

OREGON HIGHWAY
USERS FEDERATION

affiliated with . . .

HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

Bill FYI & Banfield H.C.

OFFICE OF PRESIDENT

Edward L. Hughes
4141 S.E. Jackson
Milwaukie, Or. 97222
Phone (503) 653-9660

September 25, 1978

R E C E I V E D

SEP 26 1978

COLUMBIA REGION
ASSOC OF GOVERNMENTS

Denton Kant, Director
Columbia Regional Assoc. of Government
527 S.W. Hall St.
Portland, Oregon 97204

Dear Sir:

We request that you read and carefully consider the enclosed Oregon Highway Users Federation Position Paper on the Banfield Transitway Proposal which was entered into the record at the Formal Public Hearing last April.

The Oregon Highway Users Federation is made up of individual citizens and business, agriculture and industry groups who have worked together for traffic safety and improved transportation systems in Oregon for over 20 years.

We are adamantly opposed to any diversion of Highway Funds to subsidize other transportation modes when these eminently fair user fees are so desperately needed to rehabilitate and maintain our roads, streets and highways.

Tri-Mets' studies indicate that maximum usage of their system in 1990 will still account for less than 10% of the person-trips in the Portland Metro area. Obviously, roads, streets and highways will still carry most of the people and virtually all of the products, goods and services vital to our existence.

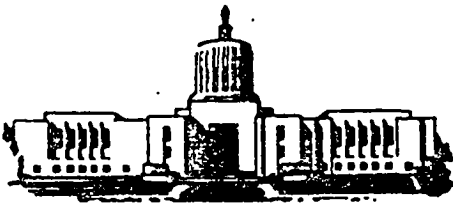
The Oregon Highway Users Federation will support any transportation mode that can be economically justified and paid for equally by all who benefit from it. The light rail proposals for the Banfield Transitway do not fall into this category.

Yours very truly,

G. J. Beuker, Jr.

G. J. Beuker, Jr.
Vice-President

GJB:bas
Enc.



OREGON HIGHWAY USERS FEDERATION

affiliated with . . .

HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

OFFICE OF PRESIDENT

Edward L. Hughes
4141 S.E. Jackson
Milwaukie, Or. 97222
Phone (503) 653-9660

March 30, 1978

POSITION PAPER BANFIELD TRANSITWAY PROPOSAL

The Oregon Department of Transportation has presented 5 alternative plans for the development of the Banfield Corridor and attendant routes through east Multnomah County as far east as 221st St. in Gresham. One is a No-Build plan which would simply eliminate the present HOV lanes on the Banfield. The next plan calls for elimination of HOV lanes on the Banfield and improvements to Division, Burnside, Broadway, Halsey and Sandy Blvd. to provide reserved bus lanes during peak hours. Alternate 2b under this proposal also provides 6 lanes on the Banfield as far east as the I-205 interchange. The remaining plans provide for light rail transit, separated busways or extensions and improvements of the present HOV lane concept.

The impact of a number of environmental factors have been considered for each alternative and are summarized in the Banfield Transitway Supplement prepared by the Oregon Department of Transportation. With the exception of residential and commercial units which would be displaced by the HOV Lane, Busway and Light Rail proposals, the differences in the environmental impact of all the proposals is minimal. Not considered was the impact of the visual pollution of overhead wires and their supporting structures through the downtown Mall and on out to Gresham if light rail transit were to be constructed.

The crux of the arguments for or against each of the alternatives is contained in the estimates of Cost and Transportation Benefits. When compared to Low Cost Improvement alternate 2b, the HOV Lane, Busway or Light Rail Transit proposal would, by the year 1990:

1. Provide as much as 21% more Tri-Met ridership
2. Provide a 2% lower accident rate

3. Require 2 to 3% less annual energy consumption
4. Provide up to \$0.25 savings on the operating cost per passenger for Tri-Met
5. Offer no saving in travel time

But the total cost to the taxpayer for construction and equipment would be 425% to 540% more!

Low Cost Improvement alternate 2b will save the taxpayers from \$96 to \$129 million. The interest earnings alone on \$96 million would allow Tri-Met to subsidize fares by an additional \$0.25 thereby increasing ridership and still leave over \$1 million annually for equipment purchases or maintenance.

The 3% energy savings for Light Rail Transit as opposed to alternate 2b is estimated to be equivalent to 1,118,000 gallons of fuel per year. However, the additional energy that would be consumed just to construct the Light Rail Transit alternative as compared to the Low Cost Improvement Plan 2b has been estimated by OHUF to be the equivalent of 30,000,000 gallons of fuel. It would take over 26 years to offset the energy saved by not constructing the Light Rail facility.

The Oregon Highway Users Federation is convinced that the only viable alternative for improvement of the Banfield Transitway is the Low Cost Improvement Plan 2b. None of the mass transit proposals offer any substantial advantages to present or future east Multnomah County residents in the way of travel time, safety, convenience, Tri-Met accessibility or energy savings. We strongly urge the immediate implementation of Plan 2b.

Edward L. Hughes
President