been listening. Cynics say that the decision on light rail was made months ago and that the committees and hearings are only to satisfy the whole planning process. At any rate, here we go again!

DUPLICATION: Unlike east and west light rail, north corridor will be duplicating the service which is already in place - Bus No. 5 on Interstate with its 20 stops and the express C-Tran on I-5. The C-Tran bus could easily be extended past the present route in Washington

INACCESSIBILITY: We presently have 20 bus stops on N. Interstate with Bus No. 5. Light rail will give us only 4. How can anyone be so naive as to think that this will not have an impact on our travel time and our liveability? The suggested shortened No. 5 bus route, which would involve travelling a few blocks north or south, and transferring to light rail, is a classic example of the complete lack of understanding and total disregard for the problems of the bus rider!

It should be mandatory for EVERYONE who is active in planning and making decisions on Portland's transit system to ride the bus to and from work and grocery shop on Tri Met. We need someone who is "walking in our mocassins" and knows what it is like to walk 10 blocks to a bus or stand on a street corner, at all hours of the day or night, waiting for a transfer. PROBABLY THE ONLY PERSON WHO WOULD UNDERSTAND IS OUR MAYOR VERA KATZ!!!

PURPOSE of public transit should be to transport citizens of the area to their place of work, local businesses, schools, etc. Light rail will discontinue our present direct service to Jantzen Shopping Center, to our only store (Fred Meyer on N. Interstate and N. Lombard) and to downtown Portland (including PSU, Central Library, etc.). Oh, yes, we could transfer to and from the shortened No. 5 bus which would add 15 minutes to our travel time - while Vancouver residents would be whizzing by on their express line to Portland!

IMPACT of light rail on our neighborhood would be devastating. Sixty-plus long-time Portland residents apparently will be displaced along the alignment. The few businesses we now have will be removed or seriously affected. N. Interstate (our only access to the rest of the city) will be torn up. And increased traffic throughout our neighborhood, with its narrow streets will be disastrous.

CONCLUSION: Our Overlook district is unique - it is an "island" with 480 residences entirely dependent on N. Interstate for access to the rest of the city. Overlook consists entirely of single family dwellings and is one of the closest residential neighborhoods to downtown Portland - with a No. 5 bus travel time of 10-15 minutes. To inflict the disastrous effects of light rail on our area would be unconscionable.

RECOMMENDATION: No build.

SUBMITTED BY: June A. Roberts, 4016 N. Castle Avenue, Portland OR 97227

9 September 1994

11 September 1994

METRO, North-South Study  
Att: Leon Skiles  
600 NE Grand Ave.  
Portland, Oregon 97232

Dear Mr. Skiles,

Thank you for your invitation to contribute to the evaluation of North-South Light Rail (LR) routes. I am a former long-time Portland resident who used MAX with pleasure and some frequency, and who maintains an interest in the development of transportation alternatives, especially light rail. I am hastening to respond by your deadline of the 13th, which I saw on the 6th in the OREGONIAN, a publication I do not regularly read. Without more time, I am able at the moment only to ask several preliminary questions, which are certainly not original with me, but seem important nonetheless:

1) Can the downtown Portland grid and existing transit mall handle North-South LR in addition to East- and Westside MAX and the additional buses necessary by 2015? If not, shouldn't the study include alternatives to accommodate them (subway, additional dedicated surface streets, or something else)?

2) Will the route-selection criteria include proximity to potential riders and to important travel destinations? As to potential riders of North-South LR, I would probably consider for special study the alternatives of I-5 vs. Interstate, I-5 vs. 99 in Vancouver, and 224/I-5 vs. McLoughlin. (Incidentally, it seems as if I-5 and 99 through downtown Vancouver have been reversed on your map.) This question arises because of the fact that a large part of the Westside LR route (tunnel-Sunset Hwy.) goes where no one lives or works; a different route could have provided service to PSU, the Health Sciences complex, and a larger number of potential riders.

I hope to have an opportunity to offer some more detailed comments at a future time. Meanwhile, could you please add my name to your mailing list? Thanks!

Sincerely yours,



Douglas Leedy

P.O. Box 140  
Oceanside, Oregon 97134

TO: Project Management Group  
South/North Transit Corridor Study

FROM: Portland Light Rail Study; Community Working Group #1.

DATE: September 14, 1994

SUBJ: Position Summary of Support for the McLoughlin alignment

Statement of the Goals of Community Working Group #1

CWG1 strongly supports the construction of the South/North LRT project. It has the potential of meeting the identified goals of the group. We want to maintain the quality of life in our growing city, and to alleviate the traffic congestion and air pollution that are products of unplanned growth. We believe in directing future growth in ways that will result in appropriate transit-oriented development, and providing transit access to Southeast Portland residents and employers alike, while protecting the integrity of neighborhoods.

Statement of Support for the McLoughlin Alignment

CWG1 supports the McLoughlin Alignment because it is the alignment that best meets our goals and brings more of the benefits of light rail transit to southeast neighborhoods. This could be the last opportunity to change McLoughlin from a basic freeway into a multi-modal transportation corridor. The group wishes to make the following recommendations regarding specific alignment options and river crossings:

1. CWG1 strongly supports the "Caruthers Bridge" option as best meeting our goals by providing a high level of access to the residents and employers of central-eastside neighborhoods. This alternative also appears to provide several opportunities for transit-oriented development by locating stations on the westside-Marquam Bridge area, in the OMSI area, the Brooklyn Yards (if that option is selected), and the area the group has identified as the "Holgate Triangle", between McLoughlin and 17th Ave.
2. CWG1 has identified the "Ross Island Bridge" crossing option as one that meets only a few of the group's goals and brings with it possible negative impacts to the Brooklyn neighborhood, depending on the specific design option chosen. While it serves a portion of southeast, it does not adequately serve the central-eastside area. Therefore, this option cannot support the origin and destination travel from as many southeast locations, although it could provide a station in the "Holgate Triangle". The "Ross Island" option should be considered as the group's distant second choice.
3. CWG1 does not support LRT in the Portland Traction Company (Oaks Bottom) alignment because it does not meet the stated goals. Problems such as low ridership, the lack of development opportunities and negative impacts to natural resource and historic areas have been identified by the group.
4. CWG1 is opposed to the Macadam alignment in general and the Sellwood Bridge crossing in particular. This route meets none of the goals of the group. The alignment will not serve southeast Portland except merely to skirt the edge of the Sellwood district before it reaches Milwaukie. The crossing appears to have important negative impacts to the Sellwood area. This includes the intrusion of a new auto and transit bridge into Sellwood with associated traffic, noise and other impacts both to historic buildings and the larger neighborhood in general.

# Clackamas TOWN CENTER

September 9, 1994

*Managed by: Jones Lang Wootton Retail Management Inc.*  
1093 CLACKAMAS TOWN CENTER  
12000 S.E. 82ND AVENUE  
PORTLAND, OR 97266  
(503) 653-6913 FAX (503) 653-7251

METRO  
South/North Study  
Attention: Leon Skiles  
600 N.E. Grand Avenue  
Portland, OR 97232

Re: Clackamas Town Center /LRT

Dear Mr. Skiles:

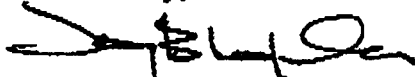
On behalf of the new ownership of Clackamas Town Center, I would like to provide comments with respect to the current Light Rail Transit (LRT) Study.

