

5-1-1978


Banfield Transitway Project, Multnomah County: Hearing and Project Report

Tri-County Metropolitan Transportation District of Oregon

Oregon. Department of Transportation

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BANFIELD TRANSITWAY PROJECT
MULTNOMAH COUNTY

HEARING AND PROJECT REPORT
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BANFIELD TRANSITWAY PROJECT
MULTNOMAH COUNTY

HEARING AND PROJECT REPORT

Section A

HEARING ANALYSIS AND SUMMARY

BANFIELD TRANSITWAY PROJECT
MULTNOMAH COUNTY

HEARING ANALYSIS AND SUMMARY

The public hearing was held in two sessions on April 6, 1978 in the cafetorium of the Floyd Light Middle School, 10710 SE Stark Street, Portland, OR. The first session was from 2 PM to 5 PM with the second session from 7:30 PM to 11:30 PM. In addition to Oregon Department of Transportation and Tri-Met personnel, approximately 100 persons attended the 2 PM to 5 PM session with approximately 300 persons attending the second session.

Five alternatives including a no build option were presented at the hearing (see hearing transcript for descriptions).

Analysis

An analysis of all verbal and written comments received shows majority agreement on a need for an improved eastside transit system as well as additional auto lanes on the Banfield. Major concerns with the transit options are financing, impacts on neighborhoods and levels of transit service.

There were two concerns with the financing issue: cost to the individual taxpayer and how much of an initial investment should be made. Most of the people were very concerned as to how the alternatives would be funded and how much would come from local taxpayers.

Neighborhood impacts most mentioned were number of homes required, possible division of neighborhoods and change in traffic patterns as well as noise and air pollution.

People recognized that improvements in the Banfield would require the removal of some homes and businesses. This resulted in the strong recommendation that every effort be made during final design to minimize this impact.

Changing traffic patterns and loss of access also came up in strong discussion. Those speaking generally were not in favor of major or significant changes in the status quo.

Air and noise pollution also got attention. The people expressed the opinion that they will not tolerate increases and will expect reductions where present conditions are exceeding standards.

An issue paralleling the financing concern is the level of transit service. The majority agreed an improved transit system is needed but whether or not it should be bus or light rail came in for considerable comment. Many felt an improved and expanded bus system would serve the areas needs. However, as shown by hearing testimony and written statements, the majority preferred light rail by approximately 2 to 1.

Major anti-light rail sentiment came from the East County Concerned Citizens (ECCC). This organization circulated an anti-light rail petition that was signed by 5401 persons. The anti-light rail position was based on high cost, Tri-Met's financial difficulties, lack of ridership, poor transit service and

the enormous tax burden. This anti-light rail position was qualified however by the statement that the ECCC was against light rail being built "at this time."

Summary

Opinions by individuals representing themselves and/or organizations expressed verbally at the hearing or in writing before, at or after the hearing are tabulated in Tables 1, 2 and 3. Statements are contained in the transcript which follows this section of the Hearing and Project Report.

Individual Comments (All received)

Opinions expressed by individuals verbally at the hearing, by comment card and letter are summarized in Table 1 (see hearing transcript for verbal and written statements).

Table 1 shows an approximate 2:1 ratio of opinions for Alternative No. 5 Light Rail Transit vs. opinions for Alternative 1 through 4 combined.

TABLE 1

Tabulation of All Individual
Comments received

<u>Choice</u>	<u>Verbal at Hearing</u>	<u>Written at Hearing</u>	<u>Written before & after Hearing</u>	<u>All Methods</u>	<u>Percent</u>
Alternative 1 through 4	27	10	45	82	24
Alternative 5	31	20	104	155	45
<u>1/</u> Against Alternative 5	5	13	3	21	6
<u>2/</u> Other or no choice	18	10	54	82	25
TOTAL	81	53	206	340	100

1/ Does not include ECCC anti-light rail petition signers

2/ Other includes improved bus system, widen Banfield and Mt. Hood Freeway

Individual Comments (Project and related Alternatives Only)

Table 2 is a tabulation of comments (verbal and written) that specify a preference for one of the project alternatives or an improvement within the scope of one or more of the alternatives. This tabulation shows a ratio of 1.5:1 light rail proponents vs all other alternatives including an improved bus system and widened Banfield.

TABLE 2

*Tabulation of Individual Comments Received
Project and Related Alternative Only

<u>Choice</u>	<u>Verbal at Hearing</u>	<u>Written at Hearing</u>	<u>Written before & after Hearing</u>	<u>All Methods</u>	<u>Percent</u>
Alternative 1	6	3	14	23	9
2a	-	-	1	1	1
2b	4	1	3	8	3
3a	1	-	-	1	1
3b	-	-	1	1	1
3c	15	6	13	34	13
4a	1	-	12	13	5
4b	-	-	1	1	1
5-1a	5	2	8	15	6
5-1b	9	7	28	44	17
5-2a	-	-	-	-	-
5-2b	-	-	4	4	2
5-3a	-	-	1	1	1
5-3b	2	1	6	9	3
Light Rail Mode	15	10	57	82	32
Improved Bus System	4	2	1	7	3
Widen Banfield	1	-	5	6	2
TOTAL	63	32	155	250	100

*Note: Does not include ECCC petition signers or anti-light rail, Mt. Hood Freeway and no choice comments.

Table 2 does not include individuals expressing a definite opinion against any of the alternatives, for an alternative not being considered or those expressing no choice. There were 90 such comments received. Approximately 23% were against light rail (not including ECCC petition signers) 70% expressed no choice and 7% favored the Mt. Hood Freeway.

Organization Comments

In addition to tabulating individual opinions (Tables 1 and 2) certain of those opinions were identified as being made by persons representing various organizations. A tabulation of those opinions is given in Table 3. The tabulation shows a ratio of approximately 2:1 for Alternative 5 vs Alternative 1 through 4 combined.

TABLE 3

*Tabulation of Organization Comments Received

<u>Choice</u>	<u>Verbal at Hearing</u>	<u>Written at Hearing</u>	<u>Written before & after Hearing</u>	<u>All Methods</u>	<u>Percent</u>
Alternative 1 through 4	16	-	1	17	27
Alternative 5	12	4	24	40	62
Against Alternative 5	1	-	1	2	3
Other or no choice	2	1	2	5	8
TOTAL	31	5	28	64	100

*Note: Individual Organizations identified and preferred choice are listed on Attachment "A" following page A-13.

East County Concerned Citizens Petition - Discussion

As noted 5401 signers of a petition sponsored by the East County Concerned Citizens (ECCC) supporting the anti-light rail position of ECCC have not been included in the tabulations in Tables 1 and 2. The petition states: "We, the East County Concerned Citizens, offer this petition in opposition to TRI-MET building any LIGHT RAIL TRANSIT at this time. The huge cost, TRI-MET's financial difficulties, the enormous tax burden, lack of ridership, and poor TRANSIT DISTRICT service forces our stand. WE ASK YOUR SUPPORT."

The petition signers are indicating support for the ECCC anti-light rail position and not necessarily expressing an opinion based on consideration of all the alternatives for the project. Therefore, their numbers were not included in the tabulations. This does not mean the petition is to be ignored. Certainly 5401 signers indicate strong feelings against light rail for the reasons given in the petition statement.

Officers and several members of ECCC in addition to expressing anti-light rail opinions did support Alternative 3c (HOV lane) and those individuals as well as ECCC as an organization have been included in the tabulations in that capacity.

Comments on Alternatives: Pro and Con

Following is a summary of the most often expressed concerns supporting and opposing each of the major alternatives:

I. NO BUILD

Support:

- Least costly to the taxpayer
- Cost/benefit analysis shows least loss
- No right-of-way required

Oppose:

- Does not serve needs of area
- Will cause more traffic congestion and air pollution for neighborhoods

2. LOW COST IMPROVEMENTS

Support:

- Allow for improvement to existing transit system without tremendous cost of other alternatives

Oppose:

- Greatest air and noise impact on neighborhoods as well as traffic congestion
- Does not serve the areas long term needs - is only a short term solution
- Disrupts neighborhoods

3. HIGH OCCUPANY VEHICLE LANES

Support:

- Provides exclusive lanes for transit vehicles during peak hours but is convertible to 8 auto lanes at other times.
- Would motivate people to use carpools or transit
- Retain flexibility for a future exclusive transitway and an expanded system

3. HIGH OCCUPANCY VEHICLE LANES

Oppose:

- Restricting lanes irritating to other motorists
- Extensive enforcement required
- Autos switching lanes cause traffic accidents and congestion

4. SEPARATED BUSWAY

Support:

- Provides exclusive (separated) facility for existing transit system
- Can be converted to higher level of transit service in future
- Will provide satisfactory level of service until more definite direction on population growth and land development materializes
- Provides for greater flexibility in transit system from which service can be expanded
- Separated facility would provide incentive for motorists to use transit

Oppose:

- Separated roadway for transit would irritate motorists in crowded adjacent auto lanes

5. LIGHT RAIL TRANSIT

Support:

- Less adverse impact on the environment (ie air, noise, energy)
- Least cost to operate; best passenger to operator ratio
- Greatest potential for handling increased ridership in future (beyond 1990)
- Multi-destinational/time transfer system provides better service
- Would have fewer buses in CBD
- Provides for positive land use and development management plans; better management of resources

5. LIGHT RAIL TRANSIT (continued)

Support:

- Provides transportation system not so heavily dependent on petroleum
- Has greatest potential for attracting people out of auto
- Has flexibility for handling changes in transit service patterns through feeder bus support system

Oppose:

- Initial investment is too high; no overwhelming data to support investment
- Ridership projects are questionable and population and employment forecasts are not realistic for the Portland area
- Financing of construction and operation costs not satisfactorily determined
- Cost to the local taxpayer has not been determined
- Closure of accesses and cross-streets as well as out of direction travel objectionable
- Crossing light rail tracks by school children considered hazardous
- Emergency services response time adversely affected because of restricted traffic movement across light rail tracks; will raise insurance rates
- Noise and overhead wires considered objectionable
- Source for electricity not satisfactorily identified
- High density housing development along corridor not acceptable to present day residents
- Light rail to East County does not serve needs of southeast area
- Off mall alignment downtown would be disruptive to historic district
- Light rail will split neighborhoods and cause decrease in property values
- Tri-Met lacks capability to manage and finance a light rail system
- Light rail is not compatible with land use and development comprehensive plans

OTHER SUGGESTIONS

In addition to statements relating to specific major alternatives there were comments about other methods or systems to improve transportation that should be considered. Those comments are as follows:

- Use an area licensing system for autos similar to one being used successfully in Singapore. This system restricts auto access to designated areas
- Investigate a mono-rail system connecting by a loop alignment all Portland area cities with other Willamette Valley cities and counties and Vancouver, Washington
- Develop more transportation corridors for the automobile (ie Mt. Hood Freeway, Powell Boulevard) to serve southeast area
- Turn transit system over to private sector so that costs to non-users could be reduced or possibly eliminated. Private sector could put operation into the black.
- Whatever is done provide six standard width auto lanes with shoulders on the Banfield as soon as possible.

MAJOR ISSUES

From all the verbal and written statements received six major issues and areas of concern can be identified. Following is a discussion of these six issues: including comments regarding possible mitigating measures that will be considered:

1. Financing Construction and Operating Costs

The majority of people with this concern feel that the financing sources to cover these costs should be specifically shown (ie what taxing methods will be used and how much each taxpayer will be required to pay). Along this same line many voiced objection to the light rail alternative because of its sizable initial cost, lack of data to support the investment and Tri-Met's current financial difficulties.

It is intended that these concerns will be addressed prior to selection of an alternative.

2. Downtown Alignment - Light Rail Transit

Both on-mall and cross-mall alignments were of concern. The on-mall because of the need to tear up the recently completed mall so soon and the cross-mall because of potential impacts on the historic districts along First Avenue.

The downtown subcommittee of the Banfield Citizens Advisory Committee recommends that if light rail with the on-mall alignment is chosen, downtown construction should be scheduled last. This will provide downtown merchants that suffered through the mall construction period the maximum amount of recovery time.

Many on the same subcommittee as well as the Landmarks Commission and the Historic District Advisory Councils felt the cross-mall (First Avenue) alignment would be acceptable if certain conditions were met that would make the alignment supportive of the historic districts.

Whichever alignment is used, if light rail is the chosen alternative, every effort will be made during final design to minimize construction impacts and produce a system compatible with its surroundings.

3. Noise impacts and right-of-way takings along the Banfield in Laurelhurst and other selected locations

Both noise and right-of-way impacts were of concern in the majority of comments and statements received. In general it was strongly stated that every effort should be made in final design of the selected alternative

to minimize the required right-of-way needs in all areas and specifically in the Laurelhurst area.

Efforts will be made to minimize the right-of-way needs by use of vertical walls wherever possible. Any other design features that minimize right-of-way needs will also be investigated and implemented where feasible.

Concern with anticipated increase in noise levels was expressed by people living on both sides of the Banfield as well as along the alternative routings. Various methods of mitigating noise are available and all will be explored to determine which are feasible for implementing.

4. Light Rail along Burnside or Division

Several major concerns were expressed that are common to the two alternative alignments. Those concerns are: out of direction auto travel, restricted left turn movement and limited cross-street openings; emergency service response capability; pedestrian safety.

Out of direction auto travel, restricted left turn movement and limited cross street openings for either alignment is unavoidable. A median light rail facility would be separated from the adjacent auto lanes by a standard curb.

Only certain cross-streets would remain open for vehicular crossings. The cross-streets remaining open would be spaced at about one-half mile intervals. Opportunities for developing more north or south access points will be studied if the light rail alternative is selected.

Emergency services (ie fire, police and ambulance) would be restricted which could affect insurance rates along the alternative alignments. Some of the same measures for minimizing out of direction auto travel would be explored to lessen this impact. In addition dual water line facilities and adjustment of service district boundaries would be explored.

The safety of pedestrians related primarily to school children crossing the light rail tracks. Where pedestrian activity is significant and is considered a safety problem methods for separating the foot traffic from the auto/light rail traffic will be investigated. Pedestrian overcrossings are one way to accomplish the separation.

5. Holladay Street accesses and street crossings

This concern is similar to the restricted turn and cross street opening concern raised on the Burnside and Division Street alternative alignments. Several individuals representing businesses in the Holladay Street/Lloyd Center area requested that every effort be made to retain existing traffic patterns by allowing existing accesses and cross streets to remain open. This request will be given every consideration during final design for the selected alternative. Mitigating measures will be recommended that do not penalize the transit element to the detriment of the system.

6. Widen the Banfield

A majority of the comments received (including those specifying an alternative choice) either expressed dissatisfaction with the narrow lanes on the Banfield or stated positively that whatever is done on the project the Banfield should be widened to six standard lanes with shoulders. There is such an option under the HOV lane, separated busway and light rail alternatives.

ATTACHMENT "A"
Banfield Transitway Project
Organizations Represented

Alternative 2b - Low Cost Improvement

Oregon Highway Users Federation

Alternative 3 - HOV Lanes

East County Concerned Citizens
State Representative Drew Davis
Centennial Community Planning Organization
Multnomah County Granges (10)
Hazelwood Community Planning Organization
Clackamas County Commission

Alternative 4 - Separated Busway

Lloyd Corporation (Light Rail is 2nd choice)

Alternative 5 - Light Rail Transit

League of Women Voters of Portland
Citizens for Better Transit
Citizens Advisory Committee - Banfield Transitway Project
Buckman Neighborhood Association
Sierra Club
Oregon Environmental Council
State Representative George Starr
League of Women Voters of East Multnomah County
Oregon Polytechnic Institute
Woodstock Neighborhood Association
Oregon Association of Railway Passengers
Richmond Neighborhood Association
State Representative Rod Monroe
Gray Panthers
Gresham Planning Commission
Laurelhurst Neighborhood Association
Normandale Citizens Advisory Committee
Neighborhood West/Northwest Inter-Neighborhood Transportation Committee
(7 neighborhood associations)
Portland Historical Landmarks Commission
Yamhill Historic District Advisory Council
Skidmore/Old Town Historic District Advisory Committee

Mt. Tabor Neighborhood Association
Yamhill Historic District Association (except cross-mall)
Portland Chamber of Commerce
Downtown Community Association
American Association of University Women (Portland)
Sensible Transportation Options for People
Clean Air Coalition
Oregon Student Public Interest Research Group
Transit Research of Oregon
Portland Improvement Committee
Northwest Environmental Defense Center
Portland City Club
Oregon Coalition of Children and Youth

Transit Improvement - alternative not specified

Oregon Lung Association
Southeast Uplift Advisory Board

Against Light Rail - Alternative 5

East County Concerned Citizens Petition Signers (5401)
Multnomah County Fire District No. 10

No Alternative Specified

District Council of Carpenters
Freightliner Corporation
Associated Oregon Industries

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

HEARING AND PROJECT REPORT

Section B

HEARING TRANSCRIPT

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

April 6, 1978

Floyd Light Middle School
10710 S.E. Stark
Portland, Oregon

RE: Banfield Transitway Project
City of Portland
Multnomah County

MR. ROBERT BOTHMAN: It is 2 p.m. This formal hearing is being held in conformance with Federal statutes and regulations and the Oregon Action Plan to consider design alternatives for the Banfield Transitway Project and the related economic, social, and environmental impacts of that project.

The Oregon Department of Transportation produced and released a draft Environmental Impact Statement on March 6, 1978, for public and governmental review and comment. The response from that draft, this hearing, and resolutions from the Tri-Met Board, City of Portland, City of Gresham, Multnomah County will be included in the final Environmental Impact Statement.

No commitment has been made by the City of Portland, City of Gresham, Multnomah County, Tri-Met Board, State of Oregon, or Federal Government on the proposed alternatives being presented at this hearing.

My name is Robert Bothman; I'm Administrator of the Metropolitan Branch, Oregon Department of Transportation. I will serve as hearing chairman of the hearing today and will be assisted by Department staff members Bob Sandmann, Project Coordinator, who happens to be on my left at the moment, and Lou Grothaus, Right-of-Way Supervisor, and Tri-Met staff member Bob Post, who isn't here at the moment. Also present are representatives of the City of Portland, Multnomah County, and City of Gresham. (There were approximately 100 persons in attendance.)

A Citizen Advisory Committee has been very active on the Banfield Transitway Project the last two and one-half years, and has completed a comprehensive recommendation on the alternatives. Four public meetings were held in March of 1978 within the project study area. A Sunday supplement was published in the Oregonian and the Gresham Outlook to advise of the project alternatives and

the impacts of those alternatives. An extensive effort has been made to present the alternatives and the impacts to as many people and organizations as possible.

I would like to take this opportunity to express my appreciation for the effort of the Citizen Advisory Committee. The group, which has involved over 100 citizens, has spent many, many hours over the last two and a half years helping to develop the alternatives and to provide a communications link between the public and our technical staff.

I'd also like to express appreciation for the cooperation of the Tri-Met staff, Multnomah County, City of Portland, and City of Gresham staff, all who have participated in this joint project.

An approved transportation facility including a transitway operating within the Banfield Corridor was identified by the 1974 Governor's Task Force on Transportation. In 1975, following this recommendation, the Columbia Region Association of Governments adopted the Regional Interim Transportation Plan which included a transitway in the Banfield Corridor. The project was then initiated by the Oregon Department of Transportation in July of 1975. The Department has developed the project in conjunction with Tri-Met, the City of Portland, and Multnomah County.

The purpose of the Banfield Transitway Project is to provide a multi-modal facility to accommodate projected increases in commuter trips originating in the central-east Portland, east Multnomah County area, with an emphasis on improved public transit. The intent is to provide such a facility within the environmental constraints that are consistent with the local and regional goals while having a minimum disruption on local communities.

Proposed for consideration are five alternatives which are being presented at this corridor-design hearing. The alternatives to be discussed extend from the Portland Mall across the Steel Bridge along Holladay Street and Multnomah Boulevard and the Banfield Freeway to the Gateway area. At the Gateway area, the alternatives include utilization of Burnside Street to Gresham, or Division Street to Gresham, or I-205 to Lents. Included is also an alternative to utilize existing arterial streets. The No Build is also considered an alternative.

The alternatives include the No Build, the Low Cost Improvement Alternative, the High Occupancy Vehicle Lane Alternative, the Separated Busway Alternative, and the Light Rail Transit Alternative.

The last three alternatives have options which provide for the construction of six auto lanes from 37th Avenue east to the I-205 Freeway. The options provide that these lanes be either 11-foot lanes, or standard 12-foot lanes and with or without shoulders.

The project is proposed to be funded from monies withdrawn from the Mt. Hood Freeway Project. The Federal monies provide 80 percent of the funds for the Light Rail Transit Alternative and 86 percent of the funds for the other alternatives. Local match will be provided by local governments, Tri-Met, and the State, depending on the alternatives chosen.

The project cost of the Low Cost Improvement Alternative is \$7.1 million to \$9.7 million. The project cost of the three build alternatives, the HOV lane, busway and Light Rail range from \$13.7 million to \$154.8 million.

At this time I would like to call upon Bob Sandmann to describe the proposed project alternatives.

MR. BOB SANDMANN: The Banfield Transitway Project investigates fourteen design options classified into five alternatives.

The No Build involves no traffic capacity or operational improvements to the street and freeway. The Banfield Freeway would return to its pre-1976 configuration of six travel lanes with shoulders between I-5 and 37th Avenue and four lanes with shoulders between 37th Avenue and I-205. The existing high occupancy vehicle lanes would be eliminated and the I-205 busway would not be constructed.

Transit vehicles would be required to operate on the existing street and freeway system in mixed traffic with no preferential treatment. This alternative would allow only for the addition of buses to meet increased demand.

Alternative 2a and 2b - Low Cost Improvement: The Low Cost Improvement Alternatives are offered as options to a transitway in the Banfield Freeway Corridor. These alternatives would confine transit improvements to the city arterial streets. The existing High Occupancy Vehicle lanes on the Banfield Freeway would be removed. A busway on I-205 would not be completed.

The Low Cost Improvements Alternative is based upon several different bus routes funneled together onto the same street. Traffic management techniques would be used on these streets to improve operational efficiency, including exclusive bus lanes, traffic signal pre-emption, and regulation of curb parking.

These transit corridors would be established: (1) along Broadway and Weidler Streets, diverting in the Hollywood District to Sandy Boulevard and Halsey Street; (2) along Burnside and Stark Streets; and (3) along Division Street. In most cases, the roadway in question would be restriped to create one lane at or near the center of the street to be reserved for buses during peak traffic periods. At other times, the lane would revert back for use by regular traffic or for left turns.

Suburban buses would make local stops in East County on the arterial streets. As they approached I-205, they would be channeled together onto reserved bus lanes. They would then operate as "limiteds" directly into downtown Portland. A system of local buses would operate on the arterial streets in East Portland to serve the urban area.

Auto capacity on the selected transit streets would be maintained at approximately current levels by removing parking and operating buses in mixed flow during the non-peak hours. The reserved bus lanes would function as turning refuges for autos during off-peak periods.

In addition, Belmont, Morrison and 60th Avenue would be improved for auto circulation in order to relieve the congestion on Division Street from 60th Avenue west.

Sixtieth Avenue (between Belmont and Division) and Belmont (between 25th and 60th) would be restriped for three lanes, providing an unbalanced flow in the peak direction.

Parking would be removed on Belmont from 25th to 60th during the peak hours. Parking would probably be permitted on one side of 60th (between Belmont and Division) during off-peak hours. Sixtieth Avenue would require widening from Lincoln to Belmont. The streets would revert to their normal two-lane, two-way configuration during the off-peak period.

Belmont from Grand to 25th is proposed to operate with three eastbound lanes during the peak period by removing parking from 4:00 to 6:00 p.m. Morrison from 12th to 25th is proposed to operate with three westbound lanes during the a.m. peak hour by removing parking.

The Morrison and Belmont ramps would each carry three lanes of one-way traffic between Grand and the Morrison Bridge. The Morrison Bridge would be striped for four lanes in the peak direction.

The only difference between Alternatives 2a and 2b is in the number of freeway lanes on the Banfield Freeway east of 37th Avenue. Alternative 2a would restore the Banfield Freeway to its original configuration with shoulders that existed prior to 1976 - six standard lanes west of 37th Avenue and four standard lanes east of 37th Avenue. Alternative 2b would develop six minimum freeway lanes without shoulders between 37th Avenue and I-205 by converting the existing HOV lanes to unrestricted use.

If this alternative is selected, additional hearings will be held on the various traffic management techniques proposed.

Alternative 3a, 3b and 3c - High Occupancy Vehicle Lanes:

These alternatives are the same with respect to bus transit service and carpools. On the Banfield Freeway the existing HOV lanes would be extended westerly to 16th Avenue (the Lloyd Center exit) and easterly to the Interstate 205 busway; connections at each end would be made via liftout ramps.

Exclusive bus lanes would continue between the Steel Bridge and the Banfield Freeway on either Holladay Street or a Multnomah-Holladay combination. Carpools would have the option of continuing westerly on the Banfield Freeway in mixed traffic or exiting at 16th Avenue and continuing on city streets in mixed traffic. Buses would enter downtown via the Steel Bridge in mixed traffic.

The HOV alternatives differ only with respect to the number and design of freeway lanes on the Banfield Freeway between 37th Avenue and I-205. Alternative 3a would leave the freeway between 37th Avenue and I-205 with four minimum lanes and no shoulders; Alternative 3b would add two additional lanes with no shoulders; Alternative 3c would add two lanes plus shoulders. All lanes under Alternative 3b and 3c would be standard width. Emergency turnouts would be provided in lieu of shoulders under Alternatives 3a and 3b. In all cases the HOV traffic lanes would be open to general traffic during off-peak hours.

Each of the HOV alternatives would use the same routing for buses. The bus route commences at its western terminus in the Portland Mall and proceeds outbound along Sixth Avenue to Northwest Everett Street and then across the Steel Bridge. Inbound buses would enter the Portland Mall from the Steel Bridge via Northwest Glisan Street and Fifth Avenue. Peak hour parking and right turn movements at certain locations would be restricted.

Buses would use the Steel Bridge under mixed traffic flow; ramp metering could be used to control auto access to the bridge. Another ramp would be constructed at the east end of the Steel Bridge to give outbound buses exclusive access to Northeast Holladay Street at Northeast Occident Street; autos would use the existing routing to Northeast Oregon Street. Inbound buses would share the Holladay-Steel Bridge ramp with autos.

From the Steel Bridge eastward the inbound and outbound bus routes would either use Northeast Holladay Street exclusively to 13th Avenue, or a combination of Northeast Holladay Street and Northeast Multnomah Street to 16th Avenue. With the latter option, buses would be routed from Northeast Holladay Street to Northeast Multnomah via Grand Avenue, with buses proceeding eastward on Northeast Multnomah to 16th Avenue. These buses would operate in reserved lanes.

Auto access to Holladay from local streets intersecting from the north would be prohibited between First and Union Avenues as would free right turns from Holladay to these streets. A three-phase signal would probably be necessary at Occident Avenue to partially compensate for these restrictions.

A bus-carpool liftout ramp and its approach would be constructed to connect the bus route along either Northeast Holladay Street or Northeast Multnomah Street with the Banfield HOV lanes. From the liftout ramp eastward both buses and carpools would use the HOV lanes to the transitway terminus at Interstate 205. Carpools would not be given preferential treatment once they leave the Banfield Freeway HOV lanes.

Upon entering the Banfield HOV lanes, buses would operate express, with no stations planned until the Gateway station at I-205. At this point a liftout structure would provide a connection between the HOV lanes and the I-205 busway for buses only. Carpools would be required to use regular exit-entrance ramps.

Provisions would be made under HOV Options 3b and 3c for the future potential development of additional stations to serve the Hollywood District, Northeast 60th Avenue and Northeast 82nd Avenue.

Transit operations between East Multnomah County and the Banfield HOV facility would be connected by the proposed I-205 busway, which would operate between the Airport Interchange and Foster Road.

Alternatives 4a and 4b - Separated Busway: These alternatives would establish an exclusive, separated busway either parallel to the north side of the freeway (Alternative 4a) or in the median between freeway traffic lanes (Alternative 4b); carpools would not be allowed use of the bus lanes. The busway would operate two-way with two fourteen-foot travel lanes separated from the freeway auto lanes by concrete barrier.

The termini and routing of the separated busway are the same as described for the high occupancy vehicle lanes (Alternatives 3a, 3b and 3c). The Banfield Freeway would be rebuilt between Northeast 37th Avenue and I-205 for both alternatives and would provide the Banfield Freeway with six standard lanes and shoulders between Interstate 5 and Interstate 205.

Operationally, buses would operate in essentially the same fashion as described for the HOV alternatives.

Alternatives 5-1a, 5-2a, 5-3a, 5-1b, 5-2b and 5-3b - the Light Rail Transit Alternative: The Banfield Freeway would have six traffic lanes and no HOV lanes between I-5 and I-205. The only difference between "a" option and "b" option is that the Banfield Freeway between 37th Avenue and I-205 would have minimum lane widths and no shoulders under "a", and standard lane widths with shoulders under "b".

All the Light Rail Alternatives would use the same routing between the Portland Mall and I-205. This routing is the same as described for buses in the HOV Alternative using Northeast Holladay Street only between the Banfield and the Steel Bridge.

Three downtown alignment options are being studied for LRT. The first alternative (On-Mall/Oak Street) would descend from the Steel Bridge on the south side of the Glisan ramp in a double track arrangement, turning south on fifth Avenue to Davis Street. At Davis, a single track would continue on Fifth to Oak, turning west to Sixth Avenue and returning to Davis to close the loop.

The second alternative (On-Mall/Pioneer Square) is the same as the first except that the double track on Fifth Avenue would be extended to a turnaround loop using Morrison, Yamhill and Sixth Avenue.

The third alternative (Cross-Mall) would employ a new ramp from the Steel Bridge descending to the intersection of Everett and Northwest First Avenue. Double track would continue along First to a loop closing on Morrison, Yamhill and the west side of Sixth Avenue.

Northeast Holladay Street between the Steel Bridge and the Banfield Freeway would serve as the downtown connection for LRT. Two options for the location of the LRT line on Holladay are proposed. Option 1 would locate the LRT track on the north side of Holladay Street from Occident Avenue to the Banfield Freeway. Option 2 would locate the tracks on the south side of Holladay Street as far as Union Avenue; at Union, the tracks would cross to the north side of Holladay Street and continue to the Banfield Freeway. For both options, two westbound travel lanes for autos and trucks would remain on Holladay Street.

A new ramp would be constructed to connect the Northeast Holladay route at 13th Avenue with the Banfield LRT alignment, which would lie between the freeway and the Union Pacific Railroad tracks. The LRT Alternative would parallel the north side of the Banfield Freeway to I-205, where a "liftout" ramp would be constructed to provide access to the Gateway Station. The line would continue adjacent to I-205 either to East Burnside, Division Street or Lents.

The line paralleling I-205 would take the place of the planned I-205 busway.

Under Alternative 5-1 the LRT line would leave the I-205 right of way at East Burnside Street and proceed east on Burnside in a reserved median right of way to 199th Avenue, where the alignment would enter the Portland Traction Company right of way. The alignment would follow the north side of the existing track until crossing over to the south side at 202nd Avenue. The alignment then turns into the

median of 221st Avenue to enter the Old Fairgrounds area. Access to an alternative station site at First and Burnside near Powell Boulevard would continue along the PTC right of way. The number of auto lanes along Burnside would be the same as today with one lane on each side of the LRT alignment. Special lanes with signalization would be provided at selected intersections for left turn and U-turn movements.

Alternative 5-2, the Division Street route would leave the Gateway area and also follow the I-205 transitway alignment to Division. In a median track on Division the route would proceed east to the Fairgrounds site in Gresham identified for Alternative 5-1. The alternative site in the vicinity of First and Burnside near Powell Boulevard would be accessed by the LRT alignment turning southeasterly off Division at approximately 223rd, then following the PTC right of way in the same fashion as Alternative 5-1. The number of auto lanes along Division would be the same as today with two lanes on each side of the LRT alignment. Special lanes with signalization would be provided at selected intersections for left turn and U-turn movements.

