

EAST COUNTY CONCERNED CITIZEN'S GROUP
11440 S.E. Pine Court
Portland, Oregon 97216

Bill -
FYI
Wes
[Signature]

September 8, 1978

R E C E I V E D

SEP 20 1978

Mr. Denton Kent
Executive Director, CRAG
527 S.W. Hall St.
Portland, Oregon 97201

COLUMBIA REGION
ASSOC OF GOVERNMENTS

Dear Mr. Kent:

We, the East County Concerned Citizens, are totally opposed to a 'Light Rail' transit structure in the Tri-Met Transit District at this time.

We have presented petitions signed by 5,400 residents of the Tri-Met District to the formal hearing of the Oregon Department of Transportation, April 6, 1978 supporting our position. The Hearing Officer courteously acknowledged the petitions in his 'Hearing Analysis and Summary', but he carefully made sure that they were not counted as in opposition to Light Rail Transit.

In addition we have petitions in excess of 5,000 more supporters to be presented at a future hearing. Petitioners are from the entire Tri-Met District. Inasmuch as Tri-Met's initial Light Rail thrust is East, the majority of our petitioners are from the eastern portion of the transit district.

We fully support a viable multi-destination/time transfer (grid) mass transit system of alternatives easily and economically adaptable to system enlargement or vehicular numbers directly proportional to ridership demands and the transit district's ability to subsidize. Light Rail, at this time, due to its cost, permanency and inflexibility cannot fulfill such requirements.

We also support a 'convertible freeway' such as Alternative No. 3-c, in the Banfield Transitway. Supportable also are busways, Alternative 4-a or 4-b. These alternatives offer, at the least cost, the most versatile and practical system to move future mass transit, auto and truck traffic increases from I-80-N and U.S. 26 (Mt. Hood). All are readily and economically adaptable to Light Rail at such future time, when such a system becomes necessary.

The envisioned, limited crossing, light rail line on East Burnside Street would divide and disrupt the area, North and South, comparable to a freeway. It would create intolerable traffic burdens on North/South arterials as well as unacceptable inconveniences to that cor-

September 8, 1978

ridor area residents. To open more North/South street crossings would negate Tri-Met's touted Light Rail 'express service'.

Given the irresponsible skyrocketing of projected cost of an unknown 'first time in the nation' Light Rail Transit, Tri-Met's desperate financial condition, their very inept operational capability, the whimsical funding of such programs by the Federal Government, the rising taxpayer's revolt, a locked in Light Rail system would become a white elephant burden beyond belief and ability to support.

We, the East County Concerned Citizens, are remaining active in this matter and request our Executive Committee be kept informed of any and all transit hearings to be conducted.

Very truly yours,



THOMAS E. ARMSTRONG
Chairman

TEA m