We support the concept of LRT to the Clackamas Town Center Area. However, we are concerned with what affect it may have on parking and traffic circulation (on/off site), existing transit (i.e., bus), services/facilities, and other site/operational issues.

As you are aware, we have retained Mackenzie/Saito & Associates (architects, engineers, and planners) to assist us in monitoring the on-going LRT study. We look forward to reviewing the information which has been prepared to date regarding specific alignments, location of stations/park and ride facilities, and other elements.

Please call Tom Wright (Mackenzie/Saito & Associates, 224-9570) or me if you have any questions.

Sincerely,



Jay B. Bafler, SCSM  
General Manager

JBL/cw



## **Section Four**

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### **Appendix**

**MOBA MEDIA INC**  
*Oregon's broadcast monitoring service*

**(503) 223-1677**  
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**PORTLAND OR**  
**97207**

LIGHT RAIL MEET

KEX RADIO PORTLAND

SEPTEMBER 8, 1994; 7:02 AM

**NEWSCASTER:** Oregon and Washington officials met last night in Vancouver to talk about a shortened north-south light rail route. It's the second of three joint meetings to discuss the project.

They also took testimony. One Vancouver resident told the panel he'd like to see a light rail tunnel under the Columbia River, even if it means a higher price tag.

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sm 109f,169f,159

# Oregon City rail bid backed

■ A majority of speakers at a public meeting say the proposed light-rail line should not stop at Clackamas Town Center.

By DENNIS MCCARTHY

of The Oregonian staff 9-7-94

**MILWAUKIE** — Their message seemed simple enough: Make Oregon City the end of the north/south light-rail line.

A majority of business representatives, residents and city officials speaking at a public meeting here Tuesday night told Metro officials that the proposed light-rail line should not stop at Clackamas Town Center, but follow the Interstate 205 corridor into Oregon City.

One speaker even suggested it go beyond downtown Oregon City — slightly.

"My suggestion is that it terminate in south Oregon City, in the Clackamas Community College/Red Solis area," offered Mark Luedtke, an Estacada resident who also is running for the Clackamas County board of commissioners in November.

Luedtke found several supporters among the approximate 50 persons who gathered at St. Johns Episcopal Church. The public meeting was the first of three meetings staged by Metro this week to gather comments on the shortened light-rail line recommended by Metro planners that would stretch roughly from 99th Street in Vancouver to Clackamas Town Center.

Metro figures that section could cost \$2.8 billion. Tri-Met is submitting a \$475 million bond measure to Portland-area voters in November to help pay for the proposed light-rail line.

The one other thing most speakers agreed on Tuesday was that the line should not be built down busy McLoughlin Boulevard.

Punky Lacey Scott, owner of The Bomber Restaurant just south of Milwaukie, said she's involved in efforts to restore the old B-17 bomber out along McLoughlin for a future museum.

"If you put a light-rail line down (the middle of) that street, I'm in big trouble," Scott said. She said that her business and others along the boulevard would suffer by having their access cut off or limited by the rail line.

Several other speakers, including a few with businesses on McLoughlin Boulevard, agreed with Scott, saying it makes more sense to follow Oregon 224 to Clackamas Town Center and then down the I-205 corridor to Oregon City, than one long, straight shot down McLoughlin.

But Jim Howell, representing a group called Citizens for Better Transit, spoke in favor of an Oregon City terminus via McLoughlin. Howell called plans to run the line from Milwaukie to Clackamas Town Center a "boondoggle" for developers hoping to build residences and businesses around the town center and Sunnyside areas.

John Hartssock, business manager for the North Clackamas Parks & Recreation District, said the district favors the Clackamas Town Center route because it would better serve the district's new multimillion-dollar Aquatic Park on Southeast Harmony Road. Hartssock said 67 percent of the Aquatic Park users are from out of the district.

West Linn Mayor Jill Thorn urged Metro to select Oregon City as the southern terminus.

Portland, OR  
(Multnomah Co.)  
Oregonian  
(Cir. D. 337,672)  
(Cir. S. 440,923)

SEP 5 1994

## Meetings will review plans for shortened light rail

Proposals to shorten the planned north/south light-rail project will be aired this week at three public meetings.

The shorter line would run from Hazel Dell, north of Vancouver, to Clackamas Town Center. As envisioned by Metro's planners, additional segments could be added later, with planning starting well before construction is completed on the first phase.

Originally, the plan looked at rail service as far as Oregon City on the south and the Clark County Fairgrounds on the north. But planners say that would add considerable cost but result in limited extra ridership.

The public meetings will be at:  
■ Milwaukie: 5 to 8 p.m. Tuesday, St. Johns Episcopal Church, 2036 S.E. Jefferson St.

■ Vancouver: 5 to 8 p.m., Wednesday, Shumway Middle School, 3101 Main St.

■ Portland: noon to 2 p.m. and 5 to 8 p.m., Thursday, Oregon Convention Center Room A104, at 777 N.E. Martin Luther King Jr. Blvd.

Information on bus routes to the meetings is available from Tri-Met at 238-RIDE in Portland, and from C-Tran at 695-0123 in Vancouver.

## Officials hold meeting to discuss light rail

Witnesses discuss the project's proposed termini and future transportation problems

By BILL STEWART  
of The Oregonian staff 9-8-94

VANCOUVER — A Wednesday night meeting of Oregon and Washington officials was the second of three to discuss a shortened north/south light-rail route, but most of the evening's testimony focused on other topics.

The shortened route would terminate in the south at Clackamas Town Center, and on the north in Hazel Dell, between 88th and 96th streets. The idea is to start considering extensions before the first phase is built early next century.

The third day of public comments will be next week, with sessions from noon to 2 p.m. and 5 to 8 p.m. Wednesday in Room A104 of the Oregon Convention Center, 777 N.E. Martin Luther King Jr. Blvd., Portland.

Wednesday's parade of witnesses spoke to a bistate panel of officials about everything from the project's estimated costs — \$2.8 billion — to other possible solutions to future transportation problems.

Some people offered views on the proposed termini. Dan McFarling of Aloha said the southern end should be in Oregon City.

"We should not waste money building out Clackamas Town Center," he said, adding that if the line could not go to Oregon City, it should end in Milwaukie.

Jeanne Stewart of Vancouver challenged the officials to "be visionaries" by extending the north-ern line to the large state park-and-ride lot at 134th Street or on beyond to the Clark County Fairgrounds.

Kelly Puntney of Vancouver said he favors a tunnel to go beneath the Columbia River, even if it costs more money.

His second and third options, he said, would be another bridge along side the Interstate Bridge or even an all-new Interstate Bridge designed to carry both rail and autos.

Without light rail, he warned, the area soon will be demanding another major bridge and freeways to feed it.