Alternative 5-3 would operate along the I-205 Freeway between Gateway and the Lents District. The line would follow the busway previously planned as a component of the I-205 Freeway. That alignment parallels the east side of the freeway north of Division Street, and on the west side between Division and Foster Road, passing under the freeway in a short tunnel near Lincoln Street.

Transit station locations for the alternatives are shown on the two project sketch maps you received on entering.

The project construction costs can be found on the back page of the project supplement handout given to you when you entered. Project construction costs include estimated costs for stations and related facilities for making transit operational.

Also summarized on the back page of the supplement are environmental impacts, transportation benefits and impacts and additional cost data.

Copies of the project supplement and sketch maps are available at the door. Thank you, Mr. Chairman.

MR. BOTHMAN: Thank you, Bob. Next I'd like to call Lou Grothaus, Metropolitan Right of Way Supervisor, to provide a description of the right-of-way acquisition process for the project.

MR. LOUIS GROTHAUS: Mr. Bothman, ladies and gentlemen, the hearing being held today is to afford interested people the opportunity to express their views regarding the Banfield Transitway.

An explanation of the right-of-way acquisition process is contained in a leaflet, "Acquiring Land for Highways and Public

Projects" (Form Rev. 12-77). This leaflet covers the matter of the public hearing, the appraisal procedure, the definition of market value, procedures for handling payments for property, and explanation of eminent domain procedures and the addresses of the various Right of Way District Offices in the State. This leaflet is available at the meeting today, and I urge you to take one with you. That's this pink leaflet here.

Another leaflet, "Moving Because of the Highway or Public Projects?" (Form #81-734-3772) is also available today, and I urge you also to take a copy of this leaflet with you. It explains the features of the 1970 Uniform Relocation Act relating to the benefits available to relocatees on a project. The benefits are quite numerous and include the payment of moving costs, replacement housing payment additives, down-payment benefits, rent supplements, payments of incidental expenses and closing costs on the purchase of replacement housing, interest differential payments on mortgages, and an explanation of the procedure for making an appeal in the event of dissatisfaction with any part of the relocation program. Both of these leaflets will be included in the minutes of this meeting and will be transcribed along with all other statements. (Leaflets are included in minutes by reference only. Copies of leaflets are available at 5821 NE Glisan Street, Portland.)

The time required for right-of-way acquisition and relocation is estimated at eighteen months from the date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least ninety days for relocation of the displaced person affected after notice of acquisition. In addition, no persons or families will be displaced until they have been relocated to decent, safe and sanitary housing; obtained the right of possession of adequate replacement housing; or have been offered decent, safe and sanitary housing which is available for immediate occupancy. No owner-occupant will be required to move until either he has been paid for his property or the money has been deposited in the Registry of the Court.

The right of way necessary for this project may require the displacement of residences and businesses depending upon the alternative selected. Alternative Number 1, No Build and Alternative Number 2, Low Cost Improvements, will not require the displacement of any families, businesses, or non-profit organizations.

Alternative Number 3, High Occupancy Vehicle Lanes, will require the displacement of 98 to 175 families, 4 to 13 businesses, and zero to 1 non-profit organization depending upon the suboption selected.

Alternative Number 4, Separated Busway, will require the displacement of 168 to 175 families, 12 or 13 businesses, and one non-profit organization depending upon the suboption selected.

Alternative No. 5, Light Rail Transit, will require the displacement of 16 to 194 families, 4 to 63 businesses and zero to 3 non-profit organizations, depending upon the suboption selected.

Alternative housing for people displaced by this project is readily available. A search of the residential market reveals that approximately 513 dwellings are being offered weekly for sale in the Northeast, Southeast, and East Suburban Area of Portland in the multiple listing services.

In addition, The Oregonian and The Oregon Journal carry real estate classified ad offerings of "houses for sale" each day. A search of the rental market reveals that single family dwellings and dwellings in multiple housing units are available for rent on a continuous basis, offered by owners placing "for rent" signs in windows and classified ads in the local papers. Approximately 175 rental units are advertised "for rent" within the Northeast, Southeast, and East Suburban Area in the local papers daily. Studies indicate that an equal number of houses can be reasonably expected to be available during the foreseeable future.

To the best of our knowledge the replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those to be acquired: fair housing - open to all persons regardless of race, color, religion, sex or national origin, in accordance with U.S. Department of Transportation Order 5620.1, copies which are also available in this room.

It is most important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced and the affected property is purchased by the State. Relocation before that date does not void your right to payment, but payment will be delayed until after the purchase date.

All of the families that would be displaced by the Banfield Transitway Project will be contacted and interviewed so that the needs of the individual relocatees are known. A relocation plan will be developed for Federal Highway Administration consideration. The approval of such a relocation plan by the Federal Highway Administration will be necessary before an actual acquisition program can proceed.

Business people being relocated would have available relocation advisory assistance to aid them in finding replacement property which to relocate.

The right of way program for this project will be under my supervision. My name is Louis Grothaus and my office is located at 5821 NE Glisan Street, Portland, Oregon. In the event you have any questions regarding right-of-way matters in the future, please call the Glisan Street Office. The telephone number is 238-8215 and is in both the leaflets available here today. Thank you.

MR. BOTHMAN: Thank you, Lou. Next I'd like to run through a few procedures for the hearing.

As you entered the school, you were handed a white card (about this size) to fill out to indicate if you wish to make a statement. If you did not receive a card, if you'd indicate to one of the attendants at this time and they'll be glad to give you one to fill out and then to hand back to the attendants. The cards will be used to call forward those persons wishing to make an oral statement. The cards have been numbered and will be called in sequence.

You may also submit a written statement until April 17, (ten days after the hearing) concerning this proposal to the Oregon Department of Transportation at 5821 NE Glisan Street, Portland, Oregon, 97213. These statements will be made part of the transcript of this hearing, and that address is on the wall behind me.

Also, you may hand in at this hearing a written statement, and that statement will become part of the transcript, and be considered part of this hearing.

There's a fourth method and that is to testify by tape recording your comments in a room adjacent to this meeting, and that's in a little room off to my right over here, way over in the corner. If you wish to use this method, please advise one of the attendants.

A complete transcript of this hearing, and the statements submitted to the Department will be available for public review and copying at the address indicated on the wall behind me about May 1, 1978.

At any time after this hearing and before the final project approval, all information developed on the proposal will be available for public review at the Department of Transportation Office, again on the wall behind me.

The transcripts from this hearing when they're completed will be given to each council, commission, and board member of the City of Portland, City of Gresham, Multnomah County, and Tri-Met.

Copies of the final Environmental Impact Statement will be available at the Oregon Department of Transportation offices here in Portland as well as in Salem, and the Federal Highway Administration offices in Salem and in Portland. Copies will also be made available to the local governments and placed in Multnomah County public libraries to provide a maximum review to the public.

Informal sessions were held during March, as I mentioned earlier, throughout the project study area. Project information is available for review in the adjoining hallway off to my left and that's out through the exit on my left. Engineering, right of way, and transit

personnel, are available to discuss specific questions to assist you with your testimony. Copies of the draft Environmental Impact Statement are also available for your reference. Comments, however, that you wish to make for the record should be made when you make your statement in this room.

The purpose of this hearing is to receive statements and comments from those who wish to be heard. In the case of the presentations that are in written form, it's perfectly proper to hand those written statements to me, and then perhaps hit the highlights in your oral presentation. That would help others who wish to testify, as I anticipate there'll be lots of people who wish to testify today. The entire statement in that case would be made part of the record, not just the oral part.

Okay, I would like to now proceed to receive statements from those interested in testifying on the proposed alternatives for the Banfield Transitway Project.

We have remote control microphones available, and when I call your name if you'd raise your hand, an attendant will bring the remote mike and you can testify from your seat. It is necessary, though, to be sure to hold the mike up so we can get your testimony, and that's why we need the portable mikes.

If you prefer, you may step forward to the podium here and testify there at that mike. Again, either one, it's your option.

I will respond to some questions which I feel might assist the speaker. Due to the many people that wish to be heard I ask, though, that questions, all your questions, be directed to staff personnel in the adjoining hallway prior to testifying so you can present your views when you come forward to the mike.

As you are handed a mike, I would appreciate it if you would repeat your name, your address and your organization if you represent some organization, and then proceed with your statement.

At this time I would like to call the first card No. 1, which is Sylvia Bouneff.

MS. SYLVIA BOUNEFF: My name is Sylvia Bouneff. My address is 740 NE 107th Place; I represent the Holladay-Lloyd Center Citizen's Advisory Subcommittee, and the first comment I would like to make will be, let's see, I think about the Busway Proposal 4a and 4b, and the Light Rail Proposal, all the options.

The Multnomah alignment that was read and explained, I would like to make several comments about. While I was Chairman of the Committee, I requested a Tri-Met bus for one of our committee meetings last spring so that we could go through the Multnomah Street alignment, and indeed go through all of the alignments that a bus or a light

rail car would take in that area after it left the freeway. We found that the bus had some difficulty on the street, so our recommendation at that time was to drop the Multnomah Street alignment for bus, and I believe we were assured by staff at that time that the light rail also would have the same difficulty making all the turns that they had to negotiate to get onto the Steel Bridge. It became apparent to our committee that the Holladay Street alignment probably was the most straight through and best proposal for either bus or light rail.

With each of the proposals, the busway or the light rail, there will be closures of streets and several businesses will be denied access onto Holladay Street. Our committee came up with the recommendation that we felt that we would recommend against this happening. We would like to have most of those streets left open and the businesses that are still there that are planning to continue in the area have the access to Holladay Street made available to them.

With the use of the Steel Bridge, I believe at one time on one of the proposals it was proposed that the Steel Bridge be closed to auto transportation. Our committee recommended and recommends that the Steel Bridge, no matter what alternative is chosen, be continued car use. And those are my comments that I wish to have recorded in my capacity as Chairperson or Chairman for the Holladay-Lloyd Center Subcommittee on Alternative 4 and 5.

I would like to make a statement since giving my address it's apparent that I'm a resident, really not too far from here - Floyd Light Middle School. My children attend Ventura Park School, and I have been interested in the David Douglas District some twenty years, as I taught school here before I settled here and started to raise our family. I am very much impressed with the reasons for light rail; I'm not impressed with the Burnside Street alignment if it limits, again, access onto Burnside Street, except at 102nd, 122nd. I feel that it will make some changes in our neighborhood; it will be a difficulty for two David Douglas school, grade schools, for children to cross. I have never satisfactorily been given an answer to that. There is a crossing on 117th and Burnside Street of a quite a number of children who attend Ventura Park Grade School, and on about 129th and Burnside you have a safety lane for students who go to Menlo Park Grade School, and I have not been given a satisfactory way that those children are going to cross, except to miss light rail.

Also, I feel that in addition to the school crossings, the bus traffic will be changed, because our school buses do make some inter-neighborhood crosses. They don't use exclusively the arterials to bus the children to school. And those are my comments as a resident and my worries about the children crossing and the bus.

I have a question on the total cost of the project; I just want to bring it up to let you know that I am very concerned

as a taxpayer and a citizen. I do believe, as I said, I am in favor of light rail, but I don't know at this particular time I am in favor of paying the cost that I feel it will take to implement any of the Alternative No. 5's.

And the last comment I would like to make is that all of this planning and all of the information gathered is basically to transport traffic and people six hours a day out of each 24-hour day, five days a week. So I would like to end my comments with that statement, and I hope that whatever alternative is chosen that the change of the traffic patterns in neighborhoods will be more seriously considered than they have been in some of the alternative proposals. Thank you.

MR. BOTHMAN: Thank you very much. Next I'd like to call Mrs. John Marcoules.

MRS. JOHN (BERNICE) MARCOULES: Yes, my name is Bernice Marcoules, and I'm speaking for myself and my husband, John Marcoules. We are members of the Holladay-Lloyd Center Subcommittee. We own and operate Chris & Tina's Cafe & Tavern, Inc. located on NE Union Avenue and Holladay Street. The exact address is 1005 NE Union Avenue.

We wish to express our views about the Banfield Transitway Project, specifically about closing the driveway to our business parking lot on NE Holladay Street. As we understand it, all the on-street parking on NE Holladay Street would be removed with either bus alternative or the Light Rail Transit Alternative.

In our subcommittee meetings it has been said by Highway Department officials and by Tri-Met officials that there is a good chance that our business parking lot driveway would be closed. This action would be disastrous to our in and out trade and customer service in general. With the removal of on-street parking the business parking lot becomes even more essential. Closing the driveway would also greatly devalue the property.

I would like to quote our Mayor, Neil Goldschmidt, from the Oregonian newspaper last spring where at a meeting concerning the Powell Boulevard Plan, he said "The street was originally given to us to move cars, not park them." According to the Mayor, more emphasis should be placed on off-street parking. In keeping with our Mayor's suggestion, we feel we must retain our driveway on Holladay Street as an entry and exit to our parking lot.

The Light Rail Transit Alternative sounds very glamorous, but how can our economic base handle it? Where will the additional funds come from? We are against a higher payroll tax, higher property taxes, higher gasoline tax, etc. Tri-Met can hardly operate their present system economically. They are proposing fare increases now, what will happen if LRT is adopted? Tri-Met must consider what the public is willing to pay for a mass-transit system.

During one of our meetings that is, our Subcommittee meeting, it was stated that 130 buses would travel Holladay Street during the peak hour traffic. The increase in noise and pollution would be hazardous to the entire area. What livability and livelihood is left in this area would be completely destroyed.

At no time have I ever heard of any study or forecast of what these changes would do to the area economically. In our opinion it is not worth the dollar value involved nor is it worth changing the entire area just to move 8 to 10 thousand people from East Multnomah County to the core area. Furthermore, it is our opinion that our city fathers want to keep our city and its neighborhoods more liveable. This certainly cannot be done by destroying businesses in entire areas. To destroy an entire area just to make it a pass-through for moving people to the core area is unthinkable.

We sincerely hope that this testimony appears in the public record. We know for a fact that letters have been sent to the editor of the Transitway News in compliance with his or her requests for comments on the Banfield Transitway Project. We have read all the Transitway News publications that have been mailed to us and we could not help noticing that only comments favorable to the project were printed and unfavorable comments were ignored.

In closing, we would certainly like to be kept informed on any decision that is made concerning the Banfield Transitway Project. When the alternative is chosen, we please must keep our Holladay Street driveway, and we must have written assurance that it will be kept open for as long as the business and property stays within our family. If necessary, we will have to engage an attorney to see that these needs of ours are met. Thank you.

MR. BOTHMAN: Thank you very much. Next I'd like to call a third card, Richard Marshall.

MR. RICHARD MARSHALL: My name is Richard Marshall. I live at 1114 NE 111th and I'm here today representing and I'm also the Chairman of the Hazelwood Community Planning Group.

In the way of background, I'd like to say that the Hazelwood Community Planning Group was organized and initiated really by the Multnomah County Department of Environmental Services last September. It's made up of private citizens who are interested in land use in the Hazelwood area.

For those of you who aren't familiar with the terminology Hazelwood, it was a name given to the geographic area bounded on the west by the city limits, by the east by 148th and north and south bounded by Halsey and Division.

This Planning Group's objective, which really probably won't be realized for another 12 or 18 months, is to put together a community plan which will hopefully be adopted by the County Commissioners and once the community plan is adopted, any land use changes or any developments in the neighborhood that will affect land use must comply with the plan or be overridden by the County Commissioners if overwhelming evidence dictates that should be done.

At the Committee's last meeting, we voted and I was asked to come here today and voice disapproval of Alternatives 5-1 and 5-2, namely the use of either Burnside or Division or light rail. We do favor and would like to see Alternative 3-c adopted. Specific concerns on 5-1 and 5-2 are again limited to land use aesthetics, safety topics, and we purposely avoided looking at the financing as the purpose of the Committee initially when we were set up by the Department of Environmental Services was not take on a financial role but purely to look at land use topics.

First of all, the population densities that are contemplated or desirable along with the light rail corridors and particularly near the stations at 102nd and 122nd are not consistent with the densities that the people presently living in the Hazelwood area find desirable.

Second, both or all three - fire, police and ambulance services we feel would be negatively affected and we have some evidence given to us by a local fire district. As heard earlier by testimony, we're also concerned about grade school crossings on Burnside for Ventura Park School and Menlo Park School.

Fourth, we're very concerned about the effect of the Light Rail System on the aesthetics of the area, primarily in noise and changes in traffic patterns. In the Hazelwood area, that I described with its boundaries, there are approximately 30,000 residents and the Committee that I serve as Chairman for really represents all 30,000 people. When we originally formed, the County made a number of mailings encouraging citizens to turn out and be active in the group and we do have good participation. We would like more.

I would like to close by saying that at the meeting when we did take the vote as to what should be presented here today, the vote was unanimous in making our recommendations. Thank you very much.

MR. BOTHMAN: Thank you. Next I'd like to call the fourth card, Leanne MacColl.

MS. LEANNE MAC COLL: My name is Leanne MacColl and I reside at 2620 SW Georgian Place, Portland, and I am speaking today for the League of Women Voters of Portland and we have approximately 400 members in the Portland League.

The League has continually supported a metropolitan transit system which is regional and which serves all surrounding communities. This system should be integrated into a well-planned metropolitan community and should be a help in preserving the vital core. After considering the five Banfield options, we believe that Light Rail Transit at this time and in the future would best serve the region and at the lowest operating cost and least environmental degradation.

The League is concerned over the issues of safety, air and noise pollution. Transit accident rates would be lower if transit vehicles were separated from mixed traffic. LRT would provide the greatest separation. The projected high volume of ridership would also reduce the number of cars on the Banfield. Air and noise pollution have broad impacts on neighborhoods, as well as pedestrians downtown or elsewhere. One measure that can be used to gauge these effects are the vehicle miles of travel expected under each Banfield Alternative. As VMT (vehicle miles traveled) rises, the associated environmental impacts tend to rise. The LRT Alternative, in comparison with the Low Cost, HOV, or Busway has clearly the lowest number of vehicle miles traveled.

In the HOV and Busway Alternatives over 600 bus departures could occur in a typical 1990 peak hour, thus forcing up to 230 buses to streets other than the Mall. We believe this could have a detrimental effect on downtown. For the LRT Alternative there would be 100 fewer buses, however if rail lines were developed in other corridors of the region, downtown bus volumes would be further reduced to about 345 peak hour departures.

Another point to be considered is that as a long-term investment the LRT Alternatives are least vulnerable to conversion to auto usage. The arterial street bus lanes of the Low Cost Option and the HOV lanes are susceptible to such a conversion and an example of this occurred recently in Los Angeles where HOV lanes were converted back to auto use as a result of a Court case. Even though there is less flexibility in a fixed LRT system, there can be great flexibility in routing the feeder buses that connect with the LRT stations. We would suggest that opportunities will exist for implementing a grid bus system.

The League believes that transportation routes must be an integral part of all land use planning; therefore, we endorse LRT because this option could provide many sites in East County as well as closer in to the city at which to focus higher density and resource-conserving forms of development. Redevelopment of some areas of the city which are already serviced with sewer and water lines is a high priority in Portland's comprehensive planning process. If well planned, an LRT system also has possibilities for transporting large numbers of people to the Coliseum, Stadium or the Civic Auditorium.

One of the most important considerations is operating cost. There are very few people who will dispute the fact that we will

eventually run out of oil or that the price of gasoline will escalate. The only unknown is when and by how much. For these reasons, LRT clearly has the advantage.

The League also supports financing from a combination of national, State and regional sources as well as diversion of gas tax funds and use of a motor vehicle license fee. We also believe that mass transit riders should contribute toward the cost of their ride through fare differentials for different levels and types of service, with the exception of a no-fare system within the city core. For this reason we would favor re-instituting a zone fare box system whereby those who travel the farthest pay a higher fare. This would also help considerably towards financing the operational deficit.

We realize that a great deal of money must be found locally and at the State level to finance capital expenditures for whichever option is chosen. If the Federal Government sees fit to fund a project here, those dollars must be matched. This tri-county region contains over 40% of the State's population and an investment in a high quality mass transit system would have not only economic, but environmental advantages for the whole region as well as the State. So often the short-term approach is chosen because it appears less costly and more fiscally responsible in relationship to perceived available resources. The historical record would indicate that the short-term approach proves to be more costly in the long run.

MR. BOTHMAN: Thank you very much. Next I'd like to call the fifth card, Gladys Pasel.

MS. GLADYS PASEL: I am Gladys Pasel of East County, 15014 NE Multnomah, and a member of the Board of the East Multnomah County League of Women Voters, and substituting for our President, Elise Swan, who is necessarily out of town at this time.

Leanne MacColl has just given the testimony for the League of Women Voters of Portland. Her statement was derived from the positions reached by seven Leagues in the greater Metropolitan area including the two Leagues in Multnomah County, both of whom are vitally concerned with transportation generally and the Banfield Project specifically because of its effect on mobility in the County.

But the Banfield Project has a much wider incidence and thereby enlists the concern of the neighboring counties as well. Therefore, other Leagues - two in Clackamas County, two in Washington County and one in Columbia, joined in the dialogue which led to this statement that you heard from Leanne. In addition, the League in Clark County, Washington, was invited to participate in the discussions and study which have led to our considered conclusions.

However, my remarks are authorized specifically by the East Multnomah County League of Women Voters who were active participants during our extended study for the past two years. We wish to identify ourselves and our concurrence with the statement made by Leanne MacColl. Thank you very much.

MR. BOTHMAN: Thank you. I'd like to call the eighth card now, Anthony Golden.

MR. ANTHONY GOLDEN: My name is Anthony J. Golden. I'm an instructor at Oregon Polytechnic Institute at 812 SW 10th Avenue here in Portland. We're a school which trains engineers and technicians.

This statement is in favor of reconstruction of the Banfield Freeway as a multi-purpose transportation corridor containing six full-width vehicular lanes, light rail transit and a walkway-bikeway.

There are various possibilities for improving the Banfield, using funds transferred from the cancelled Mt. Hood Freeway Project. At O.P.I., we believe the best choice is making it a multi-purpose transportation corridor with six full-width vehicular lanes, transitway for light rail, and a walkway-bikeway.

Six wide lanes are just right for visitors driving in and out of Portland, carpools at rush hour times, and truck traffic hauling cargo to, from and around our city. Vehicles traveling 55 miles an hour on a high-speed freeway produce less atmospheric pollution than stop-and-go driving on city streets.

But even if everybody who works in city center used carpools for commuting (much better than one or two persons per car), the freeway would still be drastically overcrowded. Of course mass transit is the best answer here, and most logical mode electric rail. Rail cars can carry many more people than buses. They produce no air pollution. Due to recent developments with solid-state rectifiers, they can use 60-cycle alternating current directly from the power lines. Converter stations, mercury tubes or special direct current generating stations are no longer necessary.

Rail transit cars can run every few minutes during usual morning and afternoon commuting times, carrying folks by the hundreds in and out of Portland's main central business district. Less frequent trips at other hours can accommodate those going into town for shopping and commercial appointments.

A walkway-bikeway ought to be included too. Linked with the one paralleling Interstate 205, it will give Portland one of the largest bike trail areas among cities. Cycling is good exercise, and people can even pedal on two wheels into city center for business. No fuel or fares are required, and no parking meter fees at destination.

Ready access to a multi-purpose transportation corridor featuring vehicular freeway, rapid transit and a walkway-bikeway should improve values of property in adjacent areas. I predict few urban decay problems are going to be encountered.

MR. BOTHMAN: Thank you very much. Next I'd like to call card nine and that's Gladys again, is that right? She's speaking as an individual this time.

MS. GLADYS PASEL: I am Gladys Pasel who lives at 15014 NE Multnomah in East County.

I am asking your time to make known my thoughts as an individual. I see the picture here as one concerned with the relationships of people with people and particularly the impact on each other's lifestyle. Specifically we are focusing on the mobility of people and the concomitant impacts on people generally and the use and abuse of our natural resources - land and its sub-surface potential, air and water. We have allowed ourselves to be proud of growth in population and even invited it. But each new person has necessarily needed space, particularly for shelter and mobility. In many cases this has meant changing from a rural community to an urban setting. The lifestyle of the residents has thereby been altered, all too often limiting their freedoms sacrificially and adding costs for roads, sewers, schools and whatever services were demanded by the new scene.

Each new person added makes further demands on space - demands for the products of land and the potential of its sub-soil: lumber, food, water, minerals, etc. That space is finite, restricted, limited. It cannot be expanded substantially, even by landfill, so we enter a process of dividing and sub-dividing into smaller and smaller parcels for the myriad of uses which seem to have become essential. Our dedicated marriage to the automobile over fifty years ago has almost unwittingly become one of the greatest consumers of space for roads to increase the use and durability of our cars. Almost every new person hopes to own a car of his or her own. We have even gone further. Some of us have multiple cars.

I will burden you with the impact of this development upon me. I am now in the tenth year at my present location. When I moved in I had 15 feet beyond my present boundary on the west, although I knew it belonged to the County and could ultimately be used to widen 148th Street. My neighbor to the south had built a retaining wall for the hill on his true west boundary and it was really very attractive.

My first three years were comfortable. I was away during the summer of my fourth year to come home and find that the time had come for 148th Street to be widened and my west boundary was in the transition - the process. I won't tell you what the inside of my house looked like. My post light on my true boundary for evening service and night service had been removed and placed on the lawn to

be appropriated by someone. I haven't seen it since nor have I bought another.

Upon completion I met some problems in egressing by backing - I had to back out. I could no longer back onto my own property, by backing into the street. The first was a disastrous shock to me. Two youngsters on bicycles were racing down the east side of the street toward Halsey. My neighbor's stone wall, which at one time was a very attractive wall, was now right near the street and I could not see these children for their heads were below the wall until I was ready for the end of my car to enter the street. Only fate kept me from hitting and perhaps killing one of them.

On several other occasions my coming from my driveway has been hazardous because traffic coming over the hill is not visible until I am on the street and speed not easily controlled within the space available. As a result, I am now parking on the north side of my property but it has hazards, too. The rear window has been shattered by a stone, eight carburetor to cylinder cables have been stolen, the interior rear view mirror has been broken, the antenna broken and I could go on a few more. This has been necessary due to the traffic pattern on my west boundary.

Too many cars right now are changing my lifestyle. This is date - April, 1978, not 1982 or 1983 when Banfield might be completed.

Recent news has revealed that a cherished parcel of greensward two blocks north of me is up for grabs for development. I can understand why this perhaps has to yield. The projected 850 units make me quake to think and realize what the proliferation of cars could be. In traveling south to cross Burnside I have experienced the change when I was at one time able to cross after one traffic light change. Recently I have waited for as many as six changes before I could cross Burnside to go on. This, of course, was shortly around 4:00 at the peak hour.

I will not burden you longer with my reasons for furthering a development whereby fewer cars will need to use the streets and some of the highways. It is true I am using my own car substantially for the travel of one person but I do try to pool whenever possible and always plan several errands when I must add to the traffic clutter. I would gladly use the transit system could its design and operation meet the limitations on my time and the allocations I must seek and my advancing age, I must put that in. Moneywise I would cherish its service because the present average cost of 20¢ per mile or more for driving a car and parking costs - it cost me \$3.25 to go downtown to a meeting the other day - for parking alone and parking costs, if that is necessary, almost put car use in a prohibitive category for me. I may ultimately just have to stay at home.

To be sure, other testimony will deal with air pollution costs and so forth. I will draw attention to the irritation to my

eyes and throat on several occasions even now on the Banfield and at those times on the Salem highway by the way and when I have been behind a bus the fumes have been highly offensive. Again, I quake to think of what the approaching years might be forced to offer us on the Banfield with cars traveling almost bumper to bumper.

I have a very sincere sympathy for those people who live on or near the Burnside Corridor. I have also lived on an avenue with a street car in past years. I remember the pleasure it was to have transportation so handy - especially in inclement weather or during rush hour traffic jams. When I vote for Alternative 5-1b with a light rail corridor down a section of Burnside, I am well aware that this will change their lifestyle to a degree. I am also aware that if I lived on Burnside at this time I would vote the same way because I see this alternative as benefiting the greater number of people in the long run, regardless of miracles predicted.

I have found too often in the past that a penny pinched is spent otherwise, just as lavishly. Thank you.

MR. BOTHMAN: Thank you very much. I'd like to next call the 12th card, Mrs. J.C. Ambrosia, A-M-B-R-O-C-I-A. Is that right?

MRS. J.C. D'AMBROSIA: No, S-I-A.

MR. BOTHMAN: S-I-A, I'm sorry.

MRS. D'AMBROSIA: That all right. Mr. Chariman, I am Mrs. Joseph D'Ambrosia of SE 40th Street, 3801, just off Powell Boulevard. I would like to voice my personal opinion for Option 1 or Option 2-b. No matter how much money is spent on mass transit, the basic transportation problem will not be solved unless people are removed from their automobiles. As long as the City of Portland continues to build parking lots in the downtown area, cars will continue to clog the streets going into that area.

In one of the daily papers of June 3, 1975 was the following article:

"AUTOS CURBED IN SINGAPORE" Morning rush hour traffic moves smoothly in downtown Singapore for the first time in years Monday, as the Government restricted the entry of private cars into the heart of the city. Warning lights flashed on large overhead signs and traffic police were on duty between 7:30 and 9:30 a.m. at 27 entrances into the central business district - a restricted zone of about two and a half square miles. Private cars entering the area between those hours had to have a monthly license costing the equivalent of \$27.00 or a daily permit costing \$1.35. Car pools of at least four persons were exempt.

In the Daily Press of April 19, 1977, was a follow-up report on the success of this operation. I would like to read the

following selected passages from Mr. Neil Pierce's report. "Singapore's so-called Area Licensing System - A.L.S. is the first major experiment by any world city to control the torrents of traffic that clog streets, pollute the air, and cause immense waste of fuels in the central business areas of developed and underdeveloped countries alike.

The Singapore results: the number of cars entering the downtown district during the morning rush hour has dropped by an astonishing 73%. Car pooling has increased by 80%. Buses run more frequently and on time through the unclogged streets cutting commuter's delay and frustration. There has been a sharp drop in carbon monoxide air pollution, a welcome relief on a hot, hazy city only 86 miles from the equator. People who walk to work enjoy cleaner air and are less exposed to hazards of heavy traffic.

The United States Transportation Department believes Singapore's A.L.S. is promising enough to warrant experimentation in American cities and actually has some demonstration money on hand to aid any willing to give the system a try.

The stores and shops of downtown Singapore haven't suffered because most don't open until 10:00 a.m., just before the A.L.S. System is lifted each day. One attractive feature of the Singapore plan, recommending it to other cities is its flexibility. The hours of travel restriction and the boundaries of the restricted area can be changed with ease. Another advantage is cost. The capitol cost is minimal and in Singapore the monthly fees from drivers willing to buy the A.L.S. stickers have been ten times the cost of enforcement. That means there are newly available funds to upgrade mass transit facilities. Singapore did improve its bus service off-setting most of the cost through A.L.S. sticker fees.

The city is now considering a subway system, though couldn't be in operation until the early 1980's. Auto commuters rarely recognize the immense costs their presence on clogged streets presents for the society at large; air and noise pollution, traffic hazards, reduced economic activity and immense waste of increasingly scarce petroleum. An A.L.S. Plan, backers say, simply brings them face to face with the costs they are imposing on others.

I spoke to Mayor Goldschmidt in 1975 when the first article appeared and suggested a similar plan for Portland with the addition of the same restrictions from 3:30 to 5:30 p.m. He said the downtown merchants would object, but the people coming into town at any hour before 9:30 a.m. are not coming to shop 'cause the stores are not open at that hour.

We hear from Tri-Met that the Federal Government will pay a large share of the costs of mass transit. Let's not forget that the Federal Government can only give you money it has taken from you in the first place 'cause that is its only source of funds.

In yesterday morning's Oregonian was an editorial which questioned spending so much money for a system which now carries only 5% of the population. Surely, an experimental run of trains over the old Portland Traction tracks to Gresham would allow a more valid test than the expenditure of so much money for an unproved system. Thank you.

MR. BOTHMAN: Thank you. I'd like to call the next card 13, Ed Hughes.

MR. ED HUGHES: Good afternoon, Mr. Chairman. For the record, my name is Ed Hughes. I'm the current serving President of the Oregon Highway Users Federation. The Federation is made up of citizens, businesses, agricultural and industrial groups working together for a safe and efficient highway system.

The Federation is alarmed and concerned that our State's highways and those of the Nation are deteriorating at a rate of 50% faster than we're able to repair them.

With the problem of inflation, the highway dollars are buying less each year. Accordingly, Highway Users are united in the conviction that our national welfare requires continuing programs to keep our streets, roads and bridges in a good condition and in necessary repair.

We have submitted from our office to your office on March 30th, a position paper formulated by our Committee, which has made a thorough study of the Banfield Transitway Proposals. That position paper, to put your minds at ease, is very brief, only a page and a half and I'll go through it quickly, but we felt that it would be necessary to reiterate this position publicly; so that's why we're here today and I have no copies of this because we had submitted it previously. (See end of transcript for position paper & policy statement.)

The Oregon Department of Transportation has presented five alternative plans for the development of the Banfield Corridor and attendant routes through East Multnomah County as far East as 221st Street. 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 Boulevard. To provide reserved bus lanes during peak hours is in addition to that.

Alternative 2b under this proposal also provides six lanes on the Banfield as far out as the I-205 Interchange. The remaining plans provide for light rail transit, separated busways and extensions and improvement of the present HOV Program. The impact of a number of environmental factors have been considered for each alternative and are summarized in the Banfield Transitway Supplement prepared by ODOT with the exception of residential and commercial units, which would be displaced by the HOV lane, busway and light rail proposals.

Now, the difference in the environmental impact of all of these proposals, as we feel, is minimal. Not considered was the impact of visual pollution, overhead wires and the like and their supporting structures through the downtown mall and out to Gresham if light rail were to be included. The crux of the arguments for or against each of the alternatives is contained in the estimates of cost in transportation benefits and Mr. Chairman with your permission, I'd like to bore in on this cost point and focus on it.

When compared to the Low Cost Improvement Alternative 2b, the HOV lane, the busway, light rail transit proposal would by the year 1991 provide as much as 21% more Tri-Met ridership. Two, provide a 2% lower accident rate, which is not significant; three, require 2-3% less annual energy consumption; four, provide up to 25¢ savings on the operating cost per passenger for Tri-Met and five, offer no saving in travel time. These five figures were taken from your own figures and your study.

But we went beyond this and we determined that a total cost to the taxpayer for construction and equipment would be 425% to 550% more for construction and equipment in these other proposals. I believe the 540% more is for the light rail proposal. In view of this and the results that we've determined here, we feel that light rail is just not cost justifiable.

To continue, Low Cost Improvement Alternative 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 25¢, thereby increasing ridership and still leave over \$1 million annually for equipment purchases and necessary maintenance. The 3% energy savings for light rail transit as opposed to Alternative 2b is estimated to be in the equivalent of 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 Oregon Highway Users Federation to be the equivalent of 30 million gallons of fuel. It would take over 26 years to offset the energy saved by not constructing the light rail facility and, again, we feel that the Light Rail Alternative is just not cost justifiable.

The Oregon Highway Users Federation is convinced that the only viable alternative for improvement of the Banfield Transitway is the Low Cost Improvement Plan No. 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. Mr. Chairman, we would strongly urge your review and adoption of Alternative 2b. Thank you.

MR. BOTHMAN:
15, Marie Brown.

Thank you. I'd like next to call card

MS. MARIE BROWN: Well, my comments are very short. I'm Marie Brown and I live at 3323 SE 71st and after listening for two years to these, I'm testifying for myself, even though I have been on the Committee for two years, I feel that planning for 1990, the full six lanes of the Banfield are absolutely necessary, plus having light rail, preferably going out the Burnside Corridor. The better transit we have, the more room there'll be for those who must use their autos and this plan eliminates, let's see, yes, this plan eliminates fewer homes and businesses than any other corridor; so I think this would be very great for that reason.

With the shortage and high cost of land, I don't know of any more obscene use of it than paving it over and using it for parking lots and how deep can you stack cars downtown? Like Gladys Pasel, I also lived on a streetcar line. I lived on the old Willamette Heights when it rattley-banged down the street and the first two days we noticed it, but after that the only time we noticed it was when it wasn't running. It's been very interesting listening to these proposals and I think someplace along we should thank the people who've been involved with them, like the Highway people and the Tri-Met. They've just been very, very patient and given us lots of information.

MR. BOTHMAN: Thank you. The next card No. 20 that didn't check yes or no, R.A. Peyton. Did that person wish to testify? (no response) The next card 25, Virgil Scott.

MR. VIRGIL SCOTT: My name is Virgil Scott. I live at 8012 SE Ramona close to 82nd and Foster. I rather believe that we're working a little too much toward intensive development of the Banfield. It ignores the fact that after all it was built as a major highway and still is the major highway from the east into our city and to impose all these local uses on it, I believe is not quite justified.

I think it's unrealistic to expect that one corridor is going to take care of this situation in the future, looking away maybe 20 or 30, and that therefore, there will be a southern corridor somewhere. Maybe some of us would remember the proposal of the Mt. Hood Freeway or something equivalent or maybe more than one corridor south of this. It's fully populated in a very large area clear down as far as Johnson Creek, which has no real through service into Portland as it stands now. And it seems to me that some way and sometime there will be a relief, partly to the Banfield through development of that sort.

I think, too, that we further relieve in the future by population shifts. I don't think that we're going to continue to pile ourselves into the little, tiny downtown area. It's already apparent that quite a few business areas have been built up around the periphery of the city and fewer and fewer people are having to

do their business down in the interior of the city. It's true, we have a lot of traffic down there now, but I believe that's going to slow and I think it has to be taken into account in our planning.

I do oppose the Light Rail Alternative because it lacks flexibility. Suppose that the traffic doesn't develop or that it doesn't attract as much patronage as we have forecast. We are stuck with a very expensive system of rolling stock, which would have no other use and an overhead system that is very costly. I think we've seen - in San Francisco they've developed a large system reaching out into the rural areas there and the traffic has not developed on that as they have expected and maybe we might be in the same situation.

In contrast, if we built busways, they can be effective right now. The buses can take more flexible routes and if I'm wrong and we do finally need the light rail, the right of way will be there for it and we won't be stuck with a lot of expensive equipment that would have to be scrapped. Buses could be put on to other routes and the right of way used for the light rail.

Another problem I see with the light rail is the visual pollution. I'm a kind of an amateur photographer and I'm opposed to wires and poles, even if I have been in the electric business for 41 years, and I think that would be especially objectionable in our downtown mall. We hear quite a bit of complaint now that it looks a little too much cluttered. Now if we put a bunch of trolleys and poles up there, think what that'll do.

Another objection that I see to the light rail is the large vehicles that are required. The cars would have quite large capacity or perhaps trains - I don't know how far that plan has progressed, but anyway one of the arguments for it is that they will be larger capacity vehicles. Well, that's fine in the peak hour, maybe, but it's inherent in such a plan that you will call for wider schedules. People have to wait longer to get on if they're going to be loaded up. You can't have it both ways.

So, in view of these, I'm really in favor of the Alternate 4 with the separated busways, which will give us relief now and give us some options later on. Thank you.

MR. BOTHMAN: Thank you. I'd like next to call card No. 26, which is Madeline Miles.

MS. MADELINE MILES: I'm Madeline Miles. I live at 7513 NE Pacific, I am representing myself. I feel that we need mass transit; there are just too many people around here not to have it, and as long as we need it, we might as well have the best that we can get.

It seems to me that the separated busway and the light rail transit seems to handle the traffic best, however, there is so much opposition to those two alternatives. If one of these Alternatives, 4 or 5, were already in existence I don't think there would be half as much resistance to them, however, getting them there is going to be the problem. Personally, I see merit in all five alternatives, but because of the public opposition, I hope that Alternatives 5-1 and 5-2 are not adopted.

MR. BOTHMAN:
Hayden.

Thank you. The next card 27 is C.

MR. C. HAYDEN: I'm Charles Hayden. My address is 1521 N. Alberta, and I am representing myself as a transit rider. I have traveled in many parts of the world and have seen the application of light rail in both world cities and also here in North America, Toronto, Philadelphia, Pittsburgh, San Francisco and now I'd like to add a few comments in favor of this tried and true method of moving people.

The rapid, comfortable efficiency of light rail transit can benefit all of the Portland metropolitan area by lessening dependence on fossil fuel energy and helping to eliminate air pollutants. Environmental considerations aside, mass transit is revitalizing our downtown area and those transit modes having a fixed guideway such as light rail offer an opportunity for more orderly development than other types. The Banfield, hopefully, will be the first of many transit corridors in Portland to use light rail.

On the question of cost which nobody really wants to talk much about - since the Federal Government will pay at least 80% of the cost there will be a substantial return of the taxpayer's money to residents of this area. Most of the local matching funds will be paid through measures that will mean little additional cost to those who ride. By the time the transitway is operational in about 1983 fares will have risen anyway, along with costs under normal, expected inflation, but, traditionally, rail transit attracts many more riders than bus-only transit. And, since the rail vehicle can accommodate three times the capacity of a bus the cost per person per driver is considerably less. The operating costs are thereby significantly reduced for Tri-Met and ultimately for the taxpayer.

Public transport needs the impetus to continue saving every. With interstate transfer funds available Tri-Met has been able to define a real alternative to the automobile and the internal combustion engine with light rail.

I grew up on Interstate Avenue in Portland where left turns were prohibited except at signalled intersections which were over $\frac{1}{2}$ mile apart. I am sure a similar arrangement on Burnside will have nothing but a good effect on the neighborhoods.

MR. BOTHMAN: Thank you. You might hand me that if you would - your presentation. We will make sure it gets into the record correct. (See end of transcript for written statement.) I'd like to call the next card which is #37, Jack N. Wall. (No response.) The next card #40 is Marc Frommer.

MR. MARC FROMMER: My name is Marc Frommer and I live at 2163 SW Jefferson. I'm here representing the Columbia Group of the Sierra Club and Oregon Environmental Council. The Columbia Group is the Portland area group of the Sierra Club which has over 1200 members and the Oregon Environmental Council is the coalition of many environmental organizations which has many thousand members in the area.

We support Alternative 5-1a, which is the Light Rail Alternative to Gresham along Burnside and no change to the Banfield Freeway.

There are numerous reasons why a light rail system is superior to the other alternatives. The draft Environmental Impact Statement presents a clean-cut case for light rail transit. The improvements in air quality are greater and the energy consumption is less than the other alternatives. The downtown core of Portland would not be able to handle the other alternatives with respect to air quality. The number of diesel buses on the mall is already at a maximum and the Light Rail Alternative is the only viable choice which does not significantly increase the number of buses on the mall. Light rail could also be seen as the first step in greater electrification of our transit system. The need for less dependence on petroleum-based transportation is obvious.

The land use implications are also very favorable for the Light Rail Alternative. The terminal station in Gresham can help revitalize the core area of the city. Growth and development along the corridor through East Multnomah County can be planned and concentrated. This would greatly help the urban sprawl that is now present in the area. The Light Rail Alternative also totally conforms to the Arterial Streets Policy adopted by the Portland City Council.

The greatest concern raised by opponents of light rail is the cost to build the system. However, they overlook that the operating costs of light rail is the lowest of any of the build alternatives. More people can be served by one light rail car or train than by bus, thus giving the lower cost. Also the savings in energy costs should be considered when talking about total cost of the system.

Light rail in the Banfield should be looked upon as a part of the overall transit system of the region. The adoption of the Light Rail Alternative can be the first step to reducing our dependence on the automobile. To accomplish this goal, the transit system must become more effective. An extensive system of crosstown buses must be implemented along with the light rail. People who do not live along

the corridor should have convenient access to the light rail, and trips to other areas of the city besides the downtown core should become easy to make. The decision to build light rail transit along the Banfield will greatly affect other areas of the region. Light rail systems along the other major corridors can hook up with the Banfield LRT in the downtown area. If this is done and an effective bus and trolley system is implemented in the rest of the region, transit ridership will greatly increase. As ridership increases, the benefits of light rail, in environmental terms and economic terms, over the other alternatives also increases.

Alternative 5-1a is the best alternative for encouraging use of mass transit. The Burnside Route is cheaper than the Division Route and will displace fewer homes and businesses. However, we would also like to see light rail also built to the Lents area. The light rail could be built in place of the busway along I-205. Alternative "a" is preferable to Alternative "b" in that the extra cost and the removal of 43 extra homes and six extra businesses are unnecessary. In either alternative the Banfield would still have six lanes east of 37th Avenue. The widening of lanes and addition of shoulders is not worth the extra 10.2 million dollars. There has not been any increase in accidents or decrease in average speed since the narrow lanes have been in effect on the Banfield. There will be no increase in capacity with Alternative "b". Again, economics is the strongest argument in favor of Alternative "a" over Alternative "b".

The choice of an alternative in the Banfield corridor will determine the direction that the region will follow with regard to transportation. The clear environmental and economic choice is light rail. Of the light rail alternatives, 5-1a is the most efficient route. An aggressive approach is needed in implementing a light rail transportation plan. We hope that you will opt for the light rail system along with the other concurrent improvements in our transit system.

I'd also like to say something as an individual. As an individual I would like to add that even though I live in the southwest area of the city, the decision made for the Banfield is of prime importance to me. As I mentioned previously, this is the first step in an overall transit system. I live on a street which has now been proposed as a light rail street in the Sunset Corridor at SW Jefferson. I work at Tektronix in Beaverton, and presently ride the bus. I would welcome a light rail system along my street as it would make my commuting trip more enjoyable and more convenient. Therefore, I support the adoption of light rail in the Banfield Corridor as a first step in improving the region's transit system. Thank you.

MR. BOTHMAN:

The next card I have, 41, is Jim Chadney. (no response) I guess he didn't speak either way, so that's an if. The next card No. 45 is Beverly Bottorf.

MS. BEVERLY BOTTORF: My name is Beverly Bottorf and I live at 14309 SE Yamhill and I'm here just as an individual, mainly representing my family as taxpayers, and I object to the light rail because to me it just means more and more taxation. I see that Tri-Met is able to bring in only about 20% of its support through its fare box. And I know that Amtrak also operates in the red and we're saddled with property taxes that are almost becoming unbearable and inflation just keeps going up and up and therefore, I would support the 2b plan of yours that has to do with the reconstruction of the Banfield.

I hope that you would back this until somehow our government is able to alleviate this tremendous tax burden that we're under, property taxes are to be brought under control and somehow the inflation also is gotten under control. Thank you.

MR. BOTHMAN: Thank you very much. The next card 47 is Representative George Starr.

REPRESENTATIVE GEORGE STARR: I'm George Starr, I live at 909 NE 114th Avenue. I lived there for the last 20 years. I'm serving currently as a State Representative in district 17. I'll probably paraphrase some of these remarks in order to not be repetitious.

I want to express my preference for the light rail concept alternative on the Banfield Transitway Project and more specifically the 5-3b and to tell you my reasons why I think this would be the very best choice.

This alternative and option would provide for six standard 12-foot wide traffic lanes with two 8-foot wide shoulders on the Banfield from I-5 to I-205 and a light rail route from downtown Portland to Gateway and along I-205 to Foster Road in Lents. This would provide for future automobile traffic and would enable a stalled car to get out of the traffic lanes. This choice would provide some lesser service than the LRT to Gresham, but would reduce and perhaps eliminate the problems involved in relocation of residences and businesses as well as objections presented by individuals and organizations. It would be less costly to construct than other LRT options.

Feeder bus service could connect the rider-generating areas with transit stations along the route and which would also have ample park-and-ride facilities and kissing lanes.

LRT systems are versatile. They can operate on city streets, transit malls, street medians and grade-separated rights of way, and so can be built for much less cost than heavy rail transit systems like we've seen in BART in the San Francisco Bay area and big city subway and elevated systems. The LRT option presents good operational safety potential because it can operate in its own right

of way, free from interference with other traffic. It's less expensive to operate than buses because of lower labor, energy and maintenance requirements.

The use of electricity to power LRT in the Banfield Corridor and beyond would replace some 1.25 millions of gallons of fuel oil annually. More significantly, an LRT system would use a largely renewable source of energy and be the only alternative that would further the national goal of reduced dependency on foreign oil.

A unique feature of an electrically powered vehicle is its capability to generate energy on descending grades and during deceleration and then re-use that self-generated energy for propulsion, and that's a significant built-in economy.

Given reasonable maintenance, LRT equipment failures are uncommon, but if a traction motor should fail for some reason, other motors on the vehicle or other interconnected vehicles can provide the power supply temporarily and avoid breakdowns.

A large capital outlay is required for LRT construction, but this kind of a system has the capability of moving much larger numbers of riders at a relatively lower cost of operation in the long run, and that's what should be looked at for the future. By 1990, the projected annual transit operating costs for all of the build alternatives are least among LRT options and greatest with a separated busway.

LRT provides the greatest decrease in total air pollutants of all the alternatives under consideration. It means fewer buses downtown in peak hours both on and off the mall.

There are a number of advantages to the selection of the I-205 to Lents LRT option 5-3. This route would be less costly to begin with, as it would follow the presently provided busway alignment and require no additional right of way in that area. It would require only 22 vehicles, where 30 would be needed under either Gresham option. There would be fewer homes and businesses relocated than with the other options.

Once in operation it could be expanded to include a route to Gresham if that appeared to be a reasonable and feasible thing to do.

On the other end of the line, downtown, I much prefer the First Avenue Alternative to the On-Mall Alternatives, but I think it would be wise to scrap the cross-Mall part of it and continue on First Avenue to the end of the urban renewal area before returning eastbound. Or better yet, it might descend from the Steel Bridge to the open area alongside Front Avenue and south as far as Harrison or Lincoln Streets.

The Willamette Valley Rail Study Committee, created by the 1977 Oregon Legislature to study the feasibility of improved rail passenger service in the Willamette Valley may be looking at the possibility of restoring interurban type passenger service between Portland and Willamette Valley cities. One suggestion has been made to this committee that there could be service in and out of Portland on the west side of the Willamette River. This suggests the possibility of joint track usage along the Front Avenue open space or on First Avenue with any future rail service of this nature and other light-rail routes and perhaps should be considered.

Whatever the Department of Transportation recommends as a result of this extensive planning and public participation process, not all persons will be pleased. No one will ever be able to say that the public didn't have a chance to participate in the decision making. It's now time to perfect a plan, get on with it and prepare for the future.

Thank you for the opportunity.

MR. BOTHMAN: Thank you. The next card 55 is Fred Howard.

MR. FRED HOWARD: Ladies and gentlemen and board members, I am Fred C. Howard, 7870 SE 21st.

I am for mass transit and I feel that the men here listening to our witnesses are doing a good job as far as they have gone, this in spite of what I may say from here on. I feel my idea is too good to keep and I wish to thank prior witnesses for unknowingly warming up to and clinching the need for implementing these ideas.

Planners are, it seems, a combination of promoters as well as planners. They are still back in the horse and buggy days, pushing for the return of the street car under the modern name of light rail. Oh, they have modern thoughts about truck trains (rubber tired light rail freight). They are too heavy, too long, too noisy, too much of everything. Yet it seems to be okay to put a street car on the line with a string of cars behind it, stealing space from motor traffic, which paid for the construction of that space in the first place. This will bring back the old problems of knocking mirrors off of trucks and cars, traffic in collision with light rail. Noise pollution, crossing problems, land acquisition, confiscation, stupid best use and trending taxation.

Increased property values which the various governments seem to think is so nice. This of course means higher taxes, a very nice fringe benefit for them. If an electrical transmission line cuts through your property, does it increase its value? Property values should decrease along with taxes. Let's not become a hick town and revert to horse and buggy and street car planning.

I'm not against mass transit or light rail. There is, however, a better way. No noise, no land condemnation, no attempt to squeeze a rail line into an already congested street or freeway. The right of way is already publicly owned and there. Fast, quiet and perhaps far cheaper with assured Federal assistance. Definitely more modern than subways or surface transportation. If Oregon is to lead the States in progress and innovation, let's look ahead with sophisticated technology. Perhaps the Japanese can show us how to do it. Let's not take any steps backwards, to just a streamlined street car.

Let's run an overhead monorail loop from downtown Portland to Vancouver. The bridges are already there. Let's go east on the north shore to I-205 bridge under construction, cross there to Gresham, then down wherever you want it to go, back to Portland. Let's keep in mind the fact that we also need fast quiet service from Eugene to Portland. The monorail contractors no doubt can tell how it should be done. Eugene to Portland can be placed above the existing S.P. right of way, travel at 100 MPH plus, with no crossings, no noise, no congestion, right into downtown Portland. This connecting with the Metropolitan loop or also straight into Vancouver. We should also run a loop out to Aloha, Beaverton, Tigard and back downtown.

Think it over people. Back to your drawing boards. Take a little longer but do it right. Don't become the laughing stock of your children. Let railroaders, not Tri-Met, handle the deal. Let's keep the ground areas for people, cars, trucks, and buses. There is a way for pedestrians to jaywalk enmasse on the downtown transit mall. Traffic moves all at once and stops all at once. There are cities where this is done.

Let's go monorail. Let's get it off the ground. Federal Aid will go for this, I am sure. I offer this as Alternative No. 6.

MR. BOTHMAN: Thank you very much. The next card is No. 63, Mrs. F.J. Bragg. (no response) There's a note here "to be read" but nothing was attached to the card. The next card is No. 69, Dean Thede.

MR. DEAN THEDE: I'm Dean Thede. I live at 2906 SE 136th. I used to live on 98th Street and the Mt. Hood Freeway took my place, which we didn't get the road. Now what assurance have we that we're going to get a new Governor of some sort this next year? What assurance have we that he won't cancel this, and besides to get this money from the Mt. Hood Freeway, they already had to make up their mind on the plan for this light rail and mass transit and assure the Federal Highway Commission that it would be built, now which plan did they assure them would be built?

MR. BOTHMAN: They made no assurances of any plan.

MR. THEDE: How did they get the money?

MR. BOTHMAN: The money was established for the Mt. Hood Freeway.

MR. THEDE: I have a letter here from Green that says this was withdrawn under 103-4 I think it is, I have it here, and they had to present plans to get this money.

MR. BOTHMAN: No, they did not.

MR. THEDE: Well then Green lied to me.

MR. BOTHMAN: Maybe so.

MR. THEDE: This is the law right here.

MR. BOTHMAN: No, that's just a letter from Mr. Green, the law says that the money can be withdrawn if the decision of the local jurisdictions, which they decided to do.

MR. THEDE: Yes.

MR. BOTHMAN: And no, they did not, they did not make any statement as to what projects were to be built, that's just a fact.

MR. THEDE: Well, you better get your code out and read it because this says different, I have the law here, but I can't read it 'cause I don't have my glasses with me.

MR. BOTHMAN: Okay. I'm just telling you what I know, that's all.

MR. THEDE: That's what I'd like to know, which plan did they approve?

MR. BOTHMAN: I told you they did not approve any of the plans. These plans were not even in the making when that was withdrawn.

MR. THEDE: Then according to this we should have lost that money.

MR. BOTHMAN: I can't debate the law with you, the 103-4 law, I can tell you what happened.

MR. THEDE: Every time we ask one of these officials a reason for something we get an answer, and you look it up and they didn't comply with it, then they say well, that isn't the one, it's something else.

MR. BOTHMAN: Did Mr. Green list the projects there?

MR. THEDE: Yes, he did.

MR. BOTHMAN: Which ones did he say were --

MR. THEDE: Well, I can't read it, I can't see - 103-4, right there, if you read that, you'll find out that they had to make a breach --

MR. BOTHMAN: What I'd be very happy to do is, to give you the actual letters between the Department of Transportation, actually the Governor and the Secretary of Transportation, which provided for the transfer, the actual documented letters that stipulate that there are no projects. I'll get those and send them to you, I have your address here.

MR. THEDE: All right, I'd like to have that because I'd like to know if either Green lied to me or somebody didn't know what they were talking about.

MR. BOTHMAN: Could be. Thank you, sorry, I can't answer your question, really.

The next card is No. 70, Kenneth McFarling. Another card with a statement attached, which isn't with the card. The next card is No. 71, Dennis Gilman.

MR. DENNIS GILMAN: My name is Dennis Gilman and I live at 928 SE 18th. I would like to talk briefly on behalf of two groups, the first, the Oregon Coalition for Children and Youth and the second, the Buckman Neighborhood Association.

There aren't any children here today, but people who have children know that when you look at a child that is two or three years old that if you come back in twenty years the person's going to look very much different. I think the same thing can be said about transportation and our present transportation modality. I think it's possible to look at mass transit now and look at the kind of use and ridership that it has and I think it's important to know that when you come back in twenty years that growth and change is going to mean you're going to be looking at a much different and a much changed, not necessarily person, but system.

I think that in choosing whatever development plan we're going to choose at the end of this process, that we have to not think only of our own self-interest and our own awareness as citizens but also we need to think about the children who they're enfranchisement because they're not 18, we hold in trust and we are exercising not just our self-interest but also the self-interest of our children in making these decisions.

I feel a little big uncomfortable talking about the proposed Banfield Development because I think it's important when looking at a transportation system that you look at a whole system, and we're looking at one very small piece of a transportation system for the Portland Metropolitan area. And it's difficult in looking at just one piece to know how this whole system is going to fit together. I'm interested in speaking about this particular piece because it has a very high impact on the Buckman Neighborhood, which I am the chairperson of and we can't afford to not put in our two-cents worth.

There are three bridges that cross from downtown Portland into our neighborhood, the Burnside, the Morrison, and the Hawthorne Bridges. All three of those bridges presently carry a lot of bus and auto traffic into and through our neighborhood and we are in effect right now sort of no-man's-land between work downtown and suburban East County.

Whatever choice comes out of this I think it's important to not just our neighborhood, but neighboring neighborhoods to ours, that we become less a no-man's-land and more a place to live for people again.

In the proposals, I'm not sure exactly which proposal it goes to but I see on the map up there it's shown that the Morrison-Belmont Street is going to have some improved auto use, our neighborhood would be absolutely opposed to that right now those two streets which cut right through the heart of our neighborhood at rush hour carry more traffic than is possible for it to comfortably carry now. Above 12th Street all the way out to 60th over to Division on out, you're talking about what is primarily residential neighborhood. It's not a mass transit system. It's a place where people live.

We're in support of the 5-3 proposal. We think that it's important to expand the Banfield Freeway to the three full lanes both directions, all the way out, that such improvements can help relieve the auto traffic that presently is running on the surface streets, Burnside, Belmont, Morrison, Hawthorne, that is now going through our neighborhood.

I also think that it's pretty obvious that unless there's some kind of light rail option that goes with that, you'd need to have 30 lanes to hope to remove that surface traffic. There has to be something besides just autos and even buses moving people out to East County.

The transit mall now is pretty much maximal used for diesel buses. As the city grows and the metropolitan area grows, if our only choices are autos and buses, our neighborhood is in trouble and I think the city is in trouble. Already the city is in some trouble because of our air-shed problems. I'm sure people saw in the paper yesterday about the EPA's - right now I think they're just

threats to the City of Portland and the Portland metropolitan area about that we have to do something about our auto emissions and just general air-shed quality or else economic development in this area is going to be severely restricted. Light rail is the only one of the three options that are mentioned here - auto, bus and light rail that in any way seriously impacts air pollution and reduces it.

We have some concerns that in the development of this light rail corridor that in the construction, options are left open for future added light rail connections with that line in particular as it impacts our neighborhood a possible north-south corridor along the Union-McLoughlin Boulevard-Oregon City to Vancouver route. It's a very common complaint in our neighborhood and in neighborhoods around us that north-south transportation is just atrocious in the city and that some way or another in the future for mass transit to be viable in this community it's going to have to speak to that because of the advantages I mentioned earlier, I think that light rail is an option that needs to be left open for connection with that.

I would just like to close by, there's a lot of concern about subsidizing mass transit and the Willamette Week, I think it was this week's or last week's, it was last week's Willamette Week did an article on auto subsidizes and direct taxes on auto use, like gasoline taxes and that sort of thing, paid something like \$9 million of the auto-related public expenditures the City of Portland made in the last fiscal year provided there were \$9 million worth of auto-related services, traffic courts, traffic police, traffic engineering, etc., that are not paid by direct auto use, fees or taxes that in that sense there was \$9 million worth of automobile use that was subsidized by our property and State Income Tax in the past year. When we're talking about subsidized transit whether we're talking about automobiles or whether we're talking about light rail or whether we're talking about buses, it is all subsidized in some way or other by other forms of public taxation, it is not just mass transit. Thank you.

MR. BOTHMAN:
72, Chriss M. Hesse.

Thank you. Next I'd like to call card

MR. CHRISS M. HESSE: Chriss M. Hesse, 5746 NE 105th Avenue, Portland. First, I want to commend you gentlemen for your hard, long hours put in on this hearing and everything you've done. Millions for Tri-Met on the west side of the river in mall and has been much spent wrong, as God leads me to see it. There is not one large adequate eastside park and walk, ride a bike or form a car pool or ride a bus parking lot that will let riders cross the river. There is great need for several such parking lots on the eastside of the river that people can cross.

The past north-south Tri-Met, should I call them experiments, or to bring people to link with the other lines to go over town seemingly

all that I have heard have not been successful. Tri-Met's operating in the red; Amtrak's operating in the red; untried, unproven transitway as I hear it, the type you're proposing would no doubt operate in the red, I shouldn't say you're proposing or engineers are proposing for Portland area would no doubt operate in the red also. To date these experiments so as to say, add up to be tax burdens and tax inflation.

Banfield Freeway priority need is - "off ramps need widening". This has been the bugaboo on the Banfield since the day it was built. No Banfield Transitway - "God's will is not to build a transitway".

The I-205 Freeway and Columbia River Bridge should be completed as soon as possible.

God would put a "do not build" label over the proposed Banfield Transitway. The High Occupancy Vehicle (HOV) lanes should be eliminated from the Banfield.

A priority need is the widening of all Banfield off-ramps so vehicles can fan out and not back up. Retard and stop the traffic movement on the various lanes of the main thoroughfare.

There is no lack of oil for future energy needs. God has abundant untouched reserves. Read God's bible. Auto use will perhaps increase in the near future as it is man's God given right and privilege to own and use an automobile.

God will perhaps catch away, rapture, his people up into the air within the next 20 years or less. This will decrease the earth's population and leave plenty of room on the streets and freeways. Millions will be taken up out of the earth to heaven.

"For the Lord Himself shall descend from heaven with a shout, with the voice of the arch angel, and with the trump of God: and the dead in Christ shall rise first: then we which are alive and remain shall be caught up together with them in the clouds, to meet the Lord in the air: and so shall we ever be with the Lord". I Thessalonians 4:16,17 in the bible.

Are you ready?

MR. BOTHMAN:
No. 74, Irving E. Ott.

Thank you. The last card I have is

MR. IRVING E. OTT: My name is Irving Ott and I live at 5208 SE 111th. I am for 2b which is not, I understand, the most inexpensive method that could be added to the Banfield Freeway which I realize is very inadequate to carry the traffic that we're talking about, even today, not to mention a few years from today.

The high occupancy, what we do need, of course, is another corridor. We have seen for many years how I-5 with one bridge, this is terrific planning. We've been held to one corridor, one breakdown why it's a terrible jam-up. We need more than one corridor to carry the traffic out of this town in case of an emergency. I can't see them getting on your mass transportation to get out of a town in a mass emergency. It would be nice to think about it. First off, if you were to evacuate the town, this should be considered.

The light rail cost is prohibitive as a taxpayer, and I pay a small amount in this County - \$20,000 a year for taxes. I can't imagine if they can't give us transportation with what we have today, what it's going to be if we add this rail system on top of it. I've seen the government operate costs of the rail and how it's run as Tri-Met today is running in the red. If Tri-Met were interested in giving us transportation, it could be greatly improved, but I'm sure that's not what they're after. They're interested in taking people downtown, but I don't want to go downtown. I live here and I want to go to Gateway, how do I get there? I take a bus from here, I ride clear downtown, I transfer, I come clear back out here, I've spent a quarter of my day because I merely wanted to go from this district due north, or this district south, there's no way; I am forced to go over town. You can't handle the people that way. I understand to keep property values downtown secure this is what they want to do. The merchants downtown want everything to go into town, but that's too small a place, the cow lanes were laid out years ago, too small to handle everybody in this area that you can dream of to go downtown. Some day there may be a stadium elsewhere but we're going to need transportation to it.

A grid system, if it would be implemented by Tri-Met, would be a tremendous aid to transportation at a minimum of cost, but they're not interested in giving us what we need, all they want to do is get us downtown.

The years to come this downtown may not be the only district, so your heavy rail or your light rail or even I recall a few years ago, we had on Hawthorne Boulevard it was a light rail or trackless trolley because it was least expense to operate and it could move people and it was tremendous, we went for the cost, we paid for it, but that's in a few years these things are all forgotten about.

So if you're going to pour money into something that isn't feasible to payoff, to be economically feasible knowing that population shifts are going to exist, I would be very much opposed to it.

We do need the Banfield to carry more traffic on it, to move more traffic - for people movement, we need another corridor as I have mentioned. I understand the tremendous tax bill that we have been saddled with on Tri-Met is now only moving 5% of the population. I can't conceive how a rail system to Gresham is going to move maybe

1 or 2% more people, but the cost is not there, can't be justified economically. I hear it mentioned that it's practically tax free: it's from Santa Claus, somebody mentioned the Government: it doesn't cost us anything, but it seems to be my pocket book is hurting every time I pay the Government, it's just me, us that are paying this, so if it gives us what we need to move people fine, but if it's just something that we think in a dream might work, but it has been proven that it hasn't worked to date by the Government operations of transportation you could name.

I think that pretty much summarizes - I would be in favor of moving more traffic on the present Banfield but I know our future planning when you're talking about five, ten or twenty years from now is going to have to be another corridor, you can't get it all in one corridor. I hate to think of some fellow in a nuclear plant here awhile back that went in there with a candle and that thing burned, it was a complete burn out, just with a candle, on the primary safety device, it was destroyed. Knowing that there have been people taken hostage on aircrafts and everywhere else, if we want to get out of this town I don't want to wait for a Tri-Met bus or a transit bus. I think we need another corridor, you could call it Mt. Hood Freeway, fine we paid for it, but those elected officials decided that you didn't need it and so our vote was thrown down the tube. Thank you.

MR. BOTHMAN:
No. 83, Scott Parker.

Thank you. I do have one more card,

MR. SCOTT PARKER:
2641 NW Savier.

My name is Scott Parker, I live at

I believe the total impact of the Light Rail Option for the Banfield Corridor is being improperly considered. Because of the mathematical method used to measure the impacts of alternatives, the important contributions of light rail to air quality, noise reduction and fuel consumption are swamped by the effect of automobile use. Since we are considering a change in the Banfield Corridor, it is best to measure the change in effects such as noise and air quality. There is a 5.8% change in vehicle miles traveled on the eastside between the no-build and the best of the light rail alternatives. Since there will be at least five times more passenger miles in automobiles than in transit, this small change in the major transportation factor will cause all impact statistics to appear small. If we were to carry the current statistical method to extremes, we would measure the impact of transportation alternatives on the pollution levels for the entire Portland area. The effect of any alternative would be insignificant and therefore would not appear to be worth doing. The same logic leads one to conclude that voting in elections or testifying at public hearings is not worth doing.

The first note of the summary of Chapter Five of the Environmental Impact Statement, concerning air pollution claims that "the future levels of air pollution will be most notably a function of existing and proposed motor vehicle emission controls and not one of alternative selection." This conclusion does not remove the

inevitable domination of the automobile and therefore cannot compare the alternatives. If at least 900 million automobile miles will be driven per year no matter which alternative is chosen, shouldn't the effect of these miles be removed from consideration so that the detailed changes resulting from the various alternatives can be considered in better light?

In addition, history has shown that transportation decisions can have large effects. We did not get into this automobile pollution mess because of changes in emissions. We got into it because of the tremendous increase in the number of automobiles. This increase was in large part due to several seemingly insignificant decisions to build freeways. If the freeway planners of old had looked at the direction they were choosing rather than at the absolute magnitude of their actions, they would have seen the tremendous destructive significance of each urban freeway program. Obviously, with finite time and resources we cannot make a significant change in the magnitude of the environmental effects, but we can make an almost complete change in direction. Just as the urban freeway builders made changes in direction which are destroying our cities, we can make a change in direction which will begin to improve them. As we have seen, after the change in direction, the magnitude can change quite rapidly.

Expressed as they are, the magnitude of the impact of low cost improvements or HOV vs. the impact of light rail transit is not too significant, as most of the EIS conclusions point out. However, the Low Cost and HOV Alternatives provide almost no change in direction, whereas the LRT is a strong positive change. HOV lanes can be seen mostly as patches to a system which continues to be dominated by automobiles. It is saying that we accept the automobile and freeway system as the primary mode of transportation in the city for the foreseeable future and we will prop it up in the specific locations and during the specific times that its failures are most troublesome. Obviously these specific times and places are the tip of the iceberg, and no amount of patching and propping will help when we crash into the bulk. The environmental improvements associated with the Low Cost Improvements seem to be derived from the mistaken notion that improved traffic flow reduces pollution and energy use. In fact, as driving is made easier, people who might normally use transit will drive, bringing the congestion back to the point where people will use transit. The amount of traffic on a street or freeway will rise to the discomfort level of most people. Improvements are consistently offset by increased traffic.

Unlike these alternatives, Light Rail Transit offers a true change in direction. As pointed out in Chapter Two of the Introduction to the draft Environmental Impact Statement, changes in the direction of Portland transportation planning made since 1943 have subsequently had a tremendous effect on the city. Light Rail Transit is a true change in that it does not include automobiles. It is a change which shows that the City of Portland is committed to its people, not its cars. Light rail in Sullivan's Gulch will not make

the air crystal clear again, nor will it return quiet and safety to our neighborhoods, nor will it stop urban sprawl and bring back the corner drug store you used to walk to, but is the only one of the alternatives which demonstrates with hard cash that we are serious about improving the urban environment in Portland. Once we start providing truly superior alternatives to automobilism, the clean air and corner stores will return soon enough. Thank you.

MR. BOTHMAN: Thank you. Do you want to hand that in, we can be sure and get it right.

MR. PARKER: I'm sorry I have to read, but --

MR. BOTHMAN: That's the last card that I have this afternoon. Is there anyone else who would like to testify this afternoon? Yes, if you'd come forward and give us your name and address.

MR. KENNETH McFARLING: Good afternoon. I'm Ken McFarling, domiciled at 7417 SE 20th Avenue.

Three of OreDOT's proposals for increasing the traffic carrying capacity of Sullivan Gulch would increase pavement width for vehicles, with no provision for a railway. The only alternative contemplating a railway installation also provides additional pavement width for vehicles.

Representation that real property must be taken to permit light rail construction tends to create opposition. Thoughtful appraisal of the situation suggests that takings would in fact be for road purposes - not for the railway.

For several decades, the intent of certain commercial factions to intensify and perpetuate land transport monopolization by the road mode has been all too evident. One stratagem by which those factions undertake a scuttle light rail proposals is by alleging that to build passenger railways is prohibitively expensive.

People should ponder the fact that during the years when America depended upon voluntary investments of private funds to supply transport facilities, railways flourished throughout the nation. Only when lavish programs of public works committed the public treasury to fostering the off-track modes did roads, inland waterways, and aviation become significant contenders for traffic which had access to railways.

A bureaucracy came into existence to administer each of those programs. Commercial exploiters of the programs collaborated with the bureaucracy to obtain office holders, legislation, and appropriations devised to stifle the only privately-funded transport mode. For that reason railway passenger service which the Portland

area once enjoyed, at no cost to the taxpayers, disappeared. The portion of East Burnside Street which the current light rail proposal would utilize is built entirely upon the right of way of one of those railways.

The tax-paying public will benefit when officials recognize and implement the same intrinsic economic efficiency which attracted private investment to railways.

For the above reasons, for safeguarding the environment, for conserving finite resources, and for the sake of more pleasant travel, a network of well-designed electric passenger railways along all major corridors of travel should serve the environs of Oregon's principal city. Public officials should take a tangible step toward that goal; in collaboration with Tri-Met, OreDOT should promptly start construction of the electric railway for which studies are furthest advanced, and which the Citizen's Advisory Committee has recommended. Thank you.

MR. BOTHMAN: Thank you. Do you want to hand that - do you have that typed up?

MR. McFARLING: I believe my copy has been turned in.

MR. BOTHMAN: Are there any other people in the audience who would like to testify this afternoon? I would like to advise you that the meeting will be convened again; the hearing will be convened again at 7:30 this evening. If anyone wishes to testify, the address is on the board behind me. You can send a written statement in to us for another ten days until the 17th of April. If there are no others who wish to testify, I'll call this part of the hearing to an end. Thank you for coming. (Adjourned at 4:30 p.m.)

EVENING SESSION

MR. BOTHMAN: It is 7:30 p.m., the time to reconvene this formal hearing on the Banfield Transitway Project. (Same statement as in afternoon session. See pages 1-3.) (There were approximately 300 persons in attendance.)

MR. SANDMANN: (Similar statement as in afternoon session. See pages 3-8.)

MR. GROTHAUS: (Same statement as in afternoon session. See pages 8-10.)

MR. BOTHMAN: (Similar statement as in afternoon session. See pages 11-12.) I'd first like to call Representative Rod Moore. Or Monroe; I'm sorry.

REPRESENTATIVE ROD MONROE: Thank you. My name is Representative Rod Monroe. I represent District 12 in Southeast Portland and I'm speaking on behalf of the Richmond Neighborhood Association.

The Richmond Neighborhood Association at its regular meeting on March the 27th debated and discussed the various transit alternatives in the Banfield Transitway. We had an unusually large turnout at our March meeting, and after considerable discussion, the following decisions were made, and these decisions were made overwhelmingly:

First of all, we in the Neighborhood Association oppose Option 2 because it might very well lead to a busway down Division Street, which even though you said it would not replace any businesses would replace all of the parking along Division Street and this would destroy those many small prosperous businesses that are so important to our neighborhood.

If a transit corridor is considered through close-in Southeast Portland, we feel that you should consider moving it to the Powell, and perhaps Powell-Foster Route. As you know, Powell is already being massively improved and widened and it seems only reasonable that it should be used as the transit route, rather than the very narrow, two-lane Division Street.

The Neighborhood Association also took a stand in support of Option 5, the Light Rail Alternative, but only, and I repeat, only if you encompass a changeover from the present radial system to a grid system on the east side of the City. We feel very strongly that without the movement to a grid system and the improved north-south bus routes that feed into the transit corridor that the light rail transit corridor would be a billion dollar boondoggle.

Thank you very much for hearing my testimony, and I'd be happy to answer questions.

MR. BOTHMAN: Thank you. The next speaker I'd like to call is Mr. H.J. Sundt.

MR. H.J. SUNDT: Good evening. My name is H.J. Sundt; I'm an employee of the Lloyd Corporation, Ltd., and I'm the manager of the Lloyd Center. My address is 2201 Lloyd Center, Portland, Oregon, 97232.

We wish to go on record that the Lloyd Corporation, Ltd., as a major landowner and developer and employer in Portland, is vitally interested in the outcome of the Banfield Transitway Project.

Because we recognize the importance of the planning now underway, we have retained the services of Barton-Aschman Associates, a nationally recognized firm in the field of transportation and planning, and traffic engineering. Barton Associates has reviewed the draft Environmental Impact Statement.

At this time I would like to introduce Mr. Patrick Gibson, a Vice President of Barton-Aschman Associates, who will make some brief comments on the impact statement. Thank you.

MR. PATRICK GIBSON: Thank you, Mr. Sundt. My name is Pat Gibson. I'm with Barton-Aschman Associates. As Mr. Sundt said, we have reviewed the draft Environmental Impact Statement and the other documents that had been prepared. We have submitted a written statement and, therefore, I will just summarize that statement at this presentation. (See end of transcript for letter from Lloyd Corporation.)

We believe that it's pretty clear from the growth projections and the travel projections in the draft Environmental Impact Statement that a full widening of the Banfield Freeway is absolutely necessary to be able to accommodate future volumes and, in fact, the EIS shows pretty clearly that a major transit component of some kind also has to be included in order to carry the future person trips.

For that reason, we believe that Alternates 1 and Alternates 2 are definitely not going to do the job in the future; therefore, we would like to go on record supporting either Alternates 4 or 5. We believe that it's clear that Alternates 5, under their many sub-alternates have clear operational advantages over a busway and based on the testimony that you all heard this afternoon, I think the people now doing your light rail transit study or light rail detail study really have to come up with some good numbers for the people to see in terms of the operational costs and the implementation costs of the light rail facilities.

Now, the State of Oregon has done a number of analysis in the area called the Downtown Connection between the Holladay exit and the Steel Bridge. That is the area that we have been specifically concerned with and one of the subalternates that they looked at was an alternate that routed a busway along Multhomah Street. We feel that the drastic ramifications of that in terms of access and circulation around the Lloyd Center plus the circuitous routing of the transit vehicles themselves would indicate that the Multnomah alignment is probably one that should not receive further consideration.

We would like to be on record as supporting the Holladay Alignment and given the fact, if we do go with light rail in that corridor, we can get two westbound lanes of automobile traffic in the Holladay Corridor and that's what we feel ought to be looked at further.

We have just one other thing that we would like to have the subsequent work take a little more look at and that is a revised automobile exit from the Banfield Freeway at the Holladay Alignment. If, in fact, we end up putting either a busway or a transitway in the Holladay Street Corridor, one of the things we would like to do is be able to reduce the automobile traffic along Holladay so that we can reduce the conflicts.

We think that there may be an opportunity to do that if we build a new exit ramp onto 16th Avenue as opposed to onto Holladay - that would give the automobiles a chance to distribute to the Lloyd Center and to the other offices in the area without having to be dependent on Holladay. It would let traffic bound for the northern part of downtown Portland use Broadway and the Broadway Bridge; thereby reducing the automobile impact of the Steel Bridge and we think it has some very definite circulation advantages; so that we would like to work with you from this point on in looking at that Alternative and in looking at hopefully improved access to eastbound Banfield Freeway after the improvements are done.

That concludes my comments now, and again we'd like to thank you for your cooperation in reviewing the work thus far and we'd like to pledge our assistance to you in doing the detailed work that now has to be done to select an alternative. Thank you.

MR. BOTHMAN: Thank you. Next, I'd like to call Bob Wiggin.

MR. BOB WIGGIN: Gentlemen, my name is Bob Wiggin. I represent the Banfield Transitway Citizens Advisory Committee. I'm going to have to ask you to bear with me. Our Committee numbered about 100 people. They had numerous opinions. I assume a lot of the people here will reflect these opinions on what should be done. I have been directed so that there's no editorial comment from anyone that I must read the summary of the report to you.

Citizens Advisory Committee - Final Report. Better use my glasses so I can see what I'm doing too.

The Citizens Advisory Committee was formed in December 1975 by the Oregon Department of Transportation. Concerned citizens were invited to participate in many of the research and design aspects of the Banfield Transitway Project. Volunteers representing various neighborhoods and citizen organization throughout the Portland metropolitan area attended meetings held twice-monthly at the regional office of the Department of Transportation. A complete membership list can be found at the conclusion of our report.

The CAC was established to work with the Technical Advisory Committee and the public to study both positive and negative impacts on the Banfield Project. The Committee was also concerned with identifying special problems, defining public attitudes and concerns,

and advising the development of the various alternatives. In addition, members were encouraged to make suggestions for improving public information programs and to make proposals for involving the general public in the decision-making process. The open meetings presented a forum for public expression and were a source of information for interested persons.

Over a period of two and one-half years, the CAC studied such transit data as ridership, operating costs, reliability, convertibility, right-of-way impacts, traffic safety, accessibility, and environmental impacts. In addition, Committee members reviewed volumes of technical material including Tri-Met's Eastside Transit operations, Light Rail Transit Station Zones, the Special Task Force Report on Transit Financing, the Downtown Circulation Report; and the CRAG Interim Transportation Plan; and assorted charts and graphs on such topics as "Peak Hour Travel in the Banfield Corridor" and others too numerous to mention.

Many members were skeptical of figures and projections presented by the Department of Transportation, and especially wary of information supplied by Tri-Met, which will have such a major role in future transit operations.

The Committee felt somewhat restricted by its original ODOT guidelines. Therefore, in addition to reviewing the technical data, the CAC branched into other areas of concern, such as the current HOV lanes program. In fact, after reviewing the Tri-Met data on HOV lane operation, the CAC made a request of the Banfield HOV Lane Advisory Committee of the Oregon Department Transportation that a 30 to 90 day test be made of the six-lane Banfield without HOV. However, the CAC was refused this request because eliminating the HOV lanes for only a short period of time would:

- 1) Require an Environmental Impact Statement (which would probably take at least nine months to complete).
- 2) Be too costly.
- 3) Be nearly impossible to reinstate after 90 days.
- 4) Not result in sufficient data, in 90 days, to use as a basis for 1985 projects.

In December 1976 the Citizens Advisory Committee was divided into six subcommittees. Each was established to study in detail an area of special concern.

The Committees were made up of the Homeowner's Subcommittee with Chairman Garry H. Shields; the East County Subcommittee, headed by myself; Low Cost Improvement Subcommittee, headed by Terry Parker;

Holladay Street/Lloyd Center Subcommittee, headed by Sylvia Bouneff; General Interest Subcommittee, headed by Lynn Fish; Hollywood Subcommittee, headed by Carl Maier; the Downtown Subcommittee, headed by Richard Hartnack; the Public Interest Subcommittee, Terry Parker.

Members of the General Interest Subcommittee reviewed the activities and findings of the various other groups and assumed responsibility for the preparation of this report. The Downtown Subcommittee was formed in October 1977 to address issues in that area. The Public Interest Subcommittee was formed in January 1978 and is responsible for coordinating press releases and suggesting methods for creating interest in the final hearings activities. In addition, they assisted in staffing the Tri-Met (on the Mall) Information Bus and other public information booths throughout the Portland area. The Hollywood Subcommittee provided information and opinions during the development process, but was not able to submit an official report following the loss of the Chairman, who moved to another city. Complete subcommittee reports may be found at the conclusion of this report.

The Homeowner's Subcommittee studied each alternative in detail and recommended a loop-type eastbound off-ramp at 33rd with an extended deceleration lane. They also recommended a full six-lane freeway with shoulders to handle tomorrow's traffic. If a busy busway alternative were chosen, a northside busway alignment was favored as it would be more practical for conversion to LRT and would require less costly ramps for buses to leave and return to the transitway, particularly at the proposed Hollywood bus and transit station at 42nd Avenue. The 37th Avenue (westbound) on-ramp must be rebuilt, so the Subcommittee suggested that it be rebuilt in its present location, remaining at viaduct level until the freeway begins its southward curve, then descending to freeway grade in its present merging configuration. The busway or LRT could pass under the 37th on-ramp structure at railroad grade level, allowing the whole freeway structure to be built 22.5 feet north of its present design. This would shorten the Sandy and 39th Avenue viaducts and save all homes and businesses from 33rd to 45th Avenues. Subcommittee members voted nearly unanimously in favor of light rail transit.

A more detailed report from this subcommittee, including maps and recommendations, was submitted separately to the Oregon Department of Transportation project engineers, and is on file in their office.

The East County Subcommittee had personnel of 19 who represented a sizable segment from diverse areas of the affected territory. Its focus was essentially one of best meeting the transportation needs for the next 15 years with opportunities for expansion thereafter.

The main concerns included cost, the credibility of the projections, the impact of our energy resources, pollution in its various forms, the tenacity of an individual's transportation pattern, the degree of displacement and individual sacrifice, Tri-Met's capability of developing a system capable of attracting the ridership needed, predictions of miracle inventions to stave off austerity, a dubious conviction that our voices will be heard.

At no point did the dialogue point toward unanimity except in the rejection of Alternatives 1 and 2. However, when the final poll was taken, Alternative 3a, 3b, 5-2a, 5-2b, 5-3a, and 5-3b received no votes. The tally of record is:

Absent	3
Alternative 3c	5
Alternative 4a	1
Alternative 4b	1
Alternative 5-1a	1
Alternative 5-1b	8

(Eight has an asterisk. We hope that you see amendments on page five of the East County Sub report to clarify this.)

At one extreme a vote could attempt to be wholly objective, necessarily based to a degree on speculation, but deeply motivated by a concern for societal welfare, the sanctity of the environment and the imminence of a need for conservation of energy. At the other extreme a vote could be wholly subjective based on self-interest, the maintenance of the status quo and a generous supply of some fears. No doubt the tallied votes are varying combinations.

The justification for the vote for 5-1a which calls for narrow lanes and no shoulders was the cost and displacement caused by widening the lanes and providing shoulders, without improving the safety factor or capacity. This logic impinges on the other situations which call for full width lanes and shoulders.

The minority report is weighted in favor of 3c with a claim of increased capacity for cars, lower matching funds, a conviction that a conversion to light rail would be feasible at some future date if necessary, doubts about adverse effects on the environment and energy supply. There was general opposition to light rail based on its front cost, a doubt that Tri-Met could develop a system to attract riders to help produce operating solvency, an adverse impact on the population on or near its right-of-way and a doubt that the population location projections would guarantee a stable or increasing patronage.

The Low Cost Improvement Subcommittee generally felt that a reserved-lane treatment on city streets would work in terms of bus service, but would only be a temporary solution. The continuing impacts to inner-city residents and businesses would outweigh the benefits to East County.

Should the Low Cost Option be chosen, the Subcommittee suggested that its design provide free off-street parking and loading areas for businesses along streets where parking is removed. Pedestrian islands at transfer points should be designed and constructed to afford positive protection to pedestrians. Widening Halsey Street was definitely preferred to the use of Broadway as an arterial. Since the choice of the Low Cost Alternative would require further study, the Subcommittee suggested that arterials other than those already looked at be studied in depth.

It was strongly felt by the entire Subcommittee that one of the Banfield Corridor options would better serve the community on a long-term basis.

The Holladay Street/Lloyd Center Subcommittee felt that the use of a Holladay Street as the exclusive arterial for all buses or light rail would have a definite impact on the area. Altered traffic patterns would affect business on the north and south sides of Holladay Street.

Because of the impacts on adjacent properties, the consensus of the Subcommittee was that there should be no change in traffic patterns. The alternative that creates the least change in the pattern and has the least overall effect on the area is the one that should be chosen. We recommend that there be no cross street closures.

The Downtown Subcommittee of the Banfield Transitway Citizens Advisory Committee met weekly between November 8, 1977 and March 1978. Members represented downtown businesses, property owners, residents, and/or groups with a general civic interest in the downtown.

The central task of the Subcommittee was to assess the impact of each Banfield Transitway Alternative on downtown Portland, to identify problems and recommend solutions.

This summary is based on two reports, a majority and a minority report, finalized by members March 28, 1978, and presented to the full Citizens Advisory Committee, March 30, 1978. The writer cautions against use of the summary without a careful prior reading of both full reports.

I. Recommendations

A. Majority Report

Eight members signed the majority report which recommends the adoption of Alternative 5-1, or Light Rail Transit from downtown Gresham via Burnside Street to I-205. Two favored 5-1a and four preferred 5-1b and two abstained with regard to the design of the freeway lanes.

B. Minority Report

Seven members signed the minority report which favors a "wait and see" position, or, in essence, the No Build Alternative. The minority report states "that the best solutions are not economically feasible at this point in time."

II. Assumptions

All Subcommittee members agreed to the following assumptions:

A. Downtown Portland will experience substantial growth in office space, hotel and entertainment facilities, employment, and supportive retail trade.

B. Downtown parking limits adopted by the Portland City Council effectively place a greater demand on transit to carry people essentially to commuters to and from the downtown.

C. The present Banfield Corridor is inadequate to meet east-side transportation demands.

D. Public transit is gaining acceptability in the Portland area, shown by a steadily increasing ridership.

E. Mass transit is a legitimate and necessary public service.

F. The economic health of the downtown is tied to a balance among facilities for auto, pedestrian and transit traffic.

G. The transit alternative chosen in the Banfield Project must offer cost effectiveness, be within Tri-Met's financial and managerial capabilities, and offer a high probability of success in solving future transit needs.

III. Problems specific to the downtown

A. Alignment

Members voted nine for "off-mall" alignment, two for "on-mall" and one abstention. Several options were discussed for the "off-mall" alignment, including Union Station, First Avenue crossing the mall at Morrison and along I-405.

Members saw the following as impacting the alignment question:

1. Future development of public facilities such as a sports arena or convention center.

2. Future development of an intermodal transit station near Union Station.

3. Opportunities to develop a unique downtown character using old trolleys.

4. The impact of construction on businesses.

The Subcommittee recommends the following:

1. Regardless of the design on Banfield Alternatives, plan all downtown construction for the end of the project. This will give several uninterrupted years of normal business conditions.

2. Before making the alignment decision appoint another committee of citizens to consider the question again in light of then existing conditions.

Details of member's support for one or another alignment may be found in the full report.

B. Environmental Impact

The majority felt that an all bus alternative would cause an intolerable concentration of noise and air pollutants on the bus streets, particularly the mall. The minority report felt that current limitations on auto traffic downtown will curtail air pollution and that none of the transit alternatives would significantly affect air quality.

C. Social Impact

Ed Lyle, representing the Burnside Community Council, wrote a two-page addendum to Subcommittee findings. He discusses the impact of the project on low-income residents and housing downtown. He recommends that Tri-Met, Oregon Department of Transportation, Urban Mass Transit Administration, the City of Portland, Multnomah County, and other responsible agencies make a separate assessment of the social, cultural and economic impacts of the project and the development it may stimulate, on downtown residents.

The CAC conclusions include: it was noted by the CAC in January 1977 that traffic during the a.m. peak hour on the Banfield was split with 55% going into town and 45% going out. It was felt that this nearly even distribution of traffic in the corridor indicated that many people commuted across town to businesses in the East County or along the Banfield. For this reason, the CAC ruled out any discussion of a reversible lane alternative. Any redesign of the corridor must accommodate a greater flow of traffic in both directions during the peak hour. It was generally acknowledged that the facility must be prepared to handle the influx of commuters from East Clark County following the opening of the new I-205 Interstate Bridge.

In February 1977 when light rail transit was revived for review as an alternative, the CAC insisted that a full six-lane

proposal. This request was the direct result of nearly unanimous concern among the CAC members that public acceptance of any LRT Alternative would not be possible without substantial improvements to the present Banfield facility.

As a result of the above findings and keeping in mind the region's policy of moving from an auto-oriented to a transit-oriented system to alleviate the congested and pollution problems facing us, we, the members of the Citizens Advisory Committee have reached the following conclusions:

1) The CAC sees the Banfield Project as the first step in developing an improved regional multi-modal transportation system.

2) We are in near-unanimous agreement that the No Build Alternative is completely unacceptable.

3) We are in general agreement that the Low Cost Improvements Alternative is not an adequate solution for today's congestial problems, and it would definitely not be feasible in view of the impacts of the projected increased flow of traffic by 1990.

4) The CAC strongly recommends that the Banfield be upgraded to a full six-lane freeway with standard width lanes and shoulders from I-5 to I-205 in conjunction with any alternative selected. We feel this is necessary to ensure minimum traffic safety in the corridor.

5) The majority of CAC members are in favor of the LRT Alternative.

6) CAC membership favors a Burnside LRT Alignment, which also was recommended by the Majority Report of the East County Subcommittee of the CAC.

7) Light rail should go to the downtown core area on or across the transit mall, in the vicinity of Pioneer Square.

8) Should no LRT Alternative be chosen, a majority of the CAC membership favors a busway alternative as a second choice.

9) Should a separated busway alternative be chosen, the CAC is in general agreement that the decision between a median alignment and a northside busway alignment should be based upon the recommendations of technical staff.

10) Design effort should be made to take as few homes, businesses, and structures as possible on whichever design option is chosen. Thank you.

(Citizens Advisory Committee for the Banfield Transitway Project, Final Report dated March 30, 1978, on file in General Files, Salem, as a part of the hearing record.)

MR. BOTHMAN: Thank you, Bob. I think the only reason I thought that was appropriate is that's a representation of over 100 people who have worked two and a half years and I think it's worth the while to receive some benefit of the effort of a very large Committee.

The next person I'd like to call is Representative Drew Davis.

REPRESENTATIVE DREW DAVIS: Thank you very much. For the record, my name is Drew Davis. I'm a State Representative from House District 20. House District 20 encompasses a large area that the proposed proposal would fall into.

Specifically, I took a survey regarding the proposal that would run the light rail down Burnside toward Gresham. I received back 450 of those responses. To date, those responses show that 29% of the people were in favor of light rail going down Burnside; however, it should be noted that 63% were opposed to putting light rail down Burnside and for a number of reasons that people indicated on their returns. Some of those are that they don't feel it would be the cost benefit just because it's there doesn't mean people will ride it. It will block off intersecting traffic on streets such as 117th. There will only be certain streets where you'll be able to cross at. It'll be just another obstacle in the way of cutting the District that I represent kind of in half.

Basically, I want to not talk about statistics. I'm only going to take about three minutes and talk more of a philosophy of the District that I represent. We've had a number of proposals - the Mt. Hood Freeway is one, I-205, I-205 is now being built. Mt. Hood Freeway funds is basically what we're talking about here today when we're talking about building light rail transit for the reason that a lot of the funds will come from the transfer funds. Those funds have been studies. Some of the money has come out of there for studies on the southwest side of Portland.

Now we're talking about putting in a light rail transit which will not really benefit the road system, in our opinion, to the southeast side of Portland. What we would like to see is a plan such as 3c that would upgrade the freeway system to East Multnomah County, allow for the mass transit. I don't oppose mass transit. I don't think anybody here does. It's just we're opposing an elaborate system that we feel will not be cost beneficial.

A lot of the figures that were used in the proposals are questionable, whether or not you can set up any kind of a model and I have a lot of experience in computer technology and taking

surveys and statistics and depending on how you use your figures, you can make something come out any direction you want, make it look good, make it look bad, no implications of anybody trying to stack the deck.

Just that, at this point, I think these funds that we have should be used on road systems for East County. They were originally going to benefit East County by building the Mt. Hood Freeway. Okay, that's gone and I understand that is a dead issue but what I would like to say - I'd like to ask everybody to stay calm because I'm not trying to get any response but while the Highway Division is here, our side of town really is in need of a road system. People out here like cars. Now, let's be very frank about it.

I've talked with a number of you personally and people in East County like their cars, they're going to drive their cars. If there's a light rail transit system a few people will go ride it, but not a majority of them. They're still going to retain their car system. The light rail transit system we're looking at, basically, is going to go downtown. These people here, they - you know, some of them work downtown but not the majority of them. They work out further East County; they work in Oregon City, all over the place; so I really don't see how the light rail system will be effective to our side of town. Not only that, it's an elaborate program I feel. It does use electricity to run a light rail transit system and in this day and age, of, you know, talking about energy, electricity is, you know, short if not shorter than our petroleum supplies.

I would like to see this hearing come out in favor of the proposal for the 3c so that the people of East County can continue to drive their vehicles and stop the jam-up on the Banfield Freeway.

I strongly oppose, and I want to emphasize, strongly oppose any building of the light rail system going down Burnside by way of the Banfield Freeway.

And if so, if the proposal is adopted, I will do everything that I can and use the power of my office to ensure that it is not built and that will include if I have to file a law suit and tie it up that there's delaying tactics that other people have used in the past for stopping the Mt. Hood Freeway. Those delaying tactics used there were successful and I might as well use the same tactics to stop the light rail transit and that's just a waste of money for everybody, but if you want to know how the people of East County feel, I have a survey; I've taken only of House District 20 which goes from 82nd to 122nd. I'd be glad to conduct a survey where all parties have a way to shape their own questions the way they want, to see how people really feel. Because that's what it is. The money belongs to the people and they should have a right in determining how they want that money spent and that's all I'm asking for the Commission to consider. Thank you very much for your time.

MR. BOTHMAN:
Terry Parker.

Thank you. Next, I'd like to call

MR. TERRY PARKER: My name's Terry Parker. I reside at 1527 NE 65th, which is about two and a half blocks off the freeway in between Halsey and Broadway, and I'm representing myself tonight.

Over the past two and a half years I've been serving as a member of the Citizens Advisory Committee for this project. During that time, I've been able to take an in depth look at all the alternatives. For the next couple of minutes I would like to express my own views and not necessarily those of the Committee.

First, mass transit must take people where they want to go. It must be seen as a service to all areas of the community. When in the downtown area, mass transit must be responsive to the whole area; the plan transportation center, the Stadium and the urban renewal area, not just the area between West Burnside and City Hall.

I see the Banfield Project as the first step in a planned regional transportation system. It's my feeling that Option 5-lb, the Light Rail Burnside Alignment with a full six-lane freeway, provides the best balanced transportation option for the east side.

The six-lane freeway addresses the foreseen influx of traffic from East Clark County via the new I-205 bridge. Upgrading the Banfield offers corridor residents design technology to help alleviate some of the noise problems associated with the freeway. It corrects the present bottleneck at 39th Avenue eastbound. I feel common sense safety dictates the full six lanes with shoulders.

Taking a brief look at the alternatives, other than light rail, do nothing offers us no solution. Congestion, pollution and unsafe overcrowding of city streets will continue to be a growing problem. The Low Cost Option offers the same detrimental effects to intercity neighborhoods while only providing better travel times for express bus passengers. An all bus option on the freeway, either HOV or separated busway, would have a bus running down the right of way approximately every 33 seconds during a peak hour by the year 1990. Six to 900 buses would be entering the downtown area in that hour, more than the present malls can handle. To me, this is counter-productive to alleviate congestion downtown. An all bus system would also be a continued reliance on petroleum products for our transportation needs.

On the other hand, electrical energy for an LRT System can be supplied by many sources. LRT offers the least detrimental effects to air quality in the Portland air shed. It offers a travel time of 34 minutes from downtown Gresham to downtown Portland. To support an LRT facility that goes all the way to Gresham, a grid system would be established providing north-south cross town bus

service. If a trunk line facility, such as a Burnside alignment is built, other legs could be added later, such as to Lents on to the airport. Can you imagine 15 or 20 minutes from downtown Portland to the airport for a nominal fee and no parking problems?

History shows us an electric rail system works. After World War II, when mass transit ridership was declining, ridership on the Portland Traction interurbans actually rose 25% until the early 50's when the company initiated self-destructive cutbacks in service, aimed at getting out of the rail passenger business. An LRT system provides the best cost-effective service. Maintenance and operating costs are substantially lower than an all bus system.

I strongly feel that the large capital costs are more than outweighed by the lower operating costs, especially when you consider that approximately 80% of the capital costs are Federal funds and all of the operating costs must come from Tri-Met's revenue sources. Adopting the idea of building an expanded HOV or separated busway now, with conversion to light rail later on, will mean more construction costs to the taxpayers in the future.

Finally, one source of revenue Tri-Met should strongly consider is selling advertising on buses. Based on the present number of vehicles, the revenue is estimated at \$150,000 a year, maybe only a drop in the bucket, but it's a visible means of showing patrons and taxpayers Tri-Met is doing more to raise funds than through fare box revenues and taxation.

In closing, I hope that the decision makers in making their choice seek that to make strong records to all testimony given at this hearing and not make their choice for political reasons alone. Thank you.

MR. BOTHMAN: Thank you. Next, I'd like to call E.R. Poff.

MR. E.R. POFF: My name is E.R. Poff. I live at 16106 NE Rose Parkway, just a stone's throw off the Banfield. I'm here representing myself, but I would like to mention that I do work for a large utility in the Northwest. My job involves economic selection studies and long-range planning studies. I am used to looking at the alternatives and the objectives, often time in conflict, and I think that's one of the most obvious things we've heard here tonight. People say I'm in favor of light rail but build it in his back yard, don't build it in mine.

I'm not prepared to make a long statement, but I have here in my hand a textbook that my daughter brought home from Portland State University that was used in the course called Urban Economics and there's a chapter in it on mass transportation and I'd like to read a few paragraphs having to do with mass rail transit systems and I think they're very appropriate and meaningful in this session tonight.

For some reason, fixed rail mass transit systems hold considerable fascination for political officials in large cities not already possessing mass transportation. The advantage of fixed rail systems is that they carry a large number of passengers from one specific location to another in a relatively short period of time. The problem with fixed rail systems are fairly simple.

First, capacity is meaningless unless a lot of people want to go from one particular place to another at the same time, a happening that is of decreasing likelihood as suburbanization of residences and employment continues.

Second, rail systems are extremely expensive. Rail systems continue to possess an advantage for the line haul portion of a commuter trip. That is the portion, you know, in the middle. In my own words, this light rail system would require most of its riders, if there were any, to find their own way to a station along the route and after they got off of it at downtown Portland at the Union Station where it would probably be the only place it would be reasonable to build the tracks necessary for it, to get on another bus to get to their destination, a three ride trip. Granted, they made it fast from one station to the other, but from their house to their office, let's think again.

Going on with the book - commuters choice is not based on the convenience of the line haul segment alone, but rather for the combined convenience of the entire trip. Okay. In addition, rail systems are only cheaper per ride if ridership can be maintained above 10,000 people per hour - I'm reading from a textbook here that's used in colleges all over the United States in urban planning - if ridership can be maintained over 10,000 persons per hour. Only about ten cities in the United States meet this criteria. And I dare say that if we wanted to maintain a ridership of over 10,000 persons per hour it would require the entire population of the City of Gresham to spend the entire day riding back and forth between Gresham and downtown Portland. Enough about mass transit - mass - excuse me, about rail systems.

A more recent development in mass transit is the freeway flyer. Freeway flyers are buses that travel on separate or reserved lanes of freeways and have priority for entering and leaving the freeways. I think we've all learned what freeway flyers are. I ride one almost every day of the week. It's great, believe me. I have to drive my car to a place where I park it and get on the freeway flyer. It lets me off on the mall right next door to my office. Very convenient, very quick.

There are a lot of other people that drive their cars to park and rides and to other places along the route where the flyer will stop before it gets on the freeway, a very practical system. There's a section in here about the economics of freeway flyers that has been experienced in Seattle that - where they use a very similar thing, utilizing the reversible lanes on the freeway north of Seattle, very successful. People like it.

The freeway flyer has several advantages over fixed rail systems. They may actually be faster in total travel time. Riders are not required to change modes during their commute. The buses can serve relatively small areas because 30 to 45 passengers make a full load. Finally, routes can be adjusted to meet changes in business and residential locations. And it's easy to visualize the use of freeway flyers when the I-205 Freeway is completed, we can have freeway flyers coming from Hazel Dell and Gresham and Camas and all funneling in together and using a transitway, either an HOV lane or a busway and I personally think the HOV lane is a much more desirable alternative when they get to the Banfield section of the run. Since we want to think of it a slightly different way, Option 3-c is not a six-lane freeway with HOV lanes, it's an eight-lane freeway with restricted use during certain hours of some of the lanes.

And I think for all of the people that love their cars, they'd much rather have an eight-lane freeway than a six-lane freeway with two empty concrete lanes on the other side of the fence, which you'd have with a busway whether you put it on the north side of the freeway or in the middle.

I think it's fairly clear that I would like to register my vote and my comments tonight in strong support of Option 3-c.

One other comment about something that I hadn't thought about very much until tonight when I heard some of the other people talking about the Holladay problem and the traffic routing and that problem in that area, the present flyers use the Steel Bridge ramps and unless someone wants to get on and off at the Lloyd Center, I think the transitway - either the HOV or the busway option ought to consider at least some of the buses continuing to use those freeway ramps right on to the Steel Bridge that they currently use. Thank you and, again, let's all pull for 3-c.

MR. BOTHMAN:

Thank you. Next, I'd like to call

Doug Allen.

MR. DOUGLAS R. ALLEN:

My name is Douglas Allen. I live at 3434 S.E. Brooklyn Street, and I am representing myself. I've had the privilege of being a member of the Citizen Advisory Committee for the Banfield Transitway for about 2½ years, and I've really seen the project go through a process of evolution during that period. Back at the beginning of the project a lot of the people, who were initially planning it, had many of the notions that the previous speaker had, and I've been glad to see that a lot of that mythology has been dispelled.

Since we obviously cannot design six or five alternatives with all their various combinations in full detail, there may be a few details that will be worked out in the final engineering, but a picture became pretty clear to the members of the Citizen Advisory

Committee, and that was expressed in our preference - our choice of 5, the Light Rail Transit Option, to Gresham with a full six-lane, high standard Banfield Freeway in Sullivan's Gulch along next to the light rail line.

I think the reason the Committee came to that decision was based on the preponderance of evidence available to us, and it was based on long familiarity with the project objectives of moving people through that corridor, and if you drive through there now there's certainly a problem in people moving through that corridor, and it was with the best interest of the region in mind.

I think it should go without saying - I'll say it anyway - that the Committee wasn't infatuated with light rail as some new technology to be adopted on whim, but as the best way - I think perhaps the best way to describe our choice of light rail is by stating perhaps a new definition of light rail in the Banfield Project. And I think the definition we should accept for light rail is cost-effective rapid transit that means designing the maximum possible transit service for the dollars available and spending the least amount of money to achieve the desired transit services.

There have been mass transit projects built in other cities that have been criticized; take for example BART. If BART came to a street, it had to go over that street or under the street; it couldn't go across the street. And what light rail means is when we have a decision to make about the project, we choose that alternative which provides the most service for the amount of money that we're willing to spend.

And I also think that the Banfield Project itself, including the widening of the freeway to full six standard lanes, should also be defined as the choice which provides the most cost-effective combination of freeway service and transit service; and perhaps I should mention rail freight service, since the Union Pacific Railroad also goes through Sullivan's Gulch.

I feel that these are some of the considerations that the majority members of the CAC had - that the Citizen's Advisory Committee had - when we chose the combination of light rail with an upgraded freeway. And I think the technical documentation for that choice is available in the draft EIS.

Now regarding the environmental impacts of this project, I'm well aware of what a transportation project can do to a neighborhood because I live in the former Mt. Hood Freeway Corridor and that was a project that wasn't even built, and, therefore, I wish to emphasize that when I was on the Citizen Advisory Committee, I looked for the project which would have the least adverse impact on neighborhoods, and my suggesting the light rail line to Gresham down Burnside I feel that is the best way to avoid imposing on anyone the same type of neighborhood deterioration which occurred in my neighborhood because of the Mt. Hood Freeway Corridor.

I can also speak positively about light rail achieving this, because I have seen modern light rail installations which are nothing but an asset to the region through which they traverse. In 1972 I lived in Cologne, West Germany, which has perhaps the best example of light rail and all its possible combinations. There were lines on city streets with other traffic, lines on street medians, some suburban lines through newly-developed areas - they were on their own right of way separate from streets - and some lines that entered subways in the city core. Two blocks from the apartment where I lived, there was an interurban line to Bonn, which is the capital of West Germany, and this would be like a light rail line from Portland to Salem. It ran along the edge of a riverfront park, and while it carried a lot of people during the rush hour, it was quiet; it was narrow; it blended with surroundings; it was much safer than the nearby street; and it presented no barrier to anyone wanting to cross it. Certainly it was nothing compared with the trouble I had this afternoon trying to cross Powell Boulevard to get home from the store. People that are concerned about light rail disrupting their neighborhood should realize that it's much less than a busy street.

My final point has to do with economic benefits. Anyone who has visited Toronto, Canada, in recent years knows that a light rail line can be a tremendous economic asset to a community. By providing efficient transportation the community in general benefits, and, of course, new development and rising property values will yield greater tax revenues to Portland, Multnomah County, Gresham, and the various school districts. I suggest that when the various local governments approve one of the Banfield Alternatives that they seriously consider pitching in a portion of the project cost, perhaps in rough proportion to the expected benefits to them. Thank you very much.

MR. BOTHMAN: Thank you. Next, I'd like to call S.M. Ragan. R-A-G-A-N, I believe that's right.

MR. S.M. RAGAN: That was correct. R-A-G-A-N. I live at 103rd and SE Division, and I've noticed the traffic out there. The Banfield Freeway is serving a lot of people in the northwest - northeast, but it has very little to do with the people in the southeast. To demonstrate that, get on Division, up there at 112th or 103rd or 122nd and see the traffic lined up for four and five blocks long between traffic signals. Now they need help. They need it more than the Banfield Freeway needs it. I've talked with you last year or the year before about starting that Mt. Hood Freeway. You said if enough people would demand it, they could still have it. Well I'd like to see them get forward and have it.

There's one thing I think you were overlooking. A lot of the trains are having wrecks and breaking cars that have gases in them. They've had to evacuate towns. You've got two trains - railroads - one going north to Seattle, one coming over the hill,

a UP into Portland. Who knows when they'll break loose. But, on top of that - you see, I, years ago said we'll put a signal up if we get an atomic bomb started toward Portland, everybody beats it out east as fast as they can. What kind of a bottleneck would you have on the Banfield.

We need a south freeway, and we need it more than anything else; and I think that the State engineers realize it, but I believe their hands are tied. Thank you very much.

MR. BOTHMAN: Thank you. Next, I'd like to call Dan Smith.

MR. DAN SMITH: My name is Dan Smith. I live at 17840 SE Yamhill. I'm Assistant Chief of Fire District No. 10. We serve the area between the city limits of Portland and the Sandy River, that portion that lies in Multnomah County, exclusive of Gresham. We're serving about 160,000 people with fire and paramedic level rescue service.

Now we're well aware of the tax crunch and we recognize how thin the taxpayer's dollar has to be stretched in order to offer effective protection. We must object to anything that might lower the quality of that protection.

And I'd like to read into the record this memorandum which addresses that concern. It's not too long, folks. This is to the Department of Transportation, from myself; the subject: Light Rail Transit Effect on Emergency Response.

Dividing Fire District 10 by the construction of a light rail transit as proposed in Alternatives 5-1 and 5-2 of the impact statement presents serious obstacles to the efficient delivery of fire protection and emergency medical services in either of those areas. We have identified the problems in previous discussions only in relation to Alternative 5-1, light rail transit on Burnside Street. The adverse effect on fire protection created by Alternative 5-2, light rail transit on Division Street, would be even greater.

Some of the problems are:

Fire equipment can only approach fire scenes from one direction, which limits the choice of fire-fighting strategies.

Fire and rescue vehicles cannot cross from one side of the street to another.

A long, one-way street, with limited access increases the distance that equipment must travel to reach emergency scenes. This, of course, adds to the response time. Apparatus will have to make more

use of residential streets, which not only lengthens response time, but creates the additional hazard of driving emergency equipment through residential neighborhoods.

Hydrant access is hindered and the laying of fire hose across the tracks presents an obstacle to light rail. And this is an obstacle which isn't present with rubber-tired vehicles using streets which can be detoured around emergency scenes.

These problems were brought to the attention of Tri-Met and Multnomah County as early as April 1977 and have been discussed with representatives of those two agencies in two or three subsequent meetings. Except for the suggestion that hydrants could be installed on both sides of the right of way, none of these problems have been solved.

The impact statement reports that the "quality of fire protection to the corridor would not change enough to influence its fire rating". It would be more accurate to say that "because the rating agency which establishes insurance rates bases its grading on the entire fire district, light rail along Burnside probably would not change the overall quality of fire protection in all of Fire District #10 enough to influence the rating". The fact remains, however, that light rail transit creates a definite adverse effect on the quality of emergency response to that area.

The only solution to these problems that are presented in the impact statement may be found on pages 319 and 320 of Volume I, and I'd like you to follow this, "This project may not be compatible with some Fire Districts, other Service Districts, and Community Institutions. The incompatibility can be resolved through planning assistance which would involve the analysis and adjustment of existing public service boundaries to reflect changes in levels of accessibility created by the improvement". Now what that means, I don't think anyone knows, but from a fire protection standpoint, we must object to light rail transit on either Burnside or Division Street. Thank you.

MR. BOTHMAN: Thank you. I'd like to next call Elaine Bassett.

MS. ELAINE BASSETT: To the Formal Public Hearing Officer, Mr. Robert Bothman: My name is Elaine Bassett. I live at 98 NE 113th. I am representing the East County Concerned Citizens Group. I am a member of the Citizen Advisory Committee for the Banfield Transitway and the East County Concerned Citizen Group.

I oppose light rail transit because of the following: The Downtown Subcommittee of the Citizens Advisory Committee could not come to an agreement on the route for the light rail in

the downtown core area. On March 30, 1978, the Downtown Subcommittee made their final report to the Citizen Subcommittee, but it didn't say anything; therefore, the Citizens Advisory Committee report read tonight, April 6, 1978, was based on minimal input from the City. They apparently were afraid the mall would have to be disrupted in order to install the light rail, if the trolley cars are to be the one selected.

The Citizens Advisory Committee, in order to pull the report together for tonight's hearing, had to make the last-minute decision before the media press conference April 3, 1978.

We of the East County Concerned Citizens Group favor Alternative 3, which is six full-width automobile lanes and two high-occupancy vehicle lanes with addition of shoulders to I-205.

May I say in conclusion, and this is reprinted from the U.S. Chamber of Commerce's Washington Report: "The average American will work until May 11th this year, 131 days just to pay the Federal, the State and the local taxes." Do we want to pay for the trolley cars in the Tri-Area County when they keep tearing up the mall downtown? Absolutely No. Thank you.

MR. BOTHMAN: Thank you. Next, I'd like to call Mary McLain. Or is it Mary M. L-A-I-N? I can't quite read it.

UNIDENTIFIED WOMAN: She left.

MR. BOTHMAN: Did she leave?

UNIDENTIFIED MAN: Bored.

MR. BOTHMAN: Next, I'd like to call Walter Meyer.

MR. WALTER H. MEYER: My name is Walter H. Meyer. I reside at 4205 SE Harrison Street in Portland.

My choice is Option 5-1b, with a provision for future rail lines to the Lents District. Also the cross-mall pattern downtown so the mall streets will not have to be torn up again. I feel that terminating the rail lines at the depot with a transfer to buses would defeat the effort, causing confusion and losing much of the time saving.

Due to the loss of the Mt. Hood Freeway, people in Gresham and other parts of the East County need a method of fast, efficient transportation as soon as possible, and light rail can do much toward fulfilling that need. Light rail has a lot going for it. First is the fuel factor. Buses are dependent on a fast-diminishing source of fossil fuel while light rail is dependent on a renewable source of energy, electricity, which can also be produced by our nation's coal supply, which is estimated to last at least another 100 years.

There is also no air pollution with light rail, and minimal noise pollution. Operation is far more economical, as is maintenance. Bus systems have about 1/3 the capacity of light rail and take about 3 times as much manpower since light rail cars can be connected together to carry up to 400 passengers while a Tri-Met bus can carry only 75. These trains can operate safely and efficiently over city streets as well as their own right of way.

While a light rail system's initial output is over that of buses, it is less expensive to maintain. Light rail's permanency is an advantage in that it stimulates growth and encourages investment by establishing long-term private land utilization. Comparing to other cities that have a light rail system, downtown activity in these cities has been stimulated, development has been grouped, and neighborhood character has been preserved by the encouragement of businesses and high-density living units to locate in the immediate vicinity of a light rail station.

The speed and frequency factor weighs heavily. Due to the ability to accelerate (and decelerate) very quickly and smoothly, the ride to Gresham is estimated to take only about 33 minutes. During peak hours trains will run every ten minutes between Gresham and Gateway, and every five minutes between Gateway and downtown. At needed points, park and ride lots will accompany the stations, which will also be transfer points for feeder bus lines. With this system, there will be fewer buses downtown on the transit mall, which, if allowed to increase in number as transportation needs increased would, in a very short time, exceed a capacity to operate efficiently on the mall. This system will also eliminate the need for express buses on city streets.

While cars will have to detour a few blocks on the Burnside part of the route in order to cross Burnside, pedestrians will be able to cross anywhere, thus not creating a neighborhood barrier. The Burnside Corridor will take less private property, as much of the right of way is already public property. This route is also shorter, would cause far less inconvenience and be a substantial saving over the Division Street Route, and serve more residential areas. It would also utilize part of the Portland Traction Company's right of way at 199th Avenue and follow it into Gresham.

Of course there will be many who cannot practically use public transportation, so there is a need for an efficient Banfield Freeway as well as a rail system. To handle the traffic volumes anywhere near efficiently, it will need to be at least six full private vehicle lanes with full shoulders for safety and efficiency. It gives me an uneasy feeling to be cramped into one of the existing small lanes in my car, let alone a truck I drive on occasions in relation to my work. There will be naturally more traffic on the Banfield when I-205 is built, so we need to have as free a flowing traffic pattern as possible without the hazardous

bottleneck - creating reduction to four lanes east of 39th Avenue exits in the evening peak time, or the bumper-to-bumper congestion with traffic confined to two narrow lanes westbound during the morning peak hours. The air quality and excessive fuel consumption from this situation certainly is not the greatest.

We've got to face it. Portland is growing by leaps and bounds, and we have to do something now so as not to stifle it, and the sooner the better. Light rail has proven itself elsewhere, so there is every reason it can figure well in Portland's transportation needs for the future. I hope you will give it the chance.

MR. BOTHMAN: Thank you. Would you like to hand in your presentation? You might give it - we'll make sure we get it right then.

The hour getting what it is, I'd sure encourage anyone who'd like to testify to take advantage of the tape recording room back there, because you can get your comments recorded at that spot.

Next, I'd like to call Richard A. Carlson.

MR. RICHARD A. CARLSON: My name is Richard Carlson. I live at 10590 SW Barnes Road, Portland, speaking on behalf of the Portland Chapter of the Oregon Association of Railway Passengers, also known as OreARP.

OreARP supports the establishment of light rail, because of its compatibility with and minor disruption of the environment, for its obvious efficiencies in terms of energy conservation, for its inherent superior safety and rider comfort, for its ability to attract new ridership to public transit, and for its possible long-term cost effectiveness.

OreARP would, of course, expect the light rail system would be designed to meet the following criteria:

- 1) That it serve a sufficiently large total population to create adequate ridership both immediately and in the future;
- 2) That the trains of the system be operated at speeds that compare favorably with alternative modes of transport;
- 3) That the equipment be modern, technologically advanced, comfortable and esthetically pleasing;
- 4) That potential ridership be sufficient to ensure highest cost effectiveness. Some of the ways in which maximum ridership can be obtained are:
 - A) Adequate feeder bus service;

- B) Automobile park and ride facilities at outlying stops;
- C) Close proximity to populated residential areas;
- D) Transit stops located near centers of retail and service activities; and
- E) Transit stops near institutions with large numbers of employees or having large numbers of visitors;

Number 5 in the overall criteria: That the passenger stops (boarding areas) be highly accessible, safe and attractive; and

- 6) That where the light rail line is located adjacent to freeways or in areas of high noise and other forms of pollution, special efforts be made to provide adequate safety, comfort and protection to riders.

We believe a light rail system can offer two to three times the carrying capacity without a corresponding increase in cost. We feel a properly designed system could serve the concept of grid pattern distribution while at the same time providing superior corridor service between major distribution points.

We support using the Banfield Corridor, I-205 and East Burnside routing to a convenient terminus in the Gresham area. If it is feasible, we also favor an additional stub line route to Lents along I-205, for we believe it would provide fast and efficient north-south service to residents of the Southeast County and Southeast Portland.

Finally, at the time when details of the light rail system are being decided, we support having fullest informational meetings to ensure that community support and concurrence is obtained. Thank you.

MR. BOTHMAN:
Barbara Dickson.

Thank you. Next, I'd like to call

MS. BARBARA DICKSON: My name is Barbara Dickson. I live at 13641 E. Burnside. I'm here representing myself. I just have a few statements to make.

I am definitely against the light rail. I think that a project of this magnitude that involves one's property taxes and life style should be considered very carefully. This is the United States, not Europe. People should have more of a voice in making their own decisions. Light rail should not be left to the whims of only a few officials who seem to be trolley crazed. If

built, light rail may very well turn out to be the biggest and most costly white elephant this State has ever seen. Thank you. (See end of transcript for written statement.)

MR. BOTHMAN: Thank you. Next, I'd like to call Cecil S. Smith.

UNIDENTIFIED WOMAN: I think he went in to the tape recorder.

MR. BOTHMAN: Did he tape? The next card is Bonnie Luce. L-U-C-E.

MRS. BONNIE J. LUCE: I am Bonnie Luce and I live at 3441 SE 174th. I am a member of the East County Concerned Citizens, Citizen Active Committee and the Centennial Planning Group. I oppose all light rail for the Banfield Transit Project and favor Alternative 3c, six full-width lanes with 2 HOV lanes from Lloyd Center to Gateway for the following reasons:

There is a need for handling increased traffic.

Light rail impedes emergency access to structures and residents near Burnside or Division Streets, serving, excuse me, it's hampering the access to any except those near the crossing streets.

The cost of light rail alternate is excessive and justified on predicted increased population in East County. I oppose this concept. I refuse to participate in any increase. My budget is not flexible like Tri-Met and I am unable to get handouts from the Government, Uncle Sam.

Thank you.

MR. BOTHMAN: Thank you. The next card is Robert Luce.

MR. ROBERT LUCE: My name is Robert Luce. That was my wife that just spoke. We live at the same residence. I'm also a member of the East County Concerned Citizens, a minority member of the Citizens Action Committee, and Chairman of the Centennial Planning Group. I have a letter from the Centennial Planning Group with the express purpose of reading it here.

Oregon Dept. of Transportation
Banfield Transitway Authorities

Attention:

The Centennial Land Use Planning Group by majority vote, wishes to go on record in opposition to light rail.

MR. GARRY SHIELDS: Mr. Chairman and members of this Committee: My name is Garry Shields. My address is 3811 NE Senate St. My home is one of the endangered species on the Banfield. I am a member of the CAC and Chairman of the Home Owners Subcommittee. We were charged with the study of the impacts on the alternatives on all the homes and businesses on the Banfield from below 33rd Avenue to I-205.

I also served on the CAC Informational Subcommittee and the Hollywood City Project Committee. When our CAC Subcommittee report was completed we were asked for a brief condensation. Someone laughingly suggested that it be put on a 13¢ stamp. I am happy to oblige that I was able to comply with that request.

Briefly it said, "Put the 37th Street on-ramp above the transitway right of way." I would like to expand on this briefly. As you move the 42nd off-ramp to 45th, we suggest the north side 4a busway or the 5b LRT raise at about 4 degrees grade as it approaches the 42nd Avenue transit station to a level approximately 11 feet above the grade where an off-ramp or overpass would cross over the UP tracks permitting buses to leave the transitway and move into the Hollywood Station to discharge and take on passengers, moving out to city streets and returning to the transitway.

The express buses would pass through uninterrupted. A bus actuated signal system would make this a safe operation for the transitway and save the space required for 2 bypasses and 2 stations. Should the separate station be located on the right of way, this would remove homes and a church. In the case of the LRT using the same right of way, the 42nd pedestrian overpass would let passengers descend at about a 4 degree grade to the Hollywood transit station to board buses. No stairs or elevator would be needed. (See our drawings for the full report.)

The 28-foot right of way would continue westward descending to the railroad grade as it approaches 37th Avenue, staying depressed until it passes 33rd Avenue. As the 37th Avenue on-ramp has to be rebuilt, we suggest rebuilding it at viaduct level in its present location directly above the busway or light rail until it turns south leaving the descending and merging with the freeway traffic in its present configuration near 33rd Avenue. This plan will move the full freeway north some 22-1/2 feet, saving the space the on-ramp would require in ODOT's present drawings. This would then shorten the Sandy and 39th Avenue viaducts by some 22-1/2 feet. This saving you more than the extra cost of the ramp.

This alignment should save all homes and business from 33rd to 44th Avenues by using retaining walls and reducing the radius of the 39th south off-ramp to about 160 feet and this will miss Mr. McEwan's home on 39th Street and Senate. This will also slow down the traffic as it comes off the freeway at 55 MPH and crest the hill on 39th Avenue at Wasco. This is a very hazardous blind intersection at the present time.

Some of the grass area of the church and its parking strip would be removed, but the church could be saved.

We feel this would be a total saving of 2-1/2 to 3 million dollars, keeping this property on the tax rolls and saving the trauma and expense of moving families from their homes. For instance, I have lived in my home on Senate Street since 1920 and my neighbors and I do not wish to move. (Particularly when we feel you can have your cake and eat it too.) If our Subcommittee's plan is used, this would be a full 6-lane freeway with shoulders and an exclusive north side busway or LRT.

At 33rd, we suggest the loop be retained and a signal synchronized with Broadway, and a longer deceleration lane provided by cutting back the bank. The slip ramp takes out some 8 homes and makes 665 cars leaving the freeway turn left across the path of 350 cars coming from Broadway. Only 120 turn right. 3a and 3b would require single column supports for the 39th on-ramp and descent to the freeway level paralleling the railroad to below 33rd Avenue then merging with the traffic. An 124 foot right of way will be required from 44th Avenue to I-205 as the Committee supports a full 6-lane freeway with shoulders as do most of the CAC Committee to meet tomorrow's needs particularly with the added I-205 traffic.

This will necessitate the taking of some property from 44th east for the 124 foot right of way. For details please refer to our 6 page full report with 6 drawings covering the transitway alternatives plus some design suggestions for the 42nd Avenue transit interchange station.

In reviewing the CAC final report, the majority seem to agree on a full 6-lane freeway with shoulders, and a LRT system passing through the heart of Portland's eastside to take care of East County growth. They also stress the saving of our homes and businesses. This is the second time we along the Banfield have been asked to move over. Our Homeowner's Subcommittee spent a lot of hours at extra meetings studying designs and reading reams of data, and feel we have come up with a practical solution to accommodate these objectives and still save our homes. (See our full report.)

Build a transitway to accommodate tomorrow's needs, at today's costs, with a 20 to 25 percent less operating cost in tomorrow's inflated prices. This seems like a good business idea.

A poll of our Subcommittee and the Laurelhurst residents next to the Banfield are almost unanimous for LRT and 6 lanes with shoulders. You have asked us for citizen's input and we have tried to give you this input and will patiently wait to see what our efforts bring forth. Personally I think you have and will continue to listen.

As this is probably my last chance, I would like to thank the staffs of ODOT, Tri-Met, the City and County for their help in furnishing data, and their patience in answering some of our questions. I think

all of the Committees deserve the thanks of their communities for the time they spent in their behalf. I would like this report to be made a part of your minutes and again ask you to consider our plans. If I can be of further service to ODOT, please feel free to call.

Thank you for listening and build us a good transitway, that will leave us our homes wherever possible.

MR. BOTHMAN: Thank you. Garry I think probably has as many maps down in his basement as we have on the design board, he's done a lot of work. Next I'd like to call Jenn Plesman.

MS. JENN PLESMAN: My name is Jenn Plesman, with an "L". I live at 3241 NE 75th.

Portland today gives us the false impression that a change in our present transportation patterns is not needed. If the population of the Portland Metropolitan Area were to remain the same over the next 25 years, we would probably not be attending this hearing.

But I think we all agree that growth is inevitable. I also think we all agree that the best transportation alternative should be chosen to insure Portland's livability in the future.

In choosing light rail to be the best alternative, I cannot help but reflect on the 8 years that I lived in Tokyo, Japan. As a third grader, I commuted on three trains for a total of one and a half hours just to get to school in the morning. I will never forget having to get used to the American way of driving a car 4 blocks to a grocery store.

What I learned in Tokyo is that an increase in population demands changes in personal lifestyles. Portland is growing and we will have to alter our transportation habits and learn to depend less on our automobiles. As one editorial put it, we must begin to end our love affair with the automobile.

Economically, light rail offers the best return on our investment dollars. In the long run, operating costs are less and the electric power required is a local renewable resource. Gasoline is not a renewable resource, it must be imported and air pollution is a severe problem even today.

For this reason I do not advocate the HOV or busway alternatives. It is extremely important that we lay the groundwork for a mass transit system that can offer us an alternative to our dependence on imported oil and will prove to be the most cost effective in the long run.

I would prefer to pay now in construction dollars than later in clean-up dollars.

Light rail is definitely the transportation alternative we should choose.

MR. BOTHMAN:

Thank you. The next card, Donald W. Carlson.

MR. DONALD W. CARLSON: My name is Donald W. Carlson. I live at 4035 SE Ash Street in Portland and I am representing myself. First of all I want to say that I am no relation to Richard Carlson who spoke earlier.

I work in the Purchasing Department of a Portland Manufacturer. My job has taught me a lot about looking for value any time I spend money. This does not mean buying either the most expensive or the cheapest offering in a given situation. To get good value, you must match the need with the solution, giving weight to many considerations, of which price is only one.

When studying the alternatives proposed in the Banfield Transitway Project, the thought occurred to me that somehow the Oregon Department of Transportation and Tri-Met must have completely overlooked the word "value".

To keep my comments short, I will limit them to the financial impact of the light rail transit concept. To consider spending in excess of \$150 million to move a few thousand people by rail instead of by bus is preposterous. Let us look to see where the money will come from, and what the hidden costs are.

Assume the costs of construction and equipment would total \$175 million, which is the midpoint between the most ambitious and the least expensive figures shown on the transitway literature. Assume the Federal Government will pay, as expected, 80 percent of this cost, or \$140 million. Next, let's look at where this \$140 million will come from.

Does the Federal Government have surplus funds? No, of course not, Washington is talking about a \$60 billion deficit this year alone. This can only mean that any Federal Funds would necessarily be borrowed funds. The recent cost of long-term Federal borrowing is 6.8 percent. Six point eight percent of \$140 million means we, as U. S. taxpayers, will have to pay \$9,520,000 annually in interest cost, forever (or until the National debt is paid, whichever comes first.) Taking that same \$9,520,000 and dividing it by 252 (which is the number of workdays per year, excluding weekends and usual holidays), you will come up with an interest cost of \$37,778 per commuter day. Now, to that figure you can add operating losses. Presently, Tri-Met is spending \$2.50 for each dollar received in fares. How many people did they say would ride those trains?

Now about the \$35 million of State and local funds needed. Where will it come from? I don't know, but I can guess, from you and from me. Possible sources talked about include sales taxes, increase in gas tax, lotteries, increase in license fees, direct auto sales tax on new cars, increase in payroll tax and others.

This financial short-fall, plus the need to cover the normal operating losses, even has the Tri-Met Board buffaloed. A Special Task Force on Tri-Met Financing worked on solutions to the problem, with the resulting report suggesting a 20 percent increase in the payroll tax, plus increases in fares, plus hoped for additional help from State funding.

Let me quote the Task Force Chairman, as quoted in the Willamette Week issue for the week of February 20, 1978.

"The recommendation in the (Tri-Met) Board's report was that LRT (Light Rail Transit) was the way to go. Well, our group couldn't figure out any one way to finance that. Nobody agreed on much of anything. We couldn't find a single way to get enough money. Maybe it's my fault, but I don't know that we can come to a conclusion."

That by U. S. National Bank of Oregon Chairman, John Elorriaga, who was the Task Force Chairman. Chairman Elorriaga and Vice-Chairman Thomas Prideaux have refused to accept the Task Force Report, Mr. Prideaux saying it was a Tri-Met report reflecting their thinking, not a Task Force Committee one.

To sum up, Tri-Met and the Oregon Department of Transportation were not successful with the restricted HOV lanes, and I see very little in these proposals to convince me that they have learned anything from their failures.

Grandiose schemes might best be left to little boys and girls and billionaires, not to those with their hands in the public pocket. Thank you.

MR. BOTHMAN: If you'd like to hand one of those in I'll make sure we get that down. One's enough. The next card, Mr. Robert M. Hall.

MR. ROBERT M. HALL: In the interest of time I'll pick out five or six sentences and turn this report in.

The only prudent choice of options for the Banfield Transit Proposals is Option No. 1. Do nothing - Business Organizations that are in debt and losing money do not and can not expand and lose more money. Why should a public transit system be exempt from the facts of business.

The answer is to de-centralize the Commerce Centers and avoid the ever increasing traffic to downtown Portland - why build 20-story office buildings downtown so you can get more people to come downtown, it's ridiculous. I think that's the solution.

My last sentence is - Tri-Met has become the untouchable omnipotent, golden sacred cow. (See end of transcript for complete statement.)

MR. BOTHMAN: Thank you. The next card, Tom Armstrong.

MR. ARMSTRONG: My name is Tom Armstrong. I am the Chairman of the East County Concerned Citizens Group and we go on record as opposing the light rail transit. We go on record as supporting Alternative 3c, the HOV lanes.

Certainly concur with the past two speakers in reference to the economy and the poor financial management. We would like to make a short report, a little research that we did, in reference to the transit program in the Community Press, March 8, 1978.

The East County Subcommittee of Citizens Advisory Commission voted 8 to 5 for light rail, so there was really a division among them as to whether or not there really should be a light rail; 7 voted for a bus system, 5 for the HOV and 2 for busways.

There were other newspaper reports that we looked at; one newspaper said that the mass transit has lost one billion rides in thirteen years. The net operating loss, which has to be subsidized, has raised from ten million to 1.8 billion dollars in the same time, 1963 to 1976, that was stated in the Oregonian, February 28, 1978, by George Hilton. Mass transit is such a failure and so costly the Department of Transportation is planning to pick a major city and offer free rides during off-peak hours. This scheme has not been successful in smaller cities where it was hoped people would continue riding transit systems. Wall Street Journal - February 13, 1978, then we look at our lack of vote that as being almost unbelievable to us.

The Tri-Met Transit District comprises Multnomah, Clackamas, and Washington Counties. Anytime political appointees of the Governor called aboard can obligate 40 percent of the State's population for almost unlimited sums, big brother 1984 is here.

There has not been a study of financing for this project. We believe there should be a breakdown of the exact dollar and cents it will cost every person in this District before a decision is made to build, and to date this has not been done.

There has been no mention of staggering shifts to alleviate traffic. While talking to Representative Sandy Richards, she mentions Salem doing this and eliminating the traffic problem in the Salem area. That was on a voluntary basis offered by Governor Straub.

The cost of the project includes, unless I am mistaken, just two rails, yet the other night at a meeting there was talk of putting in a four-rail system so you could have cars going both ways. This would double the cost of construction and rail material.

As we looked and examined the reports that were handed out to us for the 1990 comprehensive plan, the estimates are based on an inflation rate known to us at present, however, we know inflation is going up rapidly and the dollar is devaluating across the world. If the cars are purchased in a foreign country, we can expect to pay a higher amount than figured.

The reports favored light rail transit in their statistics. Loads were figured differently, on the bus and on the light rail car. One was figured at a crushed load; the other was figured at a seated load. Noise was figured at 50 feet for the bus and 500 feet for the light rail car. Cost of the buses were figured at the 1990 dollar but the light rail transit cars with the 1977 dollar. The load capacity, as I mentioned, was figured in a distorted way we feel, and, therefore, we believe that until a cost estimate is developed and we can afford this kind of transit program, Alternative 3c should be the one that we follow.

We will be submitting a written report. We are also getting citizen's input, which I do not see at this point, but we are circulating a petition and trying to get as many names as we can to get in our report. Thank you.

MR. BOTHMAN: Thank you. The next, Frank Perry.

MR. FRANK PERRY: My name is Frank Perry and I am the Vice-Chairman of East County Concerned Citizens. I might go on record as saying that I am a little bit unhappy about the fact that when I was looking through the report (Banfield Transitway draft Environmental Impact Statement) that our group wasn't mentioned as being invited to testify, so that is one of the reasons I am here tonight - everybody else from soup to nuts was, I guess we cause too much trouble but anyhow.

I think the main objection that the East County Concerned Citizens have had is the enormous cost that has been brought up over and over tonight so I'm not going to belabor that. We feel that 1.6 billion dollars is entirely too much to ask taxpayers in the Portland area to pay for a trolley system, and that's what this is.

I think after studying many, many of the documents that have been put out by the Transportation Department, Tom and I and our group have been studying this well over a year, it was amazing to me and still is amazing to me, the number of people that are in the Tri-County area that still do not know a lot about what is going on with light rail transit, with the whole project.

I am not willing to say that I am against mass transit. I am not against mass transit. I just think that what we are projecting here and promoting is far beyond the cost the people can handle in the Portland area at this time.

We have consistently tried to encourage Tri-Met to at least consider some other alternatives than the ones you have up on the board, 1 through 5.

Let me suggest some of the things that I testified about in Gresham clear last Spring, almost a year ago, and somebody at that time said, that was an excellent idea. I have never heard anyone comment about it since; let me tell you what it was.

If you think really that light rail transit, which is not agreed by our group to be the best way, but if you really think it's the best way why doesn't it go in a circle around the metropolitan area, rather than on a singular line from downtown Portland clear out to Gresham. All of the studies that I have seen and all the testimony I have heard from anybody, who knows anything about light rail, suggests that the line as it extends continuously out from a downtown area the cost becomes higher and higher. And if this were the answer, why wouldn't it go out I-205 and then back in through Southeast Portland to circle the downtown area and then back out the Banfield again.

If this were allowed and if this is the answer, buses could go to that line in a circular fashion. It would cut down the cost of operating the feeder buses, that everybody complains about, that are going to cause the pollution and that sort of thing. That was one of the suggestions I have never seen really looked into with all of the planning that has gone on.

Another thing that our group has consistently tried to do is to encourage people to study more truly the environmental impact of the area along East Burnside.

I was amazed and am still amazed at the amount of ignorance, I guess that's the only term I can use, as to what is going to be truly the impact in the dollar amounts if we go outside Burnside. You have just heard tonight's testimony from Fire District 10, I would comment about that. We suggested at the time and the Fire Marshall didn't mention this, but I am sure that people know that if their homes and their properties are not going to be protected properly, you can expect an increase in the fire protection of your home through the insurance, and that's going to cost more money to the taxpayers in the area.

The other thing was the lack of understanding about the number of streets that go through from Burnside to Stark and from

Burnside to Glisan. There are a lot of dead-end areas that are going to have to be rebuilt so that people are not trapped back in dead-end streets and cul-de-sacs and areas that are not currently through streets to those two areas. This has evidently been something that no one wants to comment too much about and I don't know if it's been included in the cost estimates, to my knowledge I don't think it has.

The other thing I'd like to talk about is that the East County of Concerned Citizens feel that the plan for the East County right of way will be entirely too disruptive to the residential area it will traverse. There's been a lot of talk tonight about pollution and about the problem with automobiles. I brought this up a year ago again, it seems to be avoided in all of the material I've seen come out from Tri-Met and from the Planning Commission and all of the groups that serve in terms of the study that's been made, and that is the circuitous route and how much gasoline is going to be burned up by people who have to constantly go to the line, turn right, go around in circles to get in and out of their houses, if these streets are not made clear through. And I don't know how many millions of gallons of gasoline this is going to cost but if those who are concerned about air pollution, they certainly aren't going to improve air pollution problems by having people do that, who cannot go to the store on light rail, and I don't think anyone would say that they could, it's a continuous single line on one street.

I was interested in what the gentleman said from Southeast Portland about the need for people to have some kind of service by Division, by Powell, and so forth. These people are not going to be helped by this light rail and we feel very strongly that if it runs out Burnside and feeder buses are run from north to south, you haven't improved anything.

I personally feel, and so does our group, that common sense would tell someone that light rail which is really an improved, you might say modern trolley car system, is just not the answer to mass transit and we feel very strongly that that be the case.

We object to the card stacking approach used to gain public support for the light rail project. Let me tell you some of the card stacking that I think has gone on. In the last meeting we had with the East County Concerned Citizens and Tri-Met, I brought up the idea that you cannot compare Boston with Portland, then I found out in another meeting we had after you guys were there, that Boston hasn't even put their system into use yet and the reason they haven't is because their cars are in Colorado still trying to get bugs out of them because they don't work. These cars that they're talking about that they're working on in Colorado right now cost 800,000 bucks. Now this seems to me to be somewhat of a card stacking thing to come out and start comparing what Boston is doing when they haven't even put the system into use yet.

I've heard people testify today about Cologne, Germany, I believe it was, and Toronto, Canada, but I don't hear anybody talking about the success of a bus grid system in Guadalajara, Mexico, and people can ride any place in town and transfer to any bus in Guadalajara for 20¢ and it's a private company that's making money. Now what's wrong with Tri-Met, I don't know.

The other thing is the attempt to convince environmentalists and public, that this plan will alleviate the congestion of people in traffic in East County. I don't think this plan is going to do that, and I don't care how many people get out of their car. If you start talking about people driving three, four, five miles to Burnside to park and ride stations, for example, on 162nd or 148th or wherever they're going to be, I don't think you've alleviated any problems with air pollution and so all the people that are saying, this is a good system this light rail idea, I think they have to say how much are we going to pay for it and does it do the job that we're really thinking it will do.

And I think that Tri-Met owes the public a little better plan in terms of their research that could be done to show that sometimes the plan that they come up with is not the one that's going to work.

And finally we have constantly tried to convince Tri-Met that a pay-as-we-grow bus grid system would make a great deal more sense than an overall plan at this point which would put a tax burden on the people in the Tri-County area that would be enormous in size.

And so I would like to go on record again as saying, I think if you really think that the rail system is that good, which we don't think that it is, you might consider some other alternatives in the one of extended line.

And secondly would you consider the possibility of some other plan besides light rail, like a bus grid system that will grow as people can afford to pay for it. Thank you.

MR. BOTHMAN: Thank you. I would like to say that we have made an attempt to answer a lot of questions that have been raised. I think you have realized that a lot of these opinions of people that are speaking tonight, as an example two months ago I rode that light rail line in Boston that Mr. Perry says doesn't exist, so I have a little conflict there. It is in operation, the new cars are on it, you may laugh but I personally rode it myself. Pardon me.

MR. PERRY: When were you on it?

MR. BOTHMAN: In February.

MR. PERRY: A couple of months ago?

MR. BOTHMAN: Yes.

MR. PERRY: Did they just start it up?

MR. BOTHMAN: No, it's been operational for sometime -

MR. PERRY: Weren't they having trouble with the cars?

MR. BOTHMAN: In December of 1977, I guess that's when it started.

MR. BOB POST: The cars have been operating in Boston since December of 1977 in a mix fashion during this -

MR. PERRY: Have they stopped the system periodically?

MR. BOB POST: No. They are currently operating a bulletin put out last month by the operator in Boston, cars are operating at 80 percent availability. There was a problem initially when the system was put in of the new cars having mechanical problems; it appears that those have been solved, the system is running with the new vehicles.

UNIDENTIFIED MAN: What is the population of Boston compared to Portland?

MR. BOB POST: About double.

UNIDENTIFIED MAN: Doesn't Boston also have a long history of experience with light rail transport, a subway system?

MR. BOTHMAN: Both of those statements are true. I'd like to call the next card before we get into a big debate whether Boston's larger than Portland, that's a loser. The next card, Helen R. Bakkensen.

MS. HELEN R. BAKKENSEN: My name is Helen Bakkensen and I live at 4211 N.E. Hazelfern Place. This is a very short statment because it's getting very late.

I, as a private citizen speaking on behalf of the great mass of people who have been struggling under a monumental tax burden, and in spite of the double talk concerning "free Federal Funds available", would like to go on record along with a great many other citizens as infinitely preferring the No Build Alternative No. 1.

MR. BOTHMAN: Thank you. The next card is Carol Burright.

MS. CAROL BURRIGHT: I am Carol Burright, 2916 S.E. 103rd, and I am representing myself.

I would propose Alternative 6, use the Mt. Hood Freeway Funds to build the Mt. Hood Freeway or at least widen the Banfield. As ridership of buses increase, put on more buses.

What East County needs is freeway development not just a mass transit trip downtown.

Currently East County is already being served with a one-way trip downtown via the bus.

Give East County freeways, not light rail, or is the purpose of light rail to enhance the downtown area? Thank you.

MR. BOTHMAN: Thank you. The next card, Bruce Etlinger.

MR. BRUCE ETLINGER: My name is Bruce Etlinger. I live at 1460 SE 58th. While I consider myself a citizen of the Mt. Tabor neighborhood there, I was raised in Eastern Multnomah County. I went to grade school and Centennial High School and, in fact, I consider myself a citizen of the region because as I look over the literature that outlines this issue for us, I see that the price tag for most of the alternatives other than do nothing in terms of transit improvements is close to about 170 million dollars.

And I'm sitting back and listening to this as the first major public hearing on this and I have to applaud that the planners have done such a good job, despite the fact that they were working with so many different jurisdictions and the few citizens that were able to be here tonight, probably just a handful of the number that should be here considering the magnitude of this. That is a larger capital expenditure than the entire budget for Multnomah County this year, and the impacts on the land use and on transit, on economic planning, on housing policy are very significant for this region.

So the points I would like to make is that first I think the functional work of the planners in terms of the alternative light rail out the Banfield and out Burnside has been very good and I think they're to be applauded for having been able to overcome some of the jurisdictional barriers to get there.

I would secondarily suggest that the second point that the significant issues that we ought to be talking about here have to do with land use planning because as a resident formerly of Eastern

Multnomah County going back there now, you know, I walk where I used to walk past berry fields to get to Centennial High School - you know, they have traffic jams. It looks a lot different and we now have planning committees for the area out there, well some of those planning committees and some of the advisory groups that are working on transit are a little bit late. We've got a sprawl problem in Eastern Multnomah County that's been for sometime, it isn't being recognized here tonight.

The transit service that we're proposing is to attempt to deal with that and what they've outlined in an alternative that supports the County's objectives and the regions objectives in terms of channeling that development, the new growth in East County towards the clustering idea, which would both increase the ridership of a transit system and increase the efficient use of that land.

The result would be that we would be able to get a handle on energy policy, people would live, the new people that are going to be arriving in this area in a more orderly, planned-type development along the transit stations, and I think that makes a lot of sense.

To this point, Eastern Multnomah County has developed willy-nilly. We don't have adequate parks and a lot of other services are more expensive than they should have had to been if we had done some planning on a regional scale. So I look at this as, in terms of the process by which we've gotten here, and I'm concerned that we begin, this is the first evening hopefully of doing some regional land use planning coupled with transit planning, coupled with energy and housing planning and economic planning.

Let's talk about finance. The real importance of the finance here is that Tri-Met doesn't have adequate revenues to come up with that 20 percent match nor the operating funds. I think we ought to be talking about how this region, and by the way this is a regional project, of policy impact on those areas I listed for the entire region not simply East Multnomah County or those three jurisdictions. I think we ought to be talking either of a regional income tax to meet the 20 percent match or perhaps we ought to be talking about a tax-sharing plan by which the property tax that's already overburdening us is shared between the jurisdictions and the region.

The question isn't whether or not we provide transit service. We've already got people out there; the question is how we move people. There are dollars being spent in our private cars that we're going to have to buy for transit needs; there are dollars we're going to have to spend for any of these proposed alternatives. We ought to be looking at the transit needs, the most cost effective way to meet the need that's already there in the same way I would add, and I'll make this my parting shot.

This region ought to be looking at the proposed expenditure of 200 million for a Veteran's Hospital, as health care dollars buying into the region's health care needs. I think that kind of regional policy making is desperately needed and I would urge you to vote for Ballot Measure 6 which would establish and elect the first-elected regional government in the country. I think we need that because I think the issues here are very important and I'm glad the metropolitan community at least has this opportunity to address a few of them.

MR. BOTHMAN: Thank you. I'd like to call on the next card is Morgan Johnson. (No response.) Here's one we just found I guess, Richard Kohl, he dropped it out in the hall at least. (No response.) The next card is Otto Stolzenmueller, I'll spell that again. (No response.) The next card. Jerry A. Hoffman. Jerry Hoffman.

MR. JERRY A. HOFFMAN: I am Jerry Hoffman, I live at 715 N.E. 92nd Avenue. My opposition to light rail is that this is not public transportation; this is government control transportation. Don't let anyone kid you; they want to guide you down by your nose. They want to lead you along and they don't want you to have your independence of a car. The government is out to get you out of the car to make this system work.

There was an article a few weeks ago in the Oregonian, the Roseburg Transit Authority says the only way to make the transportation work in Roseburg is to get the people out of their cars, and they're going to do every way, shape and form to get you out of your car and they're talking about fighting against pollution. They have one lane open on the freeway, the Banfield Freeway, to eliminate free access of anyone who has to use that lane, and have all the cars bundled up and going, and causing rear-end collisions more than if the other lane was open and causing pollution more so than if they let the cars ride in any lane they see fit because they pay taxes for that road and we don't have representative government anymore; we have an unelected bunch of bureaucrats come down here in their State paid cars to tell us what to do.

And I'm fed up with these people coming down with State cars telling us what to do and how to travel and there's an old saying absolute power corrupts and power absolutely is corruption and I can see that the system of mass transportation, all they're concerned about is getting you out of your car so they can lead you along by your nose and they'll do that folks. This system here is unelective and they have no representative in the East County. If they are so concerned about how people feel, why not put it on the ballot, and let the people put a checkmark. And there is one thing that is worse than pollution, that is loss of freedom, and don't let anyone forget that. That's all I have to say.

MR. BOTHMAN: Thank you. The next card is Richard Deering (No response) The next card is Art Wickstrand. Art Wickstrand (No response). The next card, Stanley E. Farr.

MR. STANLEY E. FARR: My name is Stanley Farr. I live at 19 N.E. 139th. The main thing that I wanted to say was that it seems that nobody does really seem to remember back, but I have lived in Portland all of my life, and I was on both sides of the railroad track. I remember the red electric that went out to Oswego, the inter-urbans that went to Oregon City, the inter-urbans that went to Gresham and on out to Dodge Park and Bull Run. And while there was a statement made that the electric company (yes there's a lot more too) but the electric companies were supposedly killed off by the inter-urbans, but actually what happened was that the buses came along and people were more appreciative of individual service and you couldn't get, even though the line was almost straight from Oregon City into Portland, there were stretches for miles where there were no cars or crossings or anything, but people could not get the individual service so they took the buses.

Then the electric company, naturally finally got tired of running on a franchise, trolley cars with nobody in them, even though they did go right into downtown Portland, down I think to First and Alder there was a big station there and so eventually the thing died out.

If people would have ridden right from the middle of town into Portland that was the fastest way at that time, even though it was a heavy rail, you might say they were still fast, and it was just more or less my point to bring that back.

Well, as far as cars too, they're saying about pollution of cars and all that but we've got a whole new era of cars coming along now smaller cars, and supposedly when we go to the DEQ, or whatever you call it why they tell us our cars aren't polluting much any more, and the new one should pollute less than they are now.

So I don't see that the pollution deal should be so much and then the buses - if they're having trouble getting enough transportation in from Gresham, they could certainly put on a few more buses from Gresham and just run them right straight through, limited with no stops. In comparison with the awful cost on this other thing, it seems to me that's the first way to go. Thank you.

MR. BOTHMAN: Thank you. The next card is Tom Magee.

MR. TOM MAGEE: At this hour, of course, there isn't much left to be said but I had the opportunity and did attend some of the, two of the earliest meetings on this project, when it was

first put out for public participation. And the turn out, there was more staff present than there were citizens, not that the staff aren't citizens also but I mean the general public. So I was very pleased when I came here tonight to see such a tremendous turn out in comparison to what had taken place earlier.

But I sense from the tenure of this meeting, either one of two eventualities is going to come about, either the powers to be at Federal and State, County and City level are going to continue to tell us, the citizens, what we're going to have and what we're going to pay for or eventually, and I think not too far down the road, there is going to be such an upsurge of public feeling against the President-elected officials that we'll have a clean house.

MR. BOTHMAN: Thank you. The next card is Ray Polani.

MR. RAY POLANI: Thank you, Mr. Bothman. I am sorry too that the hour is so late, I can only say that I got here at 7:30 sharp, the best I could do. I don't know that I should address you or the audience. In any event, my name is Ray Polani, and I address you as Chairman of the Citizens for Better Transit. I live at 8311 S.W. 3rd Avenue in the City of Portland.

For several years now we as Citizens for Better Transit have been monitoring public transit in our area, which really means we have been monitoring the performance of Tri-Met.

We feel that the recent changes in the Board and Management of Tri-Met suggest a positive response to past and recent criticism of the Company's operation. We feel there are sufficient reasons now to look somewhat optimistically at the future managerial and financial picture of our transit agency.

One of our prime recommendations has been the re-orientation of the system to serve more destinations. The Tri-Met Board of Directors has accepted this recommendation and made it a priority objective.

Changing the system in this manner will finally offer to most citizens of the Portland metropolitan area service to many other locations besides downtown; people will finally be able to use transit to go where they want to go and certainly they will be able to use it much more than at the present time.

Increased ridership will also mean greater demand on equipment; the present buses will not be able to also serve economically the multitude of passengers transferring from feeder lines to trunk lines and corridors, running east and west and also north and south.

Some electrified lines, trolley buses and light rail, will become an operational and economic necessity; five to eight years from now, the Banfield Corridor better be ready to serve the increased riders. For this reason we favor the beginning now with the light rail transitway project in the corridor.

We, at Citizens for Better Transit, have looked at the figures for the various alternatives and feel the obligation to point out that for \$20 - 25 million more spent initially, there will be \$3-1/2 million less cost of operation, per year. In five to seven years, the extra initial capital investment will be paid for and future lower operating costs will mean less money out of the taxpayer's pocket (yours and mine) each year. This fact alone appears a compelling reason to choose light rail over the other alternatives; these lower operating costs refer to light rail vs. any of the alternatives except the "No Build" Alternative.

Allow me to share with you some very important information obtained from recent newspaper articles:

March 6, 1978: under the caption of OFFICIAL VIEW - SLIDE OF DOLLAR TIED TO ENERGY. Both Energy Secretary James R. Schlesinger and Charles L. Schultze, Chairman of the Council of Economic Advisers, said other nations are watching the United States closely to see whether its leaders can summon the will to check the growing U. S. reliance on imported oil.

On March 16, 1978: the new Chairman of the Federal Reserve Board, G. William Miller, said that quick action to reduce U. S. consumption of foreign oil is one of two things the Government should do to build foreign confidence in the U. S. dollar. The other is to "come up with a strong anti-inflation program". He also said that the decline in the dollar will make domestic inflation worse because not only does it increase the cost of imported goods but it also removes competitive restraints on domestic prices. The dollar's decline on the world money market since December alone, will add about 3/4 of 1 percent to the Nation's inflation rate.

March 23, 1978: Under the heading U. S. PAYMENT DEFICIT HITS RECORD \$20 BILLION - The article informed us that the U. S. finished 1977 with a \$20.2 billion deficit in its international balance of payments - more than twice the largest previous deficit in history. This figure compared with a deficit of \$1.4 billion in 1976 and the largest previous deficit on record was \$9.9 billion in 1972. The article also indicated that foreign assets in the United States increased \$49.3 billion last year, compared with a rise of \$34.5 billion in 1976. And finally, foreign purchases of U. S. Government securities (that is our own Government securities, foreign purchase of Government securities) totaled \$32.4 billion, a gain of \$22.5 billion. The oil exporting Nations have been major

purchasers of government securities in recent years as their income from oil sales has risen dramatically.

Last, but not least, the front page of the OREGONIAN of April 1, 1978 Headlined: TRADE DEFICIT FOR FEBRUARY BIGGEST EVER - The record \$4.5 billion deficit Friday sent the dollar dropping sharply in value against virtually every major world currency. The huge imbalance in U. S. trade with other Nations has undermined confidence in the dollar in other countries, especially because the problem seems to be growing worse. If the trend established in January and February continued all year, the country could end 1978 with a deficit of close to \$50 billion, more than double the 1977 all-time-high deficit.

So much for economic reasons, however, on February 24, 1978 a headline in the OREGONIAN informed us also that 4 Oregon areas failed to meet U. S. air rules; they were Portland, Eugene, Salem and Medford-Ashland. Federal and State actions to protect both our health and continued operation of factories were to be expected real soon.

Let me remind you also of a few more reasons why sound, efficient public transit is very important to our metropolitan area.

In excess of 25 percent of our total energy budget is spent on transportation and somewhere in the neighborhood of 80 percent of our population lives in cities; almost half of Oregon's population is concentrated in the Portland metropolitan area.

Twenty to 30 percent of our population is dependent on public transportation for mobility since these people do not have access to a car; they are: the senior citizens, the young people and the poor.

Sound, efficient transportation within the metropolitan area leads to sound, efficient transportation among cities. Sound, efficient movement of people will lead to sound, efficient movement of goods as well, because the system can and ought to be shared. Just look at railroads. The truth really is that there is too much transportation; we are much too mobile, we are too much attracted to where we are not and too little appreciative of where we are. Our mobility of the last fifty years undreamed of before, is not a God-given right, it is a luxury and it is a luxury we seem to grow increasingly unable to afford.

This mobility bestowed upon us by the automobile was bought at a terrific price. Our cities and towns were either formed or were reshaped to suit the automobile and this made them in many ways less suitable for people.

Let me remind you of some of the problems: increased cost of all services, increased cost of urban land, under-use of land (parking lots and parking structures), the disappearance of local merchants of all kinds, victims of the scattered regional supermarkets with their acres of "free" parking. To some degree the problems of social isolation, because the personal car impedes communication and social interaction. To a certain degree, the incidence of crime, because of the streets having being emptied of people.

And there are more advantages to a sound, efficient public transportation system, like cleaner air to breathe, less noise, resource conservation, neighborhood preservation; in other words public transit is a constructive tool in the reshaping of our cities to fit the man or woman on two feet instead of four wheels. Transportation will remain essential; it is, therefore, our common task to develop modes of transportation that make efficient use of energy and scarce resources.

A Banfield Light Rail Transitway to Gresham, supported by a reshaped Tri-Met system, serving many destinations throughout the metropolitan area, will be a very important first step in the right direction.

Thank you for the opportunity to offer these comments on behalf of the Citizens for Better Transit and on behalf of concerned citizens throughout the Portland Metropolitan Area.

MR. BOTHMAN: Thank you. Next, I'd like Mr. John Morrison.

MR. JOHN MORRISON: My name is John Morrison. My address is 2427 NE Dunckley Street, Portland, Oregon 97212. I'm a member of the Citizens Advisory Committee for Banfield Transitway Project but in this case, I'm representing myself.

It's true that the Citizens Advisory Committee have opted for the LRT Alternative but only by a small majority and without the technical input from the Downtown Subcommittee. In fact, the East County Subcommittee Chairman said that the vote would have gone the other way if the indecision regarding the downtown - the way this thing was going to go downtown would have been known. The Downtown Subcommittee was only formed six months ago and the remainder of the Committee, two and a half years and it leaves a slight suspicion in my mind that that may have been a political move to encourage us to be more considerate of the LRT Option.

LRT - Light Rail Transit is an outmoded concept. It's well over 100 years old and it's really called the trolley. You remember the trolley. It had two rails on the street that played havoc with your tires. It had overhead wires fixed to whatever was

handy or on an ugly pole. Its noisy steel wheels ran on a steel track and the trolley cars forced their way through the traffic with clanging bells. Romantic maybe, but not too practical.