Clark County Commissioner John Magnano, one of the panelists, said federal policy will not allow additional freeway bridges to be built with federal dollars.

Other concerns voiced during the three-hour session included property values — Tri-Met studies say land than in other areas — as well as security on trains, operational subsidies and the eventual cost of doing nothing now.

In answer to a number of negative questions about using specific streets for rail through Vancouver, City Councilman Royce Pollard assured the speakers that no routing decisions will be made without extensive public hearings.

One former Gresham resident said he moved because of an increase in crime that he blamed on light rail.

THE OREGONIAN, FRIDAY, SEPTEMBER 9, 1994

# PORTLAND

Community  
news and  
features

## Citizens support light rail, somewhere

Although many want to see the transit system expand north and south of Portland, they disagree on what routes to use

By EUGENE RASHAD  
of The Oregonian staff

Most participants at a public meeting Thursday agreed on the benefits of expanding light rail to the north and south of Portland.

But there was little consensus on what route it should follow.

People gathered at the Oregon Convention Center to express their opinions about light rail to local

leaders. It was day three of a series of public hearings, which began Tuesday in Milwaukie and moved Wednesday to Vancouver, Wash.

"I support the 'Caruthers Bridge' idea," said Jim Howell with Citizens for Better Transit. That option would call for building a new span under the Marquam Bridge from the South Waterfront District to south of OMSI.

"It's close enough that it would serve OMSI and the inner-eastside industrial area," he said.

Historically, inner-city areas have been overlooked in favor of new development on the west side of the river, said Fred M. Gerber of North-east Portland.

"We need to provide service to where people are. It's an issue between the rich and the poor," he said.

The eastside is a low-cost option for people, and their transportation needs should be considered even more, Gerber said.

The purpose of the series of meetings is to get input from Portland-Vancouver area residents on a recommendation on light-rail expansion generated by the South/North Transit Corridor Study. Tri-Met, the city of Portland and surrounding counties participated in the study, which looked at the region's future transportation needs with projected population growth and traffic con-

gestion.

The study recommended expansion of the light-rail system from Milwaukie into downtown Portland, either on the westside or the eastside, crossing over the Willamette River on a ramp on the Hawthorne, Ross Island or Sellwood bridges.

Existing eastside routes near the Memorial Coliseum would extend north to the Interstate Avenue corridor, through downtown Vancouver to 134th Street.

The idea of extending north using Interstate Avenue also is a reasonable approach, said Bill Medak, an assistant director with Kaiser Perma-

He supported light rail in the Interstate Avenue corridor, augmented by feeder bus systems.

"We favor an alignment in the median of North Interstate Avenue," he said. Medak opposed any widening of Interstate Avenue to accommodate changes, saying that would affect auto and pedestrian access to Kaiser's medical facilities.

Public testimony is the first stage of a process that will end with more recommendations from a citizens advisory committee, local officials and Tri-Met.

In November, Tri-Met will put a \$475 million bond measure before the voters for approval to pay for the project.

# **MOBA MEDIA INC**

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BOX 1593  
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97207

METRO TALKING NORTH-SOUTH RAIL LINE

KGW CHANNEL 8 PORTLAND

SEPTEMBER 7, 1994; 11:11 PM

NEWSCASTER TRACY BARRY: It's still on the drawing board, but Metro is making noise about a north-south light rail line. It's getting public input on the idea of running the line between Clackamas Town Center and 99th Street in Clark County. It is also open to ideas about the route along the way. Tonight's meeting was in Vancouver, and it didn't draw too many people. But several who did show up wanted to make sure the route would be practical for people who commute to and from work.

MEETING PARTICIPANT: The majority of people that travel in the peak times are trying to go to or from work. Those are the people that will support this financially on bond issues.

NEWSCASTER: There is two more meetings tomorrow; one at noon and one at five at the Oregon Convention Center. You can also send written comments to Metro until September 13th.

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*mc 109f,159,169f*

AR Sept. 6, 1994



# Narrowing the Options

## South/North recommendation for further light-rail study: Clackamas Town Center to 99th Street in Clark County

The South/North Transit Corridor Study is managed by Metro in cooperation with:

- City of Gladstone
- City of Milwaukie
- City of Portland
- City of Vancouver
- Clackamas County
- Clark County
- C-TRAN
- Multnomah County
- Oregon City
- Oregon Department of Transportation
- Southwest Washington Regional Transportation Council
- Tri-Met
- Washington State Department of Transportation



**W**hether you're new to the South/North Transit Corridor Study or someone who has participated for some time, your input is important. The following questions and answers are provided to help explain the recommendation and how decisions are made.

**Why are we studying light rail transit (LRT) in the South/North corridor?** Our region is growing fast. The entire South/North corridor is experiencing high levels of growth in population, employment and traffic congestion. Light rail could relieve many of the problems associated with that growth. The analysis has found that by the year 2015, South/North light rail could carry approximately 60,000 trips a day, could prevent more than 721 tons of air pollution a year and, during rush hour, would be faster than a car.

**What other areas of the region would be served by South/North light rail?** Downtown Milwaukie, downtown Portland, the Blazer Arena, North Portland (near Interstate and I-5), Jantzen Beach, Downtown Vancouver and into Hazel Dell, Wash.

**Why was a light rail line between Clackamas Town Center and the vicinity of 99th Street recommended for further study?** Project staff determined that a light rail line between these points provides a cost-effective solution to corridor problems. A shorter light rail line (one stopping within downtown Milwaukie or downtown Vancouver) would leave many of the transportation problems and land-use opportunities within the two counties unaddressed.

**Could the light rail line be extended south to Oregon City and north to 134th Street in Clark County?** Yes. Project staff have also recommended that after a study of the core South/North light rail line is complete, the region should study extensions to Oregon City and to the 134th Street area (in the vicinity of the Washington State University branch campus currently under construction).

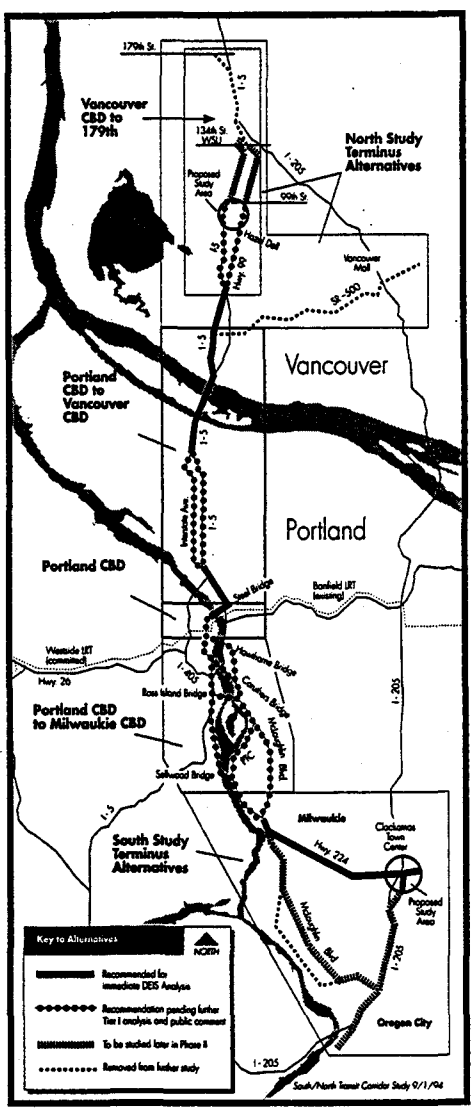
**Since these are "recommendations," who will make the final determination on what to study further?** After more public comment is received, further recommendations will be made by project staff, the study Citizens Advisory Committee, the Steering Group (made up of local elected and appointed officials), and by each of the participating cities, counties and Tri-Met. Final approval of those recommendations will be made by the Metro Council and the C-TRAN Board of Directors.

**Are there light rail alignment choices that need to be narrowed?** Yes, these are called alignment alternative. They define possible routes where light rail could operate. The ones that have been studied are illustrated on the adjacent map. Following further public comment, project staff will recommend which alignment alternatives should be studied further. One alignment recommendation that has already been made is to no longer study an abandoned rail line (the Oak Grove portion of the Portland Traction Company alignment) south of Milwaukie and east of McLoughlin Boulevard.

**Besides light rail, what other alternatives will be studied further?** As part of the study of the South/North corridor, light rail will be compared to a no-build alternative (making no transit improvements) and an expansion of the Tri-Met and C-TRAN bus systems.

**How would the South/North light rail be paid for?** In November, the region's voters will have an opportunity to vote on Tri-Met's proposed \$475 million bond measure. A portion of the total project costs would come from this bond measure, if approved. The financing program anticipates these funds would match a 50 percent share from the federal government and other contributions from the states of Oregon, Washington and from residents of Clark County.

**How can I get more information about the alternatives currently being studied?** Call Metro at (503) 797-1745 or C-TRAN at (206) 750-TRIP. We will send you technical fact sheets on each of the alternatives currently under study. If you want, we will also place you on the South/North mailing list.



Map illustrates South/North project staff recommendation to study LRT between the Clackamas Town Center area and the vicinity of 99th Street in Clark County. Possible routes between these points are also shown.

## Public meetings

Come to a public meeting to let local leaders know your concerns and preferences. Please keep your comments brief (about three minutes) so that everyone who wants to can be heard. If you can't make it to one of the meetings or if you have lengthy detailed comments to submit, send us a letter. Address comments to Metro, South/North Study, attention Leon Skiles, 600 NE Grand Ave., Portland, OR 97232 or fax to (503) 797-1794. Make sure we receive your comments by 5 p.m., Tuesday, September 13, 1994.

**Milwaukie**  
5 - 8 p.m.  
Tuesday, Sept. 6  
St. Johns Episcopal Church  
2036 SE Jefferson St.

**Vancouver**  
5 - 8 p.m.  
Wednesday, Sept. 7  
Shumway Middle School  
3101 Main St.

**Portland**  
Noon - 2 p.m. and  
5 - 8 p.m.  
Thursday, Sept. 8  
Oregon Convention Center  
777 NE M L King Jr. Blvd.  
Room A104-105



# METRO

600 NE Grand Ave.  
Portland, OR 97232-2736  
(503) 797-1700

## News release

From the Office of Public and Government Relations  
Merrie Waylett, director, 797-1790

Sept. 1, 1994

For immediate release

For more information, contact Gina Whitehill-Baziuk, (503) 797-1746.

### **South/North recommendation for further light rail study: Clackamas Town Center to 99th Street in Clark County**

The South/North Transit Corridor Study Steering Committee will hold a series of public meetings around the region on Sept. 6, 7 and 8. Public feedback is being sought to the Project Management Group's draft recommendation that identifies the vicinity of Clackamas Town Center as the southern terminus and the vicinity of 99th Street in Clark County as the northern terminus. Public comment on proposed light rail alignment alternatives throughout the corridor is also sought.

Comments received at the public meetings, as well as those submitted in writing, will be considered by the Project Management Group, the Citizens Advisory Committee and the South/North Steering Group prior to each group's adoption of a final recommendation.

The narrowed choices will be studied further in Tier II and in the Draft Environmental Impact Statement, where they will be compared to a no-build and improved bus service alternative.

The meetings are scheduled as follows:

|                  |                                                     |                                                                         |
|------------------|-----------------------------------------------------|-------------------------------------------------------------------------|
| <b>Milwaukie</b> | 5 to 8 p.m.<br>Tuesday, Sept. 6                     | St. Johns Episcopal Church<br>2036 SE Jefferson St.                     |
| <b>Vancouver</b> | 5 to 8 p.m.<br>Wednesday, Sept. 7                   | Shumway Middle School<br>3101 Main St.                                  |
| <b>Portland</b>  | Noon to 2 p.m. and 5 to 8 p.m.<br>Thursday, Sept. 8 | Oregon Convention Center<br>777 NE M.L. King Jr. Blvd.<br>Room A104-105 |

**Technical staff from Metro and Tri-Met will be available at an adjoining open house to answer questions and provide technical information.**

**If you are unable to attend one of the scheduled meetings, please send your written comments to Metro by 5 p.m. Tuesday, Sept. 13. Comments should be addressed to Leon Skiles, South/North Transit Corridor Study, Metro, 600 NE Grand Ave., Portland, OR 97232. Or fax your comments to (503) 797-1794.**

**For fact sheets or more information, call Metro at (503) 797-1757. For Tri-Met bus routes to the meetings, call (503) 238-RIDE. For C-TRAN bus routes in Vancouver, call (206) 695-0123 or 1-800-562-1628.**

**###**



# Planners recommend Vancouver-Clackamas Town Center light-rail line

Planners for a proposed Vancouver to Clackamas County light-rail line are recommending a "cheap" \$2.8 billion project now that can be expanded in a few years.

At a recent meeting of the South-North Transit Corridor Project's Citizen Advisory Committee, project manager Leon Skiles said senior staff is recommending it extend initially from 88th Street in Vancouver,

Wash., to Clackamas Town Center by way of Milwaukie.

The staff also is recommending a second phase to the line to extend it to 134th Street in the north and Oregon City in the south.

The project's projected budget is \$2.8 billion, with \$475 million each coming from a local bond measure on the November ballot and the states of Oregon and Washington,

with the balance from a hoped-for federal appropriation.

"There was a strong recognition that \$2.8 billion could not extend the rail line to Oregon City in view of everything else the region wanted to do with this project," Skiles said. "It was felt that phasing was the best approach in the long run. It makes it more likely to happen."

Committee members from the two

affected regions were skeptical. Irene Park of Clackamas County protested, "When you have people from Estacada, Molalla and Canby coming to state offices in Oregon City, the terminus will be a shopping center? I don't get it."

Skiles replied that staff "didn't feel the data was compelling to go to Oregon City" at this time. It found the route to Clackamas Town Center

"more cost-effective."

Michael Mulkey of Oregon City said he could live with the decision "as long as Phase Two in fact has some teeth in it."

Pursuing this, committee member Betsy Lindsay asked how the extensions would be ranked against other regional transportation projects.

Skiles said this was a "regional decision."

*Orig. 8-30-94*

## Light rail: will southern terminus be nearby?

Upcoming public meetings will help determine North-South corridor, impact on local communities

By KEITH KLIPPSTEIN  
 Staff Reporter  
 Metro is taking the first steps toward plotting a transportation future that could affect Lake Oswego and West Linn.

Members of Metro's transportation department have been working to gather input in regard to two projects: the South/North transit corridor study that would lead to a future light rail line from Clackamas County to Vancouver, and the South

Willamette River Crossing Study, designed to consider alternatives for replacing or modifying the Sellwood Bridge.

The South/North study is the more visible of the two projects, primarily because Tri-Met is asking voters to approve a \$475 million bond measure Nov. 8 in support of what would be the region's third light rail line.

"However, our study is separate from the Tri-Met bond measure,"

explained Gina Whitehill-Baziuk, supervisor of public involvement for Metro's transportation department. "The study will do more than explore the extension of the (light rail) system. We have to come to terms with how we will deal with a half-million more people in the next 15 to 20 years."

Thus, Metro would like to pin down a South/North light rail corridor, which was selected in April 1993 as the region's next transit priority.

"We have narrowed the number of alternatives from last fall," Whitehill-Baziuk said. "We conducted six months of technical analysis (including cost, environmental impact, traffic impact and

potential ridership)."

With options now on the table, Metro is inviting people to offer comments. For county citizens, there are two areas of interest.

There are four alternatives in which the light rail corridor could run between downtown Portland and Milwaukie, including a proposed alignment paralleling Macadam Avenue and crossing at the Willamette River at the Sellwood Bridge. The other alternatives would have light rail crossing the river no further south than the Ross Island Bridge.

In addition, the study offers four different southern termini for the light rail line: Milwaukie; Clackamas Town Center; Oregon City via

McLoughlin Boulevard; and Oregon City via Interstate 205.

The South/North study's steering group will hold two local public hearings on the South/North corridor:

- Tuesday, Sept. 6, 5 to 8 p.m., St. Johns Episcopal Church, 2036 S.E. Jefferson, Milwaukie.

- Thursday, Sept. 8, noon to 2 p.m. and 5 to 8 p.m., Room A104-105, Oregon Convention Center, 777 N.E. Martin Luther King Jr. Blvd., Portland.

Following the public hearings, the steering group, the Project Management Group and the Citizens Advisory Group will each issue final

See CORRIDOR, page 7



## Transportation: work now to shape future

The future is now. Staff members and others at Metro are in the midst of seeking input on transportation studies that will have a great impact on Clackamas County and to a lesser degree, Lake Oswego and West Linn.

We emphasize the latter because there's nothing in the works that would relieve the area's highway headaches, which include state Highway 43 and the Interstate 5/Highway 217 interchange.

Nonetheless, the South/North Transit Corridor Study — which could designate a light rail line between Clackamas County and Vancouver — could help West Linn residents if the line's southern terminus is in Oregon City. We can envision West Linn commuters crossing the Willamette River to ride light rail into Portland.

That won't happen, though, if Milwaukie or Clackamas Town Center are designated the southern end of the corridor. Light rail also may be less attractive to local residents if the corridor runs north from Oregon City via Clackamas Town Center to Portland. That could be too indirect a route to attract local riders.

There's another alternative in which the South/North corridor could parallel Macadam Avenue and cross the river at the Sellwood Bridge. It looks interesting at first, but we don't believe it's of much benefit to Lake Oswego and West Linn residents, who aren't likely to stop that close to Portland just to transfer to light rail.

While light rail discussions are pending, another study to either replace or modify the Sellwood Bridge is just getting started. Transportation planners say the Sellwood is inadequate for handling traffic needs that will exist in 15 years, so planning is under way to consider the options.

Because it's early in the study, the possibilities are endless. A new bridge crossing between the Ross Island Bridge and Interstate 205 is among the ideas on the drawing board.

Within the next few weeks, Metro will hold public hearings to receive input on the light rail and South Willamette River Crossing studies, and there's a need for creative minds to offer what they feel is best for the county.

The future is now.

## Corridor/

from page 1

recommendations in early October on the light rail corridor.

As for the South Willamette River Crossing Study, a kickoff meeting was held Aug. 3 at Metro. Government officials and representatives of transportation agencies, trucking associations, businesses and neighborhood organizations were invited to attend.

"We had about 40 people help us define and identify what kinds of river crossing alternatives we should consider for further study," Whitehill-Baziuk said.

The study is needed because time is running out on a bridge not up to fulfilling future transportation demands, she said. Public input will be sought in October.

"The life of the Sellwood Bridge is probably another 15 years," Whitehill-Baziuk said. "It will take a long time to decide where to cross the river, then move ahead and build one. We've got to consider pedestrian, bike, auto and transit concerns. If we're looking at a 15-year life span, then we need to start planning now."

The possibilities could include expanding the Ross Island Bridge, replacing or modifying the Sellwood Bridge, or considering new crossings between the Ross Island Bridge and the Interstate 205 bridge.

Lake Oswego 8/18/94

### Review

Community Newspapers Inc. is a publishing and printing company committed to the personal and constitutional rights of individuals, businesses and organizations. We will not knowingly publish or print materials which violate those rights. We will not publish materials which are, in the opinion of the publisher, libelous or discriminatory on the basis of sex, race, creed or sexual orientation. In addition, we will not publish any material that is clearly pornographic or judged, by the publisher, to be in bad taste. We will not publish or print material that elicits violence. We reserve the right to interpret this policy as we deem appropriate.

# SMILE recommends light rail alignment

8-11-94  
By TERESA WOOD  
The Bee

Members of the Sellwood Moreland Improvement League voted unanimously at a general meeting last week to recommend to city planners that they favor the McLoughlin Boulevard alignment alternative for South/North Light Rail.

SMILE members will now write letters to city planners expressing their thoughts.

SMILE President Leonard Gard explained at the meeting the eastbank alignment alternatives. Members of SMILE had chosen to reject the westbank alignment alternative that would cross the Sellwood Bridge. The other alignments are known as the Portland Traction Company alignment, that would run along PTC tracks, and the McLoughlin Boulevard alignment.

Earlier, the neighborhood considered whether the neighbors preferred to be served by light rail or if they would rather have it

**SMILE**... continued from page 1 on where light rail crosses the Willamette River. Whitehill-Baziuk said more would be known about the impacts of the project once the Draft Environmental Impact Statement is completed. The DEIS is scheduled to begin during Tier II of the study early next year.

SMILE members decided not to recommend any of the three Willamette River crossings that would connect to the McLoughlin Boulevard alignment at this time. SMILE member Herb Crane said he felt the neighborhood association had

bypass the area. The final decision on the alignment and river crossing is scheduled to be made in November, and SMILE members expressed a desire to have their concerns considered when that decision is made.

"If it's going to come through," Gard said, "the question is where is it going to be."

Using the partial results of a neighborhood survey on traffic and transportation conducted by the SMILE transportation committee, Leslie Roman, a member of the committee, explained that of the 300 surveys that have been tabulated (5,800 were given out and 600 have been returned) 62 percent of those favored the McLoughlin Boulevard alignment.

In a summary report of Tier I of the South/North Transit Corridor Study the advantages, disadvantages and cost effectiveness of each alignment are presented. Gard explained the data on the McLoughlin Boulevard alignment. Advantages outlined in the report include:

- Would have a higher light rail and higher total transit rider-

nothing to gain by attempting to choose a river crossing alternative at this time since it would not directly affect the neighborhood.

Citizens will be asked to vote on a \$475 million general obligation bond measure in November. If approved, citizens would pay \$.50 per \$1,000 of assessed property value over 20 years. Kathleen Maloney, with Regional Rail Program, said if the bond is not passed in November, she believes it will come up again in May.

"Our region is asking the voters early if they're going to pay for it," Maloney said.

ship than the PTC alignment due to shorter travel times and better access to eastside neighborhoods.

- Would have lower capital and operating and maintenance costs due in part to shorter alignment length.
- Exhibits the lowest operating cost per rider and the lowest cost effectiveness ratio.
- Would provide the best opportunity to support and shape transit supportive and more intense urban development.
- Would have fewer significant environmental impacts, especially on wildlife habitat and the natural environment.

The disadvantage presented in the summary is that it would displace approximately 50 residences/businesses along McLoughlin with potential impact on historical and cultural resources. Jina Whitehill-Baziuk, supervisor of public involvement transportation planning for Metro, said the number of displaced residences and businesses, as well as the area they are in, depends

See SMILE on page 7

Estimated cost of construction is \$2.8 billion. Maloney said the estimated service of light rail would transport 60,000 persons per day, and the line is estimated at 25 miles long. Planners hope to receive federal funding for part of the project. Maloney explained there are 14 agencies and jurisdictions participating in the project.

"Because this line will go up into Clark County, we will also get money from the state of Washington," she said.

A series of public meetings sponsored by Metro will be held in September. The schedule will be announced soon.

PUBLIC NOTICE



**South/North Transit  
Corridor Study  
Public Meetings**

Four South/North Transit Corridor Study public meetings are scheduled in the Portland-Vancouver metropolitan region.

These meetings will provide a formal venue for citizens to comment on terminus (end point) and light rail transit (LRT) alignment alternatives. The narrowed choices will be studied further in Tier II and in the Draft Environmental Statement (DEIS), where they will be compared to a no-build and improved bus service alternative. The alternatives currently being considered were adopted in the scoping process last December.

The meetings will be chaired by members of the Steering Group. Citizens who want to learn more about the project prior to giving formal comments may review the technical findings and speak with technical staff in an adjoining open house.

Comments received at the public meetings, as well as those submitted in writing through Sept. 13, 1994, will be considered by the Project Management Group, the Citizens Advisory Committee and the South/North Steering Group prior to each group's adoption of a final recommendation.

If you are unable to attend one of the scheduled meetings, please send written comments to Metro by 5 p.m. Sept. 13, 1994. Comments should be addressed to Leon Skiles, South/North Transit Corridor Study, Metro, 600 NE Grand Ave., Portland, OR 97232 or fax to (503) 797-1794.

It is important for the Steering Group to receive as many public comments as possible. You are encouraged to submit detailed written comments into the record and to highlight only key elements in oral testimony. Please try to limit your testimony to 3 minutes.

**Meetings are scheduled as follows:**

|                                         |                                      |
|-----------------------------------------|--------------------------------------|
| <b>5 - 8 p.m. Tuesday, Sept. 6</b>      | <b>5 - 8 p.m. Wednesday, Sept. 7</b> |
| <b>St. Johns Episcopal Church</b>       | <b>Shumway Middle School</b>         |
| <b>2036 SE Jefferson St., Milwaukie</b> | <b>3101 Main St., Vancouver</b>      |

**Noon - 2 p.m. and 5 - 8 p.m.**  
**Thursday, Sept. 8**  
**Oregon Convention Center**  
**777 NE M L King Jr. Blvd.**  
**Room A104-105**

Copies of updated fact sheets (technical findings summaries) will be available at Metro, Milwaukie City Hall and Vancouver City Hall on Wednesday, Aug. 17. For fact sheets or more information, call Metro at 797-1757. For Tri-Met bus routes to the meetings, call (503) 238-RIDE. For C-TRAN bus routes in Vancouver, call (206) 695-0123 or 1-800-562-1628.

*The Oregonian ad  
Aug. 12, 1994*

# Light rail: will southern terminus be close by?

Upcoming public meetings will help determine North-South corridor, impact on local communities

*Just about Tidings & L.L. Rawlin's 8/18/94*

By KEITH KLIPPSTEIN  
Staff Reporter

Metro is taking the first steps toward plotting a transportation future that could affect Lake Oswego and West Linn.

Members of Metro's transportation department have been working to gather input in regard to two projects: the South/North transit corridor study that would lead to a future light rail line from Clackamas County to Vancouver; and the South Willamette River Crossing Study, designed to consider alternatives for replacing or modifying the Sellwood bridge.

The South/North study is the more visible of the two projects, primarily because Tri-Met is asking voters to approve a \$475 million bond measure Nov. 8 in support of what would be the region's third light rail line.

"However, our study is separate from the Tri-Met bond measure," explained Gina Whitehill-Baziuk, supervisor of public involvement for Metro's transportation department. "The study will do more than explore the extension of the (light rail) system. We have to come to terms with how we will deal with a half-million more people in the next 15

to 20 years."

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"We have narrowed the number of alternatives from last fall," Whitehill-Baziuk said. "We conducted six months of technical analysis (including cost, environmental impact, traffic impact and potential ridership)."

With options now on the table, Metro is inviting people to offer comments. For county citizens, there are two areas of interest.

There are four alternatives in which the light rail corridor could run between downtown Portland and Milwaukie, including a proposed alignment paralleling Macadam Avenue and crossing at the Wil-

lamette River at the Sellwood Bridge. The other alternatives would have light rail crossing the river no further south than the Ross Island Bridge.

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"We had about 40 people help us define and identify what kinds of river crossing alternatives we should consider for further study," Whitehill-Baziuk said. "We looked at past studies, then went into small groups to talk about the pos-

sibilities."

The study is needed because it is running out on a bridge not up fulfilling future transportation demands, she said. Public input will be sought in October.

"The life of the Sellwood Bridge is probably another 15 years," Whitehill-Baziuk said. "It will take a long time to decide where to cross the river, then move ahead and build one. We've got to consider pedestrian, bike, auto and transit concerns. If we're looking at a 100-year life span, then we need to start planning now."

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*5179 8/18/94. Lake Oswego Rawlin's*  
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Because it's early in the study, the possibilities are endless. A new bridge crossing between the Ross Island Bridge and Interstate 205 is among the ideas on the drawing board.

Within the next few weeks, Metro will hold public hearings to receive input on the light rail and South Willamette River Crossing studies, and there's a need for creative minds to offer what they feel is best for the county. The future is now.

REVIEW

COMM. DEVELOPMENT DEPT.  
6101 SE JOHNSON CR BLVD.  
PORTLAND, OR 97206-0000

CR 0627



### Clackamas border enclosures

Inside this issue for the enclosure Notice for Clackamas County.

### Plans to host day picnic

Clackamas County Parks will hold an "Old Fashioned Day Picnic and Ball Tournament" from 10 a.m. to 5 p.m. on Saturday, Sept. 3, at Metzler near Estacada. Activities will include a ball tournament for various age and skill levels, sack races and a melon seed spitting and spike driving contest. A beer shop quartet will be from noon to 1 p.m.

# Light rail: Gladstone misses the train

By Sam Bennett  
of The Review

GLADSTONE - Come fall, the Tri-Met board will ask the councils of Gladstone, Milwaukie and Oregon City to take a stance on November's light rail bond measure.

But for Gladstone, in a sense it may be a moot point. As a light rail project management group prepares to make a recommendation on a south/north route, predictions are that Gladstone won't be on the list. A preferred route may take the light rail from Milwaukie, or possibly Clackamas Town Center, north through Portland and into southwest Washington.

Gladstone residents, of course, will have a chance to vote in November on a \$475 million bond proposed by Tri-Met to

help pay for the \$2.8 billion south/north light rail line. Yet it's not likely that they will see light rail come anywhere near town. And that may suit many just fine.

Though it would seem a boon to businesses along McLoughlin if the light rail line continued south from Milwaukie to Oregon City, some businesses worry that it would make things worse. Owners are concerned that, by running light rail through the center of McLoughlin and cutting off left-hand turns, business would suffer, according to Gladstone City Manager Ron Partch.

What's more, Gladstone's modest downtown retail area could also be hurt initially. "Businesses along Portland Avenue would suffer in the

short-term as a result of light rail construction activity," Partch said. "In the long run, it may be of some value." Even some residents in the Oak Grove neighborhoods are opposed to the possibility that light rail may be brought down along the Portland Traction Co. railway corridor.

But north a few miles in Milwaukie, the attitude is more accommodating and enthusiastic. There officials see the advent of light rail as a Godsend that will cinch the city's revitalization plan for its ailing downtown core. "We've been trying to bring Milwaukie back to life," said city councilor Bob Knudson. "That is probably one of the things that will do it - that and the waterfront."

To bring light rail through will cost Milwaukians and Clackamas millions more served by Tri-Met in the tri-county/Clark County areas about 31 cents per \$1,000, or \$31 a year for a \$100,000 property, over 30 years.

For Gladstone residents, because the decision is far from final about whether to bring light rail through or near town, voting on the \$475 million bond may be a difficult one. How can residents here be expected to vote on a measure when they're not sure how they will be affected by it? Even Metro officials can't assure the public they will have a definite decision on a light rail route in time for the November vote.

"They'll know as much as possible by the time the election

Continued on Page 2

## Hospital officials break ground on \$6 million clinic



that doesn't have an on-site medical clinic," said Graf. "That's why it's so important." Hospital officials have even heard some comment that "this should have been done yesterday," said Jon Egge, vice

improvements over the last three years, said Bob Steed, hospital administrator.

# Light rail

Continued from Page 1 comes around," said Gina Whithill-Baziuk, a spokeswoman for Metro. "Nothing's been cut off at this point."

And what if the bond doesn't pass in November? Tri-Met will continue to search for funding mechanisms. "The study will keep on going," Whithill-Baziuk said. "We've got to do something. We're looking at 500,000 more cars."

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# Public meetings highlight decision-making process



## Public meetings scheduled to hear comments on South/North corridor alternatives

The South/North Transit Corridor Study has scheduled four public meetings in the Portland/Vancouver metropolitan region.

The meetings will provide a formal venue for citizens to comment on terminus (end point) and light rail transit (LRT) alternatives to be studied further in Tier II and the Draft Environmental Impact Statement (DEIS).

During Tier II and in the Draft Environmental Impact Statement (DEIS), the selected LRT alternatives will be compared to two other transit-related alternatives: No-Build (generally doing nothing beyond currently funded transportation projects) and Transportation System Management (an expanded bus system).

Comments received at the public meetings, as well as those submitted in writing through Sept. 13, 1994, will be considered by the Project Management Group, the Citizens Advisory Committee and the South/North Steering Group prior to each group's adoption of a final recommendation.

Next, each participating jurisdiction and agency will be asked to make recommendations. Final adoption of the LRT alternatives to be studied within the Tier II DEIS will be made by the Metro Council and C-TRAN Board of Directors.

If you are unable to attend one of the scheduled meetings, please send your written comments to Metro no later than 5 p.m. on Sept. 13, 1994. Comments should be mailed to Leon Skiles, South/North

Transit Corridor Study - Project Manager, Transportation Planning, Metro, 600 NE Grand Ave., Portland, OR, 97232-2736 or by fax to (503) 797-1794. For fact sheets or more information, call Metro at 797-1757.

It is important for the Steering Group to receive as many public comments as possible. You are encouraged to submit detailed written comments into the record and to highlight only key elements in oral testimony. Please try to limit your oral testimony to 3 minutes. (See back page for meeting schedule.)

## July open houses informed citizens

Technical information regarding LRT alternatives was released during informal community open houses held July 26, 27 and 28. More than 300 citizens attended the meetings in Portland, Milwaukie and Vancouver.

The meetings marked the beginning of a four-month decision-making process. City of Portland and city of Milwaukie South/North Working Groups will be holding meetings during August and September to discuss the technical findings. In addition, Metro staff, in conjunction with jurisdictional staff, will be attending many neighborhood meetings to respond to questions.

### Tri-Met to seek funds to support South/North MAX

*In a special meeting on Aug. 9 the Tri-Met Board adopted a resolution to seek voter approval of funds to build a South/North MAX light rail line. In their deliberation, board members cited population growth and the resulting increased traffic and impact to the region's air quality as key reasons for seeking voter approval of the \$475 million general obligation bond measure.*

*If voters approve the bond measure in the November election, the funds would be used to match federal, state of Washington and state of Oregon funds. Citizens interested in receiving additional information regarding the bond measure should contact the Public Affairs Department at Tri-Met, (503) 238-4960.*



The South/North  
Transit Corridor  
Study

Metro

In cooperation  
with:

City of Gladstone

City of Milwaukie

City of  
Oregon City

City of Portland

City of Vancouver

Clackamas  
County

Clark County

C-TRAN

Multnomah  
County

Oregon  
Department of  
Transportation

Port of Portland

Southwest  
Washington  
Regional  
Transportation  
Council

Tri-Met

Washington State  
Department of  
Transportation



**Public meetings are  
scheduled as follows:**

5-8 p.m. Tuesday, Sept. 6  
*St. Johns Episcopal Church*  
2036 SE Jefferson St.  
Milwaukie  
Tri-Met bus 33

5-8 p.m. Wednesday, Sept. 7  
*Shumway Middle School*  
3101 Main St.  
Vancouver, Wash.  
Tri-Met bus 5  
C-TRAN bus 3, 6, 71

Noon-2 p.m. and 5-8 p.m.  
Thursday, Sept. 8  
*Oregon Convention Center*  
Room A104-105  
777 NE ML King Jr. Blvd.  
Tri-Met bus 6 and MAX

Call (503) 238-RIDE for Tri-Met  
bus schedules.

For C-TRAN bus schedules call  
(206) 695-0123.

**Citizens Advisory Committee  
schedule**

The Citizens Advisory Committee (CAC) meets regularly from 6 p.m. to 8:30 p.m. on the second Thursday of each month (with exceptions as needed).

Note that for August and September this schedule has been modified to allow for adequate committee review and discussion of the Tier I technical findings and to formulate Tier I alignment recommendations.

Meetings are open to the public. A comment period is provided at the beginning and end of each meeting. In the interest of time, please submit detailed written comments to the committee summarizing key elements in oral remarks.

The following meetings will be held at the Oregon State Building, 800 NE Oregon St., at the corner of Northeast Seventh Avenue in Portland. Parking is available. Transit service includes MAX, bus 6 and bus 63. For details, call Tri-Met at 238-RIDE, option 2. The building is accessible for the disabled.

**1994 South/North CAC meetings**

- Thursday, Aug. 25
- Thursday, Sept. 22 and 29
- Thursday, Oct. 13
- Thursday, Nov. 10
- Thursday, Dec. 8

(Call (503) 797-1757 to confirm meeting times and locations.)



## South/North Transit Corridor Study Open Houses

Technical information is now available on the South/North Transit Corridor Study assessing transportation improvements from Clackamas County through downtown Portland and into Clark County. Data on projected ridership, cost, travel times and environmental/land-use issues of the light rail alignment alternatives will be presented at these meetings:

**Portland**                      **4:30 - 6:30 p.m.**                      **July 26**

Oregon Convention Center  
777 NE Martin Luther King Jr. Blvd.  
Room 113/114  
(Take MAX or bus 6, 8 or 10)

**Vancouver**                      **6:30 - 8:30 p.m.**                      **July 27**

Clark County PUD Community Room  
1200 Fort Vancouver Way  
(Take Tri-Met bus 5 to transit mall; transfer to C-TRAN bus 32, 37 or 38)

**Milwaukie**                      **6:30 - 8:30 p.m.**                      **July 28**

Oregon Institute of Technology  
Conference Room  
7726 SE Harmony Rd.  
(Take bus 28 from Milwaukie Transit Center to Price Fuller and Harmony Road, walk one block east)



**METRO**

Maps, fact sheets, diagrams and other information on all of the light rail alternatives and end points being considered will be presented at each meeting. Questions and concerns will be addressed by staff from Metro, Tri-Met and other participating jurisdictions. Informational material will be available after July 18 by calling Jan Faraca at Metro, (503) 797-1757. For more information about the project, call Gina Whitehill-Baziuk, (503) 797-1746.

Skanner  
Runs 7/20  
PO 75259

## **Metro conducts public talks about south-north light rail**

Metro is sponsoring informal open houses in Portland; Vancouver, Wash.; and Milwaukie to inform the public about the proposed south-north light-rail line from Clackamas County to Clark County, Wash.

Metro is studying light-rail alignments, and Tri-Met is expected to propose a \$475 million bond measure in November to help pay for the \$2.8 billion project.

The Portland open house will be Tuesday at the Oregon Convention Center, Room 113-114, from 4:30 to 6:30 p.m.

The Vancouver open house will be July 27 from 6:30 to 8:30 p.m. at the Clark County PUD Community Room, 1200 Fort Vancouver Way.

The Milwaukie open house will be July 28 from 6:30 to 8:30 p.m. at the Oregon Institute of Technology Conference Room, 7726 S.E. Harmony Road.

*Orig. 7-20-94*



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July 12, 1994

***Tier I Public Open Houses  
on South/North Transit Corridor***

Information on the South/North Transit Corridor alternatives is now available and you are invited to view it. The transit corridor is from Clackamas County through downtown Portland into Clark County.

New technical data will be presented on projected ridership, cost, travel times and preliminary environmental and land use issues for each of the Tier I alternatives now under consideration. This information will help us to narrow the number of choices to be studied further. Each meeting will provide information on all of the alternatives being considered.

*Three informal open houses are scheduled for the public to attend*

**PORTLAND**

***Tuesday, July 26*** ***4:30 - 6:30 p.m.***  
**Oregon Convention Center**  
777 NE Martin Luther King Jr. Blvd.  
Room 113-114  
(On Tri-Met, take MAX or bus #6, 8 or 10.)

**VANCOUVER**

***Wednesday, July 27*** ***6:30 - 8:30 p.m.***  
**Clark County PUD**  
**Community Room**  
1200 Fort Vancouver Way  
Off I-5 Freeway at East Mill Plain exits  
(Take Tri-Met bus #5 to Vancouver Transit Mall  
and transfer; in Vancouver, take C-TRAN  
bus #32, 37 or 38.)

**MILWAUKIE**

***Thursday, July 28*** ***6:30 - 8:30 p.m.***  
**Oregon Institute of Technology**  
**Conference Room**  
7726 SE Harmony Road  
(Take Tri-Met bus # 28 from Milwaukie  
Transit Center to Price Fuller and Harmony  
Road. Walk 1 block east.)

***Open house meetings to provide new information***

Tier I open houses in July are intended to answer your questions and provide new technical information. South/North Transit Corridor staff and jurisdictional staff will be available to present Tier I findings and respond to your concerns. There will be maps, diagrams, fact sheets and other hand-outs. Come and be more informed.

If you are interested in receiving a copy of the technical fact sheets that summarize new information on the alternatives (available after July 18), call Jan Faraca at Metro, 797-1750. Copies can also be picked up during regular business hours (starting on July 18) at Metro, city of Vancouver and city of Milwaukie. If you would like more information about the South/North Transit Corridor Study, call Marilyn Matteson, 797-1745.

Metro  
South/North Transit Corridor Study  
600 NE Grand Avenue  
Portland, OR 97232

July 11, 1994

For immediate release

For more information, call Merrie Waylett, 797-1790, or Gina Whitehill Bazuik, 797-1746

**Information meeting on north segment of South/North Transit Corridor**

Technical data will be presented July 18 to the public and neighborhood association members on the I-5/Interstate corridor segment of the South/North Transit Corridor Study. The meeting will take place at 6:30 p.m. at Kaiser Town Hall, 3704 N. Interstate Ave. in Portland.

Fact sheets, diagrams, maps and other information will be presented. Staff from Metro will be available to answer questions.

The public may obtain a copy of the technical fact sheets on the South/North Transit Corridor Study. The fact sheets (available by July 18) present a summary of the technical information by segments along the corridor. For a copy, call Jan Faraca at Metro, 797-1757.

The South/North Transit Corridor is from Clackamas County through downtown Portland to Clark County, Wash. For more information about the study, call Marilyn Matteson, 797-1745.

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