You threw out the trollies in the '40's, and it was nearly 100 years old then. Why did you do that? You did it because you could afford automobiles and the buses were more flexible in traffic. What's changed? You still drive cars and the buses are still there. You didn't change and you didn't change anything.

The bureaucrats have tried to force change by restricting parking and giving buses priority and forcing us to have DEQ inspections of our automobiles. Why are they doing this? Because of the obvious pollution and the energy crisis that we've come upon and some of these changes have obviously been necessary and some of them have worked quite effectively. But let's look at these two major faults or two major problems.

Pollution. We had to clean up the air and we had to clean up the water and we had to clean our living space and; therefore we cleaned up the things we could see. We continually fight to keep the city livable and we made great strides getting rid of visual pollution. Now, they're suggesting trolley tracks, a maze of overhead wires, traffic snarls where Holladay Street crosses Grand and Union and at Gateway and along East Burnside Street. We're going backwards. Generation of extra electricity can't be hydro-electric; therefore, pollution will be created by coal plants or we'll have to face the uncertainty of nuclear power.

The energy crisis is the second consideration but the trollies will use electricity, which we have no more of and it's the best energy source for our homes. It's not abundant; it's not cheap, not cheap now and it'll be much more expensive in the future. Will the trolley really help the energy crisis in the future? Can we afford to pollute our living space? Can we afford to dig up downtown again? Can we afford to use electricity needed for our homes for an outmoded transit concept? I say no.

Transit shows us trolley cars that were made in Germany. They show us European scenes but they're not relevant. Europeans aren't Americans. They always had trollies. They live in tightly packed communities. They drive less cars per head of population and they're a much more disciplined society.

The American trollies that have been built recently for Boston and San Francisco have also been somewhat of a disaster. The Boston trollies went into operation on January 5th, according to my information and still have not been completely accepted because of problems that have occurred. San Francisco has announced they will

not accept their trollies until the Boston trollies are in acceptable operation in Boston. And these were to be the "standard light rail vehicle."

But Cleveland ordered their trollies recently from Italy; so there goes the standard light rail vehicle and the systems in those three cities are the same as what we're going to build and they've been there from the beginning and the cars are the same basic cars that they've had from the beginning, except they're more sophisticated and they cost more money. Each car is going to cost three quarters of a million dollars. Each car is going to cost us three quarters of a million dollars. They're probably going to be foreign made. That'll pay for ten buses, which will most definitely be U. S. made. The cost of a trolley car per passenger could be as much as three times that of a bus - the cost per passenger, I repeat.

Why are we building the Banfield Transitway? We're building it, first of all, to provide an east-west corridor which we sorely need. Why do we need it? Well, we need it for many reasons, but one of the reasons is that we need it to get the East Vancouver residents downtown. Why the East Vancouver residents? Because the new I-205 Bridge will route them in that direction and the trollies don't go to Vancouver. East Vancouver residents are expected to transfer at Gateway and they won't. They won't because it's only five miles from there to downtown they can drive it in seven to eight minutes. Would you get out of your car and walk in the rain to a trolley and ride it downtown for that four or five miles? And the vehicles, when they get to them at Gateway, probably won't have any empty seats. So East Vancouver residents continue to travel to downtown in cars that haven't passed our DEQ requirements. Will that help clean up downtown Portland? It seems a little unfair, doesn't it?

That's enough of being negative. We need a usable east-west corridor. There should be eight lanes in Sullivan's Gulch. As we're required to provide a transit feature, two of these lanes should be light rail - excuse me, two of these lanes should be HOV. I know HOV is a dirty word and is a blackeye in Portland. What's out there now is a disaster and most of us hate it. I was one of the three people who testified to the Senate Transportation Committee at an unsuccessful attempt to have them legalized out of business - legislated out of business. A brand new freeway with eight full lanes, two of which could be used as HOV at only peak hours is the only logical solution and this is one of the basic options available to us.

This - the HOV - we should not rule out transit of any type and the HOV lanes, as designed, can be changed at a later date to a separate busway or trollies or in the future as required. But if we go with the busway option, those lanes will be empty most of the day. One of the arguments against buses is the number of them that are downtown. We'll still have a bunch of buses downtown with the

trolley system, especially with only one line built. What we need is a grid system in this city, as been suggested before and that grid system will feed downtown Portland with what I consider to be a less number of buses.

And let's look at the buses. We should legislate for cleaner and quieter buses as we've done for cars. In the City of Portland in the Good Samaritan Hospital, there's 3,000 horse power diesel engines 40 feet under the street that I have personally run at 1 o'clock in the morning with people sleeping across the street and have not been aware of it. Diesel engines can be made to be extremely quiet and I'm talking about 3,000 horse power. I've ridden into a coal mine four or five miles underground behind a diesel electric locomotive, excuse me, a diesel mechanical locomotive and you could have breathed its exhaust fumes because they'd been cleaned up. We can clean up the bus and we can make it quiet.

The argument to build the trolley system - one of the arguments for us to build a trolley system is that it'll be cheaper in the future. I believe that if we don't build the trolley system now, we'll never build it. The HOV lane will become the right of way for new technology, which is way overdue. When the Bay Area Rapid Transit Authority in San Francisco in the 50's did some examination of available technology, they came up with a two-rail system, with a third rail for electricity running at 1500 volts. That was exactly the same as the system that the British had put in the first electric suburban railway system 100 years before. We're well overdue for new technology.

Other countries are working on magnetic levitation, the hovercraft, in some extent the monorail and we should be looking in the future to some yet to be discovered concept. Not that one that is over 100 years old, but one that will definitely use a new power source or electricity generated by something cheaper and cleaner than the present options.

I'm convinced of two things. You can't get the people out of their cars. The Americans have been driving cars for many, many years and even during the Second World War, which where considerable restrictions were put upon them, they stored them and brought them out after those restrictions were lifted. The gas prices have increased three times in four years and Americans still drive their cars. And there's no way that we're going to cripple an industry as large as the auto industry.

And the second thing that I'm convinced of is that this city needs a new east-west corridor. Let's give us what we need - Option 3c, an eight lane freeway with HOV lanes during peak hours. Thank you very much.

MR. BOTHMAN:

Thank you. The next card - Ray Phillips.

MR. RAY PHILLIPS:

My name is Ray Phillips. I live at 2226 SE 142nd Avenue. I'm going to be very brief because I know there's some people behind me that want to talk. But I wanted to tell you about the five people sitting at the table back there with me. They're all from East County and we needed some towels to wipe up the tears for the people of the City of Portland - about them and their polluted air and they want us to spend about three or four billion dollars to build a light rail transit system into the City of Portland for the benefit of their merchants, get our money and us pay for the light rail system.

A year and a half ago, when I started on this, the Banfield Transitway was supposed to be projected to cost \$84,000,000. Now I understand they're quoting from \$150,000,000 to \$200,000,000. There's two more rail lines that are proposed and if the inflation goes up at the same rate and the cost goes up at the same rate on those rail lines, as it is proposed on the Burnside line, we'll have \$1,000,000,000 of capital outlay up front before we ever get a bus going - get a light rail car going. And when you look at that inflation up to 1990 from 6 to 13 percent a year and you have about \$3,000,000,000 in operational costs. I don't think that the people in our area or in the Tri-County area can afford or even want to try to afford a system that costs that much. Thank you.

MR. BOTHMAN:

Thank you. The next speaker -

Robert M. Johnson.

MR. ROBERT M. JOHNSON:

Thank you. My name is Robert M. Johnson. I live at 1933 SW Laura Court, Troutdale, Oregon. I'm a member of the CAC.

I feel that the Banfield should be increased to six lanes with two additional HOV lanes. This freeway should also have shoulders on it and I also suggest that you have some sort of a turn-out in the middle of the freeway because it's awful hard to get a flat-tired vehicle going 55 miles an hour from the middle lane to the outside shoulder through heavy traffic.

If bus lanes are put in in this corridor, I think they should be open to car pools too.

About 25 years plus ago, Portland got rid of its street cars because of the overhead wires. Why should you go backwards and put in LRT wires? It doesn't seem right. Have you considered the use of a super flywheel? This could be generated from solar or wind power to increase this flywheel in buses and it'd be non-polluting and quiet.

I feel that we do need a civil defense east exit from the Marquam Bridge to the Mt. Hood area and, finally, it's the people's money and I feel the people should have the right to vote between bus lines, light rail transit and the Mt. Hood Freeway. Thank you.

MR. BOTHMAN: Thank you. The next speaker,
Richard Patton - Richard D. Patton.

MR. RICHARD PATTON: I'm Richard Patton. I live out at 176th Place at 815. I'm not a very big speaker here. I am a bus driver and I maybe will get my throat cut after talking here but I'm going to tell you anyhow.

I drive right now one of the Banfield Flyers and, I tell you, when I get out there on that road and people don't let me on the freeway with them there, sometimes it gets pretty hairy for me too.

And the people on the bus, they're all hanging on to their seats because sometimes they're looking over here and there's this guy in this Volkswagen and I can't even see him because I don't have a spot mirror on the side, but he doesn't know that. He just wants to keep on going through there anyhow.

But we try and do our job and the light rail, if this is what the people are going to need, this is what we are going to need, and the longer we wait on a lot of things it's going to cost us that much more money and there's selfishness in about a thousand ways that I can see here.

Everybody wants it for their, you know, for their businesses, they want it for, you know, their own privileges. They're using the car to too many advantages and they're using them in the wrong ways because one of these days they're going to use that car to where there is nothing else left. And that car can be used for a lot of privileges that one of these days we won't have the fuel to use them for. They'll be out here just like the Flintstones using their feet to pedal them.

I don't know, the grid system is one thing that we possibly need now and we need a few more earlier hours and later hours running of the buses that we have right now that we need and then, let's get this rail as we're doing now at the same time going. And that's the most I can say for you right now.

MR. BOTHMAN: Thank you. The next speaker -
Eldon N. Dean - Eldon Dean. (No response) The next speaker -
Edward Marihart - Edward J. Marihart. (No response) David Rowe.

MR. DAVID ROWE: My name is David Rowe and I live at 12505 SE River Road, Apartment 10 in Milwaukie.

I am in favor of building a LRT system along the Banfield Expressway and down Burnside to Gresham.

I believe the taxpayers will get more for their money in this innovative mode of transportation than to spend the 345 million dollars just to build the I-205 Bridge and link-up now under construction.

I have rode several electric LRT type vehicles, and they were the quietest and smoothest rides I have ever taken.

If Alternative 5-1a is used, only 27 homes and five businesses will have to be relocated. This is by far the least disruptive to our community.

There needs to be more planning to serve the public that use the Memorial Coliseum. It would be more convenient and less expensive if I drove my car from Milwaukie to Gateway and used LRT to the Memorial Coliseum. Without this system, the public is forced to pay expensive parking rates and congested traffic conditions.

Now is the time to embark on a new era of travel. Travel is a way of life for us Americans. Energy makes travel possible; let us not squander away what limited energy we have. Let us plan now for the future.

Thank you.

MR. BOTHMAN: Thank you. The next speaker,
John S. Bergeson.

MR. JOHN BERGESON: My name is John Bergeson and I live at 3114 NE 35th Place. I'm the Republican Committee-person for that Precinct which is 3117 and I also work for Burlington Northern Railroad as a clerk and I'm involved with Clerk's Union and what I don't understand is that when the people in Europe and other parts of the world immigrated here, they were supposed to be given some freedom of choice as to what their destiny was going to be through their elected representatives.

The Republican Party in Multnomah County and State has been talking about this for quite some time. And one of our resolutions was at the last State Convention was that people who are on boards that disperse public monies and they can raise taxes should be elected, not appointed. For the very simple reason that they are using monies that are raised from taxation and taxation is supposed to be based on

representation and representation, of course, means that you go to the ballot box and you elect those people to represent you that will raise the taxes for purposes that they desire.

Now, I, of course, working for the railroad I have a bias toward a light rail system but I'll tell you frankly from being an accident clerk in the Superintendent's Office that rail lines down public streets mean nothing but trouble and I'll tell you why. Because cars just don't see you. They won't get out of the way. Switchmen have to stop and get off and go in offices and warehouses and they wonder why these people are parked out on the tracks. Why can't you get your car out of the way? People are going to get their cars out of the way of a light rail system, of course, when it's moving but what if the guy's drunk? I mean, there's a lot of things that can happen.

A light rail system on a public street is nothing but trouble. How are you going to control this thing? Are you going to use centralized traffic control or are you going to use automatic block signals to stop these things? Are you going to use the conventional type of railroad bed or are you going to use concrete and jack the cost way up?

What kind of rail are you going to use? Are you going to use 145 pound rail or 90 pound rail? These are specifications that the people should know because they've got to know what it's going to cost and why. Who's going to benefit from bringing in these materials to build this system? Is it going to be a rail company that's back East someplace that makes rails or is it going to be somebody locally? Where are you going to get your rolling stock from and what is it going to cost?

Now, if you're going to build a light rail system, it seems to me that you should use the existing rail corridors into the city because you've got the right of way there that doesn't conflict with somebody's house. You don't have to move it. You can make a deal with the railroad. You can pay them trackage rights or you can give them tax advantages. You could do lots of different things.

You can't use existing rail lines that are there because there's 80 trains a day that go between Portland and Seattle. They're UP and BN trains. That would be insane, but this is just the first step, you realize. This is only the first thing. There's going to be other plans of the board coming in from other directions of the city. If this one works, then they're going to build more. And the only way to build it is to build it as cheap as you can and you can't do it if you're going to go down the middle of a street and rip up

houses and move people out and create traffic congestion on a public street. It won't work; so now what I recommend is obviously you're going to have to make Banfield wider because when those people come from over in Vancouver in 1982 they're going to drive their cars. You're going to have more accidents and more deaths and more damage to property as a result of this influx than if you'd built the Mt. Hood Freeway in the first place.

People should have the right to vote on that thing. Since when can a court of law decide that it's in excess of the initiative power that people can't vote on a question which involves their tax money. You've got to have a freeway somewhere in Southeast Portland. It doesn't have to be on Powell; it doesn't have to be on Johnson Creek but it has to be somewhere so people can use it. People in Southeast Portland need this thing.

I live in the Northeast Portland area, but I know that when I go to Mt. Hood I have to go out the Banfield Freeway, then I have to zig over to Burnside. It's a mess to go to Mt. Hood. It'd be easier to take that freeway down and connect to a freeway direct to Mt. Hood that road is heavily travelled and what else have I got here?

If you use buses, it seems to me that if you use a light rail system and you use existing rail corridors, a bus system works well if you use it to shuttle people to and from those lines. But if you're going to continue to bring the buses downtown when you're having rail come downtown, you're defeating your purpose. You're going to have more congestion than if you'd just left the buses out of it altogether because it's - either you use buses or you use the rail. It's as simple as that. You can't have all the people come downtown and get off at Union Station. You're going to have a mass of people in there. They're going to have to run that rail down through Broadway someplace and people are going to have to get off at every other street just like they do for buses.

If you're going to put 150 people on a train or up to 1,000 and they're all going to get off on one place, they're going to have to have buses to get someplace and you're going to have to have 20 buses there to pick up 1500 people - at least that many; so it doesn't make sense to have a light rail system going to town and stop in one place. It's going to have to have stops other places to let these people off.

So, in conclusion, I have faith in the American people and I think that the American people have a genius. Conformity doesn't work in America. Regimentation doesn't work in America and militarization of the people towards a regimentation that forces them to use

one system or another isn't going to work because people in this country are nationally independent and they're stubborn, they're going to do as they please as long as they can because it says in the Constitution and it says in the Declaration of Independence that they have these rights to do as they will so long as they don't interfere with anybody else's right.

Now, I don't know about the energy crisis or how serious it is. If it is that serious, I'm sure that someone will find a way to solve it because you only have a problem until you find the idea to solve it and in this case we have a lot of people in this country that I think are capable of coming up with solutions to these problems. If we can't use gasoline then there might be some other kind of fuel, but as long as people can drive their cars and be independent and free to go and come as they please, they're going to keep on doing it and that's all I have to say. (See end of transcript for written statement.)

MR. BOTHMAN: Thank you. The next speaker
Nancy Cunningham.

UNIDENTIFIED MAN: What number are we on?

MR. BOTHMAN: 239. Nancy Cunningham. (No response)
Ira Watson. Ira's still here.

MR. IRA WATSON: It's about time I woke Tri-Met up, isn't it? Ira Watson, 13241 NE Sacramento Drive, representing myself as an East County taxpayer. After 30 months of attempted brainwashing from County and Tri-Met employees, while attending Advisory Committees at ODOT, I have come to this conclusion:

If there is a way to spend the public's tax money that will serve a minority and downtown Portland, certain politicians and appointed bureaucrats will seek it out.

These politicians and bureaucrats did not get their way by making the I-205 Freeway a non-usable freeway for the majority of East County citizens. Now, they are attempting to rebuild the poor, old overloaded Banfield into a cadillac of transitways just to serve the people who work and shop in downtown Portland. It's about time these people wake up to the fact the majority of taxpayers who use the Banfield do not work at City Hall or the County Courthouse, nor do they shop on the mall.

It all started out about 30 months ago with Tri-Met telling everybody how they could save us from ourselves by building a separated busway to the north of the Banfield which they would need approximately four hours a day, five days a week. Of course, they would throw a

few crumbs to the outdated auto drivers, but few. After all, if you think personal transportation, you must be out of your head.

Then about a year ago in February, somebody at the County Courthouse had a pipe dream - light rail - a fancy word for a street car. That way, Tri-Met could eliminate some of those smokey buses from the great mall. After all, who wants diesel smoke on Tri Met's so-called art?

There're people appointed on Committees who could speak on the advantages of trollies and talk about clean air by using electricity while wishing for a break in the meeting so they could go out and have a cigarette. When asked if they would support construction of another Trojan-type plan or a new power line for the coal fire plant, most of them would turn pale at the thought.

Neither one of these options will help the elderly or the poor, but it will subsidize downtown Portland and the people who work there.

3c, eight-lane freeway with the two center lanes reserved for buses and carpools and any three or more people vehicles would be suitable. This alternative will serve more people. It will move more traffic regardless of mode and can be changed at a later date if needed. It will serve the majority better. After all, it takes a majority to pay for it. Let's build it to serve the majority.

In conclusion, gas tax will pay for the major portion of this construction. Let us, the people who pay these taxes insist on a usable freeway and let Tri-Met be our guest by using it. I don't believe we should let the tail wag us dogs.

MR. BOTHMAN: Thank you. The next speaker -
Clare Donison.

MR. CLARE DONISON: Mr. Chairman, most of the things that I had to say have already been said, so I'll boil it down to a rather short so that the rest of you can go home. But the projected cost of the Burnside light rail was around \$84,000,000. This cost has gone to \$190,000,000 and according to the Oregonian is up in the neighborhood of \$200,000,000; so at this rate of escalation, we find that by the time we get to the end of the line. we're going to be talking in the sum of \$1,000,000,000 to \$3,000,000,000 depending on whose guess you take.

Well, now according to whatever guess you take there, if you want to get the impact that's going to come per family, if you will take the people in this area that we're talking about at about 1,000,000 people; which is pretty much approximate, it doesn't take

only just grade school arithmetic to realize that it's going to cost you just for kicks, just to start off with, somewhere in the neighborhood, per individual in your family from \$1,000 to \$3,000. That puts in the line where a person can understand; so when you figure that there's many elderly and people that are not wage earners, you see what that does to the wage earners.

So I don't think this is exactly an economical proposition to consider at this time in this matter and now we've been doing pretty good in this country on the pay as you go basis until we got into this deficit financing and I don't think we can just up and print money to do this. I guess it could be done but that don't necessarily mean that that will do it; so let's compare what these buses and trains and things are that we're talking about.

Now, depending on the time when you buy it, when it started out they were about \$600,000 apiece for these light rail deals and they're up to about \$800,000 and considering that the same rate of inflation is going on as it does, still the same ratio, you can get about ten buses for each one of those. So if you build the 3c Alternative that leaves you the option, then, to change your mind as things and conditions develop. You put those rails down, tear up Portland city streets downtown, which they haven't agreed to as of yet, that's pretty permanent.

So, our option is to use 3c at the present time but we do need to widen it and we do still believe that people should be allowed vote on this thing, not just be done by these officials. I think the people that are affected by this should be a little better informed about it, an effort made to do it and then they should be allowed to vote on it before we proceed. Thank you.

MR. BOTHMAN: Thank you. The next speaker -
Ray Friedman. Ray F-R-I-E-D-M-A-N - Friedman. (No response)
Ralph B-A-K-K-E-N-S-E-N.

MR. RALPH BAKKENSEN: I'm still here.

MR. BOTHMAN: Thank you.

MR. BAKKENSEN: My name is Ralph Bakkensen. My address is 5113 SE 30th. I'm a new taxpayer. I just started working just this last summer and so I've suddenly become keenly aware of where my tax money is going. I'm asking what should be the objective that Government officials should have in using that tax money?

I think objectives should be not to maximize their political prestige or anything of this nature, but rather to maximize the net

benefit from that money. That is to maximize the difference between the total benefits and the total costs. It's like a business - maximizing profit. Now, certainly any of these alternatives are going to produce some benefit.

The Low Cost Alternatives - Low Cost Improvements - we're going to have wider streets. That's a benefit. High occupancy of vehicle lanes, we're going to have more - we're going to have wider freeways, we're going to have these special lanes. That's a benefit.

Separated busway, we'll have a benefit - we have a separated busway. The light rail transitway, again, we have a rail, a gleaming railway. That's a benefit.

But you've got to balance these against the costs and then determine which one produces the greatest net benefit, or in this case, the least loss - the smallest net loss because of all of these, if you take a look at them are they going to produce a loss on the figures that you have produced.

Now, let's take a look. For all those of you who have this green sheet, I imagine some of you have them, they're available in the front. Do you have one up here? You must have, yes. If you'll take a look at the last page, at the bottom, the cost analysis. If we look at this, on the bottom line, we have the cost per passenger. This is per average ride. Let's look at the No Build Alternative. We have 89¢ per passenger ride.

Now, let's look at the light rail transit, which has been talked about a great deal tonight. Cost per passenger ride, somewhere in the neighborhood of 75¢.

The benefit from each of these rides as set by the current fare structure is 40¢. This is what people are willing to pay and according to your information, people who I spoke with out in the hall, this is a fair measure to apply as far as benefit goes.

Now, let's look, 40¢, for every 40¢ of benefit on the No Build we get 89¢ worth of cost. A clear loss of somewhere in the neighborhood of 49¢ per ride, it otherwise stated 55¢ per dollar of cost. We have a loss in total capital cost of \$7,000,000. We have a loss in annual operating costs of \$6,500,000.

Now, let's look at the light rail transit. Again we have a cost per passenger ride of 77¢, the benefit 40¢ per ride. This is what passengers are willing to pay at the current time. We have a loss of 37¢ per passenger ride. This converts to 50¢ per dollar of cost. If we look at the total capital cost outlay, we have 50¢

on the dollar of \$198,000,000 or approximately \$100,000,000 of loss. Annual operating cost - approximately \$7,000,000 of loss. Clearly, we compare the light rail with the No Build Alternative, the No Build Alternative produces the smallest, the smallest net losses by a long way. \$100,000,000 worth of net loss in capital outlays in light rail vs. \$7,000,000 net loss in the No Build Alternative. This is a cost benefit analysis. This is the kind of thing that you should have been doing and this obviously clearly shows that the No Build Alternative is far superior and dominates all of the other alternatives. The same sort of calculation can be made with each of the other alternatives. Such a calculation should be made and it's very clear what the outcome is - No Build Alternative. Thank you.

MR. BOTHMAN: Thank you. I think you should probably recognize that you're using our figures; so that's the analysis that we have made. You've looked, of course, at the financial analysis and you're using -- Oh. We're trying, maybe we haven't done a good enough - The next speaker - Dr. Lawrence Griffith.

DR. LAWRENCE GRIFFITH: Mr. Bothman, I'm Dr. Larry Griffith. I'm representing myself tonight as a citizen of East Multnomah County. I was a member of the Banfield Transitway Citizens Advisory Committee and was on the East County Subcommittee. I was a part of the majority vote on that Subcommittee. I will admit that that majority was a thin one, but you know, like any ballgame, it's the way it works.

As a resident of East Multnomah County, I favor the construction and implementation of a light rail transitway along the Banfield-Burnside Corridor, fed by an adequate feeder bus system.

My reasons for this arise from the conviction that light rail systems are superior in operating characteristics, they have the capacity for greater demand, and will be less costly, by a significant factor, to operate.

Their overall cost is about - is around - this is in local matched funds, these figures. They're not in the 80 percent quotient, but the 20 percent.

Their overall cost is about \$26 million dollars more than busway options, but their operating costs savings outweigh this, especially considering that local source matching monies will not exceed \$15 million dollars over other options.

What I said there was that the Light Rail Option will not exceed \$15,000,000 over the other options such as the HOV lanes and the busway.

I believe that light rail offers better security in an energy scarce future, that electrical energy will have a greater sufficiency than petroleum-based fuels.

I believe that the continued high use of petroleum-based fuels is contrary to the economic welfare of the United States, and the value of the American dollar worldwide.

Once the Banfield is widened, and an adequate transit facility is installed, we can look to the future with confidence, and not despair. To this end, I wish or expect no harm or hardship be inflicted upon my neighbors, and only desire the best solution of a complicated problem, for this community. Thank you.

MR. BOTHMAN: Thank you. The next speaker
Bob Mallory. Bob Mallory.

MR. BOB MALLORY: My name is Bob Mallory and I live at 1605 NE 120th. I just have a few brief statements. One, I've only heard one person tonight mention that there's a problem of being able to turn off on shoulders on the existing freeway and I would really like to emphasize that whatever plan is adopted, I sure wish that they'd consider this shoulder problem. At least a half dozen times I've had to personally stop on the freeway, get out with flares and flag down oncoming cars because the cars stalled right in the lane where they're ready to get smacked at 60 miles an hour by another car.

Another problem I see is that there's not enough entrances and exits. When a person has to go, I think it's five miles at some distances trying to get off the freeway, that's ridiculous and I don't see any of that in any of these suggestions; so I would think those two points are very important.

I think Plan 3c is by far the best. It seems to be more flexible in that we can use buses in this special lane and yet, it gives people the flexibility to use their automobile if they want to, if they can get enough people in the car-pool. Thanks much. (See end of transcript for written statement.)

MR. BOTHMAN: Thank you. The next speaker Elsa Coleman. (No response) The next speaker Richard Gross. (No response) I think I saw him leave. The next speaker - Mrs. Louise Weidlich. I probably murdered that, didn't I? I shouldn't have done that.

MRS. LOUISE WEIDLICH: Mr. Bothman, Mr. Post, Mr. Sandmann, I am Mrs. Louise Weidlich and I reside at 7720 SW Capitol Hill Road and my interest in this is I'm a candidate for the Multnomah County Commission Position Number One.

I'm in favor of, first of all, freedom's freeway; which I say restore the Mt. Hood Freeway funds. We feel that Tri-Met is heavily subsidized with our tax dollars, subsidized without a vote of the people, including a Tri-Met business tax and we oppose light rail and I'm upset with the Transit Mall, the brick streets and the pagan art forms in the downtown; which seems to be typical of what Tri-Met and the Mall is trying to do is I guess maybe they consider us all Pagans. They forget that we're free individuals.

If people want to keep our freedom, we're going to have to go on a pay as you go basis. Any one of these - this transit thing, among other things, is primarily a bonding issue. Now, I'm not sure about the Mt. Hood Freeway Alternative, but at least it makes use of - part of our freedom is in our mode of transportation and our mobility as a Nation and our use of our land is dependent upon our being able to go where we want to; otherwise Government will control and rule us and if we want to keep our freedom, we must not build a light rail and what I call autocratic, one section, types of transportation which - well, I don't know what to say. But anyway, we should have a pay as we go and as we grow.

We have land use control of people and I would be interested in bringing Mel Gordon, who has just resigned from the County Commission to accept a position with the Pacific Northwest River Basins Commission, which is Region 10, has been active on the Board of CRAG and is now being elevated to a superior unelected position for regional Government. And I think people should be aware of what metropolitan regional Government is and that this Banfield Expressway is part of what we call metropolitan land use laws and autocratic metropolitan regional Government control.

Robert Weaver, who was former Secretary of the Department of Housing and Urban Development has stated: "Regional Government means absolute Federal control over all property and its development regardless of location, anywhere in the United States to be administered on the Federal official's determination. It - Regional Government would supersede State and local laws through this authority we seek to recapture control of the use of the land."

This we would oppose and as a candidate for the County Commission, I would like to express that people should be allowed to vote on the Mt. Hood Freeway and we should ask our Governor, whoever, and we can ask Governor Straub and we should ask the ones who are the candidates that if local Government wants to vote on it and if the local elected officials support it, would he support restoring of the Mt. Hood Freeway Funds.

I have here an article - Freeway Funds Puzzle CRAG. It's an Oregon Journal article. "A \$12,000,000 short fall in funding for the new abandoned Mt. Hood Freeway has left Columbia Region Association of Governments officials in the dark about projects scheduled to be funded with freeway monies." Of course, now this is in September, '77. A little ways back. Now, we've got a little farther along.

But anyway, "CRAG officials learned last week mathematical computation errors and revised inflation factors had whittled away 6% from the original \$203,000,000 allocation made last year. An overall 6% cut was ordered on CRAG Mt. Hood transfer fund projects. Included is a number of already approved street improvement projects in Southeast Portland including Powell Boulevard, upgrading transit corridors to East Multnomah County, to Washington County and Oregon City and other projects. C. William Okert, CRAG Director of Transportation, said the agency won't know exactly how short it is until bids are in." Well, anyway, we're talking in terms of CRAG and we're talking in terms of what I would like to bring to people's attention is that we must, as people who are here, defeat Ballot Measure #6. The Ballot title states that Ballot Measure #6 reorganizes the Metropolitan Service District and abolishes CRAG. Now, it absorbs CRAG, it does not abolish CRAG. It takes CRAG into a three-county area and makes a Tri-County consolidation with a future income tax for all people that will work in Multnomah County, even though they live in Vancouver or in any other county outside of the Tri-County area; so along with this Banfield Freeway, if people who are opposed to it, they should be sure to stress and bring out some measure about Ballot Measure #6. I feel that it's very deceitful that it abolishes CRAG because a lot of people are opposed to it, but all it does is give CRAG broader and stronger powers.

I'd like to close. Well, it was brought to my attention by this inflation. Inflation is created, among other things, by bonding. Last week, or two weeks ago the City of Portland passed a \$5,000,000 general obligation water bond issue just before the City Council that we will put a lien on all of the taxable property in the City without a vote of the people. And this is the concern that we have. The people are not getting their chance to vote, they're not allowed to be heard and we're bonding and bonding and that is what inflation is. It is when Government spends beyond its means.

Mr. Polani was bringing up that we were talking about inflation and he wants to have this light rail. Well, how's it going to be paid for if it's deficit spending? If we don't have the money, how can we spend it and how does he figure that it's going to stop inflation? This, I just can't - I just don't understand.

DEQ, as you people may know, we're talking, it's a \$55,000,000 bonding indebtedness under bonding - a year to help - now can a person who wants to fight the DEQ - you say the DEQ is allowing cars to go through now. You know why they're doing it. This is an election year. They'll wait until people are elected and then afterwards, then they'll start in, but they're going to take it real easy right now because they want people to forget about it and then by the time it's - they have anything to say about it, it'll be too late. It'll all be in and you'll have to live with them for another four years.

I'd like to quote the American's creed. It was a consolidation of our Declaration of Independence and our Bill of Rights and our Constitution. "I believe in the United States of America as a Government of the people, by the people, for the people whose just powers are derived from the consent of the Government. A democracy in a republic, a sovereign Nation of may sovereign States, a perfect Union, one and inseparable, established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes."

I, therefore, believe it is my duty to my Country to love it, to support its Constitution, to obey its laws, to respect its flag and to defend it against all enemies. To defend it against all enemies. If we have - we have to pay as we go, we are going to be like New York City - be very shortly in the area here and we're going to have to get this bonding under control because the banks are the ones that are going to make the money and we're going to keep going into debt, into debt and we will become a second rate and a third rate Nation unless we wake up.

MR. BOTHMAN: Thank you.

MRS. WEIDLICH: Thank you very much.

MR. BOTHMAN: The next speaker and last speaker, at least that I have a card this evening is Dick Springer. Dick Springer.

MR. DICK SPRINGER: Good evening, gentlemen, you are to be commended for your patience. My name is Dick Springer. My address is 3620 SE Rural Street, Portland, Oregon 97202. I'm an Attorney in Portland. I'm also a Democratic candidate for the State House of Representatives, District 10, Southeast and Southwest Portland. I'm here to testify in favor of the light rail concept.

I believe that the light rail transit concept allows the greatest potential for integrated land use planning and urban growth. I believe that it allows lower, long-range operating costs, protects

intercity residential areas from heavy traffic, provides necessary transportation to those dependent upon public transit and also reduces reliance upon the automobile.

I believe that the light rail system has proven itself in European cities and in Boston, Massachusetts, in our own Country, where the popular Green Line provides an essential and prosperous corridor that integrates commuter transit, medium density dwellings, commercial areas and a vigorous downtown center.

I may add that I've lived in Boston, been stationed there in the Service for a period of two years and was a frequent daily user of the Green Line and can testify from my own experience that I found it to be very popular, well used and certainly a tremendous asset to that entire area of the Boston metropolitan area.

I believe, however, that Tri-Met must continue to recognize its responsibility to plan and to implement an effective grid system and to encourage alternatives such as van pool to serve more potential customers, even with the adoption of a Light Rail Alternative to compliment such a system.

I believe, also that the Oregon Department of Transportation should commit its resources and participate with Tri-Met in providing the local match funding necessary for Federal assistance to meet construction costs of the light rail system.

I believe that an efficient Light Rail System Corridor would be resource of inestimable value to the region and to the entire State.

I particularly believe that if we expect continued private investment in this region, in housing, in industry and in greater economic development of our region, then our citizens and our representatives in Government must be willing to recognize the need for investment of public resources in programs such as the Light Rail Corridor which, in itself, would strengthen the structure and framework of responsible growth in this region.

I further encourage, also, public participation in planning other Light Rail Corridor implementation and the programs that would be necessary to sustain it such as the grid system and other alternatives to compliment it. Thank you for the opportunity to speak before you this evening.

The plan I would support would be 5-1a or 5-1b with a shoulder's option. Thank you.

MR. BOTHMAN: Thank you. Are there any others in the audience that have stuck it out this late that would like to testify this evening? I've read all the cards that I have. If no one wishes to make a statement, I would like to remind those left that written statements will be received for ten days until the 17th, sent to the office in Glisan Street and that address is on the board behind me. If there are no others that wish to make a statement this evening, I'll call this hearing to a close. Thank you very much for coming.

(Adjourned at 11:30 P.M.)

TESTIMONY RECEIVED IN PRIVATE RECORDING ROOM

MR. KENNETH McFARLING: (Same statement as made in afternoon session. See page 43.)

MR. JACK N. WALL: My name is Jack N. Wall. I live at 120 NE 23rd, Gresham, Oregon. I am the Administrator of the Village Retirement Center, located at 18001 SE Powell Boulevard in Portland. I represent 190 residents who live in 152 units of housing for those over age 62, at this address.

In the next twenty years, we plan to increase our housing in this project to 150 units. We are very satisfied with the present transportation program with Tri-Met. We are concerned about concentrating transportation in a corridor, such as the Banfield Corridor, mainly because we feel the present service might be altered in order to make a transitway financially feasible, such as the elimination or reduction in east-west service on Powell Boulevard and leaving a single route into Gresham.

We are very concerned about transportation, and have been for 15 years, at that time the Village was first built. People I represent are living in the golden age of retirement and as such are very concerned about the cost of this proposal. What they are in favor of is the most, and the best, for the least.

We are very concerned about any elimination in service since the people I represent are totally dependent upon transportation. We also feel that a transitway will further reduce services to people who are traveling to various places in the immediate area in SE Portland. The program that you propose is concerned about moving people from SE Portland into the core area of Portland, and we feel this program will make a further problem for people who are trying to travel in the SE Portland area. Thank you.

MR. CLINTON H. LOSTETTER: I am Clinton H. Lostetter of 11030 NE Davis. I am a resident of Portland community for 20 years and appearing before the April 6th hearing at the Floyd Light School, I wish to express my feeling against the light rail. I favor the Banfield Corridor expansion to 6 lanes and to continue the lanes beyond the I-205 Intersection. Continued build-up of traffic beyond the I-205 is increasing yearly, more residences are being constructed beyond 102nd and 122nd and are being utilized in ever-increasing amounts.

The cost factor is one of the things that I am against in the establishment of the light rail. I would favor consideration of trolley buses over the implacement of the rail. This would allow for the use of the already constructed streets by the trolley buses and other vehicles. I favor Alternative 2b as a part of my statement.

MR. THOMAS C. DONACA: Tom Donaca, 1221 SW Main, General Counsel for Associated Oregon Industries.

Associated Oregon Industries is a Statewide association representing employers, many of whom have employees in the Tri-Met District. Its Mass Transit Committee has been following closely the Tri-Met situation since shortly after Tri-Met came into being in 1969, and is made up of individuals with skills in general management, planning, marketing, finance, economics, transportation and personnel.

Associated Oregon Industries, based on the recommendation of its Transit Committee and approved by its Board of Directors on March 24, 1978, strongly recommends that none of the improvements related to mass transit be built in the Banfield-I-205-Gresham Corridors pending the determination of the sources to finance any of these alternatives.

It is our understanding that Tri-Met's ending balance for fiscal 1977-78 will approximate zero and that their proposal to increase both the payroll tax and fares are necessary to meet fiscal 1978-79 operational and administrative requirements with no significant allocation of funds for capital expenditures. All methods of funding any of the Banfield proposals require a local match and at present Tri-Met has no apparent capacity to generate such local match money.

It is our belief that there has been inadequate consideration of the means of funding of the proposed transit improvements during the Advisory Committee and public hearings on the Banfield Corridor. Additionally, no consideration has been focused on the issue of how the other two corridors will be financed. Failure to provide appropriate information on the issue of local funding adequacy during these hearings appears to us a serious flaw in the procedure.

AOI is further concerned that the current spread between expenditures and revenue for Tri-Met is so large even with proposed revenue increases that, unless major changes relating to the scale and efficiencies of Tri-Met's operations are made, substantial additional revenue will be required. AOI is particularly concerned that the only source of the local subsidy to date has been a payroll tax, currently 5/10 of 1 percent, and is proposed to be increased to the 6/10 of 1 percent limit permitted by the present Oregon Statute under which Tri-Met operates.

At such time as financing becomes available or that the financial position of Tri-Met improves due to increased system efficiencies, Associated Oregon Industries, through its Mass Transit Committee, will review and make recommendations regarding the alternative improvements for the Banfield Transitway. The AOI Transit Committee is at this time, through other channels,

making recommendations to the Board and management of Tri-Met for improvements in the system and operations of Tri-Met needed to improve its financial condition.

SYLVIA J. BOUNEFF: The next statement is from Chris and Tina Christie, 2111 N. Skidmore Court, Portland, Oregon 97217, on April 6, 1978, to the Banfield Transitway Hearing at Floyd Light Middle School, Portland, Oregon.

Gentlemen:

We have owned our property at 1005 NE Union Avenue since 1937. We operated the business located there until the past few years. Our income now is from the rentals we receive from this property. Doug Baker's column has featured us as "the oldest building on Union Avenue". And we plan to keep this property in the family as income-producing property for our grandchildren.

Our income is derived from rentals in the building and they use the parking spaces provided in the back of the building. We also rent car spaces to the building tenants behind our building. If our driveways on Union Avenue and Holladay Street are closed to us, we will lose our monthly income which is our means of support. We are concerned that our grandchildren's inheritance will be hurt or become nonexistent if the entrance and exit to our off-street parking facility is shut.

We provide our tenants and others with off-street parking and it is necessary for our economic survival that we continue to provide that off-street parking service.

Regardless of the alternative chosen, the access to our property needs to be left open.

Very truly yours,

Chris & Tina Christie

ART WICKSTRAND: 1546 SE 31st, Portland. I represent myself and the Portland District Council of Carpenters. Gentlemen, it is a sacrifice for all to miss a Blazer game and attend this hearing this evening. We've heard testimony today from people who are only concerned citizens, others who are only concerned with the environment, others are self-made engineers, some intending to exert an effort to slow progress in any way they can.

I am a concerned citizen, as well as representing approximately 5,000 carpenters from the Portland area. Why we meet, when the three wisemen: Governor Straub; Mayor Goldschmidt; County Commission Chairman, Don Clark, have the power to override the wishes of the people.

I feel the real question is, how much can you put in the Banfield Corridor. The people who drive and commute know better our needs than anyone I can think of. We must have another corridor. Cars bumper to bumper is a common sight on the Banfield. Today some worry about fuel and energy; the reports this noon was that the United States is glutted with crude oil and we have no more place to store it and we continue to import. Until the United States Government prohibits the manufacture and importation of automobiles will you force the taxpayers and workers out of their cars.

We've heard testimony on how Tri-Met continues to lose money; now we will have light rail systems forced upon us in the Banfield Corridor. Should we have an earthquake like Los Angeles had a few years ago, or some fool blow up one overpass on the Banfield, where would we be to move the public, ambulance or fire equipment out of the downtown area to an area that may be needed. The truck accidents now paralyzes the ability to move on the Banfield. The City and County must be served and we know some people will be forced to move, but they have always received fair remuneration for their homes.

In closing, may I urge you to use every plan possible to move traffic, but let's not put all our money in plans and work in a single corridor.

MR. DAVID ROWE:
session. See page 95.)

(Same statement as in afternoon

MR. MACLAY P. NELSON: Maclay P. Nelson, retired engineer, currently a Real Estate Broker here in town. I've been very concerned with problems - cost benefit ratios particularly in downtown. Gradually, like today people are moving out of downtown Portland and into other areas, and the economy of the whole program requires to be so. So downtown Portland will probably be, as it is now designed, another Fresno, California, and become dead in about 15 or 20 years. An example of that is the current financing commitment that we have on banking and finance that there is.

An example further could be exemplified by Chicago, Illinois, with all the transit systems and malls that they have there; another area is an example of Los Angeles, California, where they have large mobile population. And people being human as they are desire to have, first what is best for them and they can vote for their feet where they make the dollar; they have their engagement; their program; they will usually do what they consider is best for themselves, and try to provide their economic social life to achieve their best benefit, even if they have to move out of the area, or stay near their county.

We have today a large number of people who have been involved in expressing themselves for and against this Banfield

Freeway Program and we've also had quite a few people considering their own individual program and not looking at the total impact of which probably this total assumption and concept is wrong. I don't think they need the freeway system expanded much of over what it is because downtown Portland is dying, and will be dying more, particularly as Banfield is involved with I-205. The economy indicates that the airport is out near I-205, we have a dispersion of people and also a dispersion of funds. But most important, we have currently a United States Government issue on foreign balance of payments. This foreign balance of payments now is creating a tremendous energy cost which is going to cause an improvement or exceedingly higher cost of current energy as we know it. There have been designed small nuclear energy engines of 200 or 300 horsepower that weigh very little. Maybe 15 or 20 years from now we'll all have a little automobile engine that's a 200 or 300 horsepower engine that can run around; it may cost a little bit for it, but then we will have some other type of a traffic program.

But with our high-cost program and tax downtown now, the economy is such that no one 10 or 15 years from now, whether it be a lawyer or doctor, or hospital, can afford to be downtown unless he is Government supported. Gradually we are having more and more taxpayers revolt against not getting somewhere near 50¢ worth of value for their dollar expended in taxes, and that I think is reasonable.

Since as we recognize people vote with their feet, we should currently avoid this HOV lane now, because privileged people don't really run counter or with our United States Government and the privilege of being an American. I don't think I should have any greater privilege than you or you should have any greater privilege me, so one versus a group, or what condition of a HOV lane, a bus driver is supposed to be a professional bus driver, so he should be able to fight traffic better than a poor little old lady that has just been driving for 40 or 50 years that can just barely can keep her driving permit and just wants to get from here to there, but may not go too often.

So three or four years hence the high cost of fuel is going to create a further diminishing of actual use of this Banfield Freeway. So that's going to greatly reduce that need, so the need for movement from one place to another is going to be limited. I think that if we would analyze a common sense approach to this problem and not be induced by indoctrination, apparently we have a problem, maybe we could generate a problem and a combination between the Peter Principle and a few other happy programs, that pyramiding each little job to another job or bureaucratic effort to establish a study upon a study to see if they can't find a solution or an answer that may or may not exist, to really get back to the basic concept of it.

I think we should have flexibility, and I think we should review all plans to meet current needs, not those needs 20 years hence, because we don't have that crystal ball capability, and our best of planning has not been too well. For example, let's take a look at history particularly just in my little lifetime, from the depression, World War II, and since, and look at all the plans and changes and the studies that have been lots of paperwork that has turned out to be so much garbage. Thank you very much for the comment.

MR. DAVID BURNEY: David Burney, 11439 NE Morris Street. I want to express my opinion that the best of the various proposals, from my point of view, is 3c or 4b. They seem to offer the most long-term benefit for more people than any of the others.

I can't see the light rail being a self-supporting item for some time. The use of light rail failed many years ago here in Portland and it doesn't seem to be that much push for it at this point. Until some trial run of a light rail program is brought into being so that the public can see if they will use it, I can't see beginning to lay out a light rail program for this particular highway at this time.

It would make much more sense to me to put it on a trial basis, perhaps from Vancouver, to take part of the load off of the Interstate Bridge as a trial program for one or two years and see if it will work, where the load is and where the need is and see if the public will accept it, and if that were to happen then I would support a light rail program but not at this time on the Banfield program. Thank you.

MR. PAT FOGARTY: Light rail going up Burnside, they have a railway track that runs all the way from Gresham into East Portland and they could use that railway if they wanted to. We have enough going into the Banfield and we don't need any more. They did a very poor job on it; they could have opened up an express lane like they do in Seattle at peak hours and I feel that we were really shafted on the Powell Street Freeway, the East Freeway, and I think this is just another cover-up they're using and they're going to get what they want, whether we like it or not.

MR. CECIL S. SMITH: My name is Cecil S. Smith. I reside at 13709 E. Burnside Street. Of the five alternatives offered by the Banfield project, the most objectionable to me is number 5-1. I object to this alternative for the following reasons:

It would cost far too much.

It would seriously degrade the livability of homes adjoining Burnside Street.

It would lower the market value of this residential property.

It provides no financial compensation for the damages so inflicted.

It would foul up the traffic pattern of the East County and create serious traffic hazards.

It would not be an acceptable mode of transportation.

It would not pay for the cost of operation.

This short-fall in revenue would have to be met by additional taxation.

The tracks would finally have to be abandoned and removed as a public nuisance. The cost of the removal would be an additional expense.

Tri-Met has in its hands at this time a substantial but rapidly shrinking bundle of public money to spend on this scheme. However, this large sum of money is not enough. The estimated additional financing, which the plan requires, is a considerable sum. It is highly probable that the actual overrun will vastly exceed the estimated amount. In any event, these huge sums, plus interest and carrying charges, will have to be paid by taxes levied against our property. This problem of continual rising taxes is not unique to Multnomah County or the State of Oregon. In California there is a mounting sentiment for tax revolt which is finding expression in Proposition 13. This Proposition 13 would limit the amount of tax which can be levied against real property to 1% of its fair market value. See Time Magazine of March 13, 1978, page 22.

This light rail scheme is typical of irresponsible squandering of public money throughout the country. Politicians and others who dream up and promote these schemes do not have to pay for them; we will. It is being done to us without our consent. Please give us a chance to vote on this scheme and stop our slide into bankruptcy.

MR. EDWARD J. MARIHART: My name is Edward J. Marihart. I reside at 5231 SE 48th, Portland, 97206, and am active in the Woodstock Neighborhood Association.

I support a combination of Alternatives 5-2 and 5-3 - the light rail alternatives - with the moving of the Southern 3 Park and Ride Stations Alternative 5-3 to the east side of I-205.

I feel that mass transit is extremely important, especially if the neighborhoods within the City of Portland are to remain livable and viable that is a more efficient, economic, environmental form of transportation.

I see it as an excellent way of reducing traffic through SE Portland. I also feel strongly that the present transit routing should be of a grid pattern instead of the present radial one. Light rail is seen to me as a cost effective system.

In addition, I personally feel that the selection of Alternatives 5-2 and 5-3 would be the most beneficial to the Woodstock Neighborhood Association, especially in reducing non-source traffic. With the reduction of non-neighborhood originated traffic, safety would be increased, pollution reduced, congestion reduced, and livability increased. Thank you.

MR. RICHARD GROSS: My name is Richard Gross. I live at 1560 NE 66th Avenue. I am a member of the Banfield Transitway Citizens Committee and also a member of the Oregon Association of Railway Passengers; however, I am speaking for myself tonight.

As having been a member of the Citizens Advisory Committee off and on for over two years, I have observed that they have adequately studied the alternatives and I agree with their conclusion except that I am in favor of Alternatives 5-1a and also, in addition to 5-1a, I am in favor of implementing Alternative 5-3a at the same time.

Having lived in areas of the United States where I had extensive observation of light rail, I believe that is one of the most attractive means of travel to the riding public and also, from the statistics I have seen, it is the most energy efficient because electric power is potentially our most plentiful resource here in the Northwest for energy.

I also believe it will cut air pollution and noise pollution. I believe the sooner these recommendations are implemented the greater the saving will be to the taxpayer because of the inflation factor. I hope this system will be adopted on a region-wide basis. Thank you.

MS. VIOLA SQUIRES: Viola Squires, 824 SE 139th. I am representing myself, however, I am a member of the Hazelwood Land Planning Committee, and I am against the light rail for the simple reason it tears our area in half; another thing it's too costly. If we have to have light rail, I wonder why they don't use the Bellrose Rail Corridor that's already there, the Oregon City Rail Corridor that's already there, and if we have to spend our money, I am in favor of 3c. Thank you.

MS. NANCY CUNNINGHAM: My name is Nancy Cunningham and I live at 1431 SW Park Avenue in Portland, and I am speaking for myself.

1) I am in favor of light rail transit because it will reduce the air pollution and it is a better use of our available energy.

2) I believe citizens will use public transit instead of private autos if the incentive is good enough. One way to motivate citizens is to have free transit, no pay transit.

3) Raising the fare will not pay for transit. It is already subsidized, not only in Portland but in many other cities. Free transit will bring citizens into downtown where they will spend their money. This will be better for business which can then contribute its share to pay for transit.

4) Downtown has already endured the noise and inconvenience of building the mall. Light rail in downtown means more construction and tearing up of streets. Before we do this, we should explore the feasibility of battery-powered buses which would cut down on noise and air pollution. Thank you.

MR. BILL JASTERAM: Bill Jasteram. My address is 90 NW Birdsdale, Gresham, Oregon.

I am the Chairman of the Citizens Advisory Committee for Project 221, 223 North-South Corridor in Gresham. As Chairman, I would like to speak personally for light rail. We feel that the light rail offers the best alternative for the Gresham area and as a total regional project, we see the usefulness of this alternative to serve Gresham. Because of the traffic problems we now face in Gresham and the long-range trouble we'll have, we see this as the best alternative.

The initial costs of light rail are high but the over-all picture seems to justify the use of light rail. I do favor personally 5-1a - the alternatives on the Banfield being expanded.

Our Committee has taken light rail into consideration and we have made provisions working with the Oregon Department of Transportation and the City of Gresham to allow light rail to enter into the old Multnomah County Fairgrounds with the proper amount of right of way and providing signaling the intersections to accommodate for that. The feeling of the Committee, as I understand it, was that they were in favor of this option and the possible use of the Fairgrounds was central to the Gresham District - was favorable with the Committee. Let me just finish by saying that our Committee will send in a written report to you from the Project 221-223 Committee before the 17th of April. Thank you.

MR. ALFRED HAIG: I live at 2311 SE Wren Street, Milwaukie. My feeling for light rail is expressed in the letter to the Editor of the Oregonian, April 1 and 2, and to the Oregon Journal, April 4. The people who say the area cannot support light rail are misinformed. Edmonton, Alberta, is opening the first light rail in North America for many years in the next two weeks and they are a smaller area than Portland. We need light rail now, not when it's too late. Thank you.

MR. THOMAS J. ANDERSON: My name is Thomas J. Anderson,
6506 SE 135th. I am not in favor of light rail. I am in favor
of 3c, six standard freeway lanes plus shoulders.

CARD COMMENTS

VIRGIL SCOTT: Favor 4a. Oppose light rail. Disrupt Mall already cluttered. Very large traffic increase needed, otherwise large cars or trains would be forced to infrequent schedules. The bus option is more flexible; could be converted to light rail later if need develops. Ultimately some corridor further south must be developed and probably reduce load on Banfield.

MADELINE MILES: We need something to handle the large amount of traffic in this metropolitan area. There is definitely a need for mass transit. Separated busway and light rail transit seem to handle the traffic best; however, the people are most opposed to these. If we already had them, there would be less resistance to them.

JIM CHADNEY: Spend available Federal funds on Tri-County highway improvements going east/west, north/south. Highway Department to emphasize the critical areas needing improvements. Do not spend additional money for an unsure, untried trolley system which will place additional tax burdens on the Tri-County residents.

ROBERT LUCE: Favor 3c and 2 Alternatives. Oppose any and all No. 5 Alternates.

HELEN R. BAKKENSEN: The taxpayers are struggling under a monumental tax burden as it is, and my preference would be the least expensive alternative available which is "No Build".

EDWARD J. MARIHART: I support Alternatives 5-2 and 5-3, a combination of the two. We in Woodstock feel that this would best help solve our current traffic and future traffic problems. The Banfield Transitway Project should select an alternative that would best solve the traffic problems of the area that was to be served by the proposed Mt. Hood Freeway. Light rail is a MUST!

MANLEY J. BAKKENSEN: I prefer "No Build" option!

ARTHUR W. BERGSTROM: Favor plan 5-1a with entrance to downtown along 1st Avenue. Would appreciate to be added to mailing list re this project.

OSCAR L. BURNS: I'm not in favor for light rail.

IRENE A. CHADNEY: Do not experiment with an unproved trolley system by spending more than 1½ billion dollars for the benefit of 5% of the people so they can go downtown Portland for less than ½ the cost of the ride. Should so much money be spent until Tri-Met can prove it can pay its own way? Local taxpayers cannot and should not be burdened with additional Tri-Met taxes.

ROBERT L. CONROY: 1 - I believe light rail would be too expensive. 2 - I favor the choice of 3c or six standard lanes with full shoulders. 3 - Highway 26 traffic should be kept off Banfield. The Mt. Hood Freeway is seriously needed.

MRS. RALPH T. DAWSON: The plan 5-1 seems to be the most desirable since it has an adequate long-range plan even though it costs more at the present time. Banfield would furnish adequate space for the light rail and E. Burnside is the most logical street to follow which takes the passengers out to Gresham where a great deal of new building is going up. This plan 5-1 seems the best alternative.

RALPH T. DAWSON: It is time for long-range planning instead of patchwork temporary improvements. I favor the light rail transit with flexibility for expansion of service as needed, plus 6-lane freeway for auto, truck and bus travel that will accommodate future traffic anticipated from I-205, plus shoulders for disabled vehicles. A low-cost approach with traffic routed through residential streets would be a huge disturbing mistake.

NORLAND A. FAUTECK: In 3/13/78 edition of the Journal it is reported statistics from Tri-Met operations, only about 5 percent of the population in the metropolitan area ride the buses regularly. It has been also reported that fares income does not meet the minimum fund requirement. Thus Tri-Met's method of fiscal responsibility is nil. Let Tri-Met increase the ridership. I don't like a "select few" spend my monies willy-nilly as they have to date. Let the majority vote; put the issues on the ballot.

LYNN FISH: I favor LRT with 6 lanes and shoulders (Burnside Alignment) but am not sure Tri-Met will be the best LRT management company.

RALPH FROHWERK: If you can project a recognizable cost figure at completion date including end terminals and bridges (2) across Willamette River and show us a user demand, we may buy the light rail package.

DUD & ALTA MAE GAYLORD: 5-1a. Light rail via Banfield to 205, south to Burnside, east to Gresham, would be the logical way to move more people. We see nothing to be gained by going further south to Division or thence to Foster in the Lents District.

MARIAN E. HALLAM: Why not use LRT to Gateway with buses feeding to this station and then use LRT to downtown? In this manner you could utilize a grid system to get people to Gateway station, keep these buses out of downtown area, save the taxpayers millions, keep the residential area intact.

VIRGINIA HARRIS: I'm for 2b. Our house taxes have doubled in the last 3½ years, and we cannot afford as an individual family or as a city such expense as is being talked about with light rail. Peter Cass at \$43,000 a year and his \$300 a day consultant apparently can.

EDWARD E. IMMEL: Light rail option favored.

JEROME ISGRO: Against light rail! For Alternate 3c. Profession: Construction Management (BSCE).

EUNICE JENSEN: I do not want light rail. It will be a detriment to the environment. Tri-Met is an inefficient operation and I see no good reason to allow them to have more money to waste. No light rail.

ROBERT F. JENSEN: Since only 1% of the people in the Tri-County area could benefit by light rail, it would not be sensible to spend so much for the benefit of so few. Powell Boulevard should be widened to 4 lanes and Banfield Alternative 3c should be implemented.

MARGARET M. JURHS: Light rail is not needed yet. Widen Banfield lanes as they were previously too narrow, too dangerous.

LOUISE P. KENDOPP: We can't stand any more taxes. We are taxed enough. I will not walk a mile to ride a street car, and it is not flexible, and when the weather is nasty and have to walk a mile is too much for me to cope with. Taxes will be too high. It will be cheaper to drive a car. They want to dictate and tell you what to do.

JOHN R. KLINE: 1. The Banfield should not continue to be expanded for the purpose of routing S.E. traffic to and from the city core. Some alternate route is needed for this purpose - a more direct route. 2. Alternatives should be considered to limit cars in the downtown area - especially single occupant ones. The present transitways could suffice. 3. People are not leaving their cars at home and patronizing the bus lines now traveling on the proposed light rail route. Therefore, it's not logical to predict a heavier light rail patronage.

MRS. A. W. KOHL: I definitely object to any rail being installed on Burnside to Gresham or on any other street. Cost is outrageous and Portland isn't a big enough city to warrant such cost. Buses are more adequate for transportation with stops every other block for embarking for citizens both on and off. Destruction of property, homes and businesses for rail is beyond reason and taxes prohibitive. There are 32 houses in our area with dead end, so only way in and out of our area is Burnside.

Buses #44 running on East Burnside favorable and convenient to use; light rail would destroy that convenience for many home owners and apartment people because of park & ride too distant from them to use. Emergency vehicles, fire and ambulances would be hindered by rail on Burnside.

FRANCES KRALJ: I oppose the Tri-Met building any light rail system. The cost is prohibitive. There is not the need. Alternative 3c is more acceptable to improve the Banfield Freeway. This should be voted on by the people.

RAY H. LAMBETH: I would like to have more grid systems; i.e., 82nd, 122nd, 182nd; I'd rather see bus service expanded and limited access on Stark-Division and Powell.

BEN LEAR: 1) The cost/benefit ratio of light rail is too high to warrant tearing up the downtown area again. 2) The southeast is being neglected even if the light rail was diverted down 92nd. It is far easier to travel down Holgate or Burnside by car than wait for sporadic bus or light rail.

R. A. McFADDEN: I am opposed to light rail due to:
1. Eventual cost overruns. 2. Inflexibility of use and investment.
3. Basic growth assumptions upon which it is based are not necessarily accurate or eventual. 4. Corridor growth of high-density population, most of which will be lower income.

NANCY A. MILLER: I want the rail transit soon as possible and feel it should have an access to Greyhound and Tri-Met buses.

WILLIAM W. NICHOLS: I am against any taxation without a vote. We fought a war for this and maybe we should have another one. This will end up costing over a billion dollars.

HELEN OSBURN: Make Banfield as it used to be. I drove it every day for 19 years to work in Beaverton. It is too narrow and dangerous. My son, a trucker, hates it too.

BETTY LOU PETTYJOHN: I am for the light rail system. I know it is more expensive at first, but feel it is cleaner, will move more people more efficiently and will be more long-lasting. I am strongly opposed to freeways moving people from their homes.

ROY PORTER: I find 5-1b Alternative acceptable although 5-1a would save a considerable amount of funds and statistics indicate reasonable safety. However, if an attempt is not made soon to provide better cross-town service in the east county with existing system, a lot of resources are going to be expended and time lost to overcome the current opposition from citizens.

MRS. RUTH L. PEDERSEN: I am interested in progress - the light rail - something permanent to fit the needs of our city, etc.

MRS. VIRGIL C. PROVO: I am opposed to the light rail system; we have the buses to accommodate the needs of the people. The expense of the light rail would be too big an expense at this time.

VIRGIL C. PROVO: Definitely opposed to the expense of the light rail system.

DAVID N. QUALLS: 1. Favor LR Mt. Hood C.C. connection
2. In favor of Burnside extension of L.R. to Bull Run Road. (Heavy in R-4 and A-2 zoning). 3. Good pick up near hospital. Favor 5-1.

EUGENE SCHATZ: With the rate of growth this area is experiencing, any plan that does not have increased bus service and/or light rail will be of no benefit. More traffic lanes would soon be filled with more cars, resulting in increased pollution and waste of natural resources. For incentive to ride, public transportation fare expenses could be used as a tax deduction for rides.

LINDA K. SCHATZ: Although it is the most expensive alternative, the Light Rail Transit Plan seems to hold the most promise for both improving traffic flow and conserving energy in the future. No plan should be considered that does not contain an expansion of public transportation.

JOHN C. STOUT: I favor Plan 5-1b or 4b. I believe that 5-1b offers the best method of passenger transportation between Gresham and the downtown area.

EMMA JO STEWART: If there is such a thing as "Human Rights", what right does the Highway Commission have to condemn homes and move people out of their homes which they bought and paid for?

JOHN R. WAGNER: Alternative 3c appears most logical and flexible considering our low-density population. Statement by Tri-Met: The surface street system can adequately serve the area between I-205 and the downtown. If so, then the Banfield corridor should be reserved to serve the area east of I-205 and Gresham. By closing all ingress and egress west of 82nd or by metering traffic at selected times, the corridor could serve east county adequately even now. Therefore, reconstruction of the corridor at this time may not be logical - especially for any LRT system.

LYLE WINKEL: Use the old Bell Rose tracks through Johnson Boulevard east to Gresham, Estacada, Molalla; already there, ready to use.

MRS. MADELINE NICKERSON: I prefer light transit, something that would be permanent.

WALTER & JULIA DONAT: Favor 3c.

RICHARD S. RODGERS: Prefer Alternative 4a.

ARTHUR VAN UCHELEN: Prefer Alternative 5. The idea of a light rail is totally new to Oregon or the U.S. It is hoped that even though this concept is new, it will be accepted. It appears as though everyone is set in paying for it by increased fares, payroll tax and state revenue. The Commission should still consider the Lottery Plan, the best solution by far.

ROY & BETTY LOU PETTYJOHN: Prefer Light Rail along the railroad tracks - better long term investment. We favor the Light Rail System along the railroad. Feel it would be more long lasting for transporting people. Just don't feel you can keep building freeways, robbing people of their homes to get someone to a certain destination five or eight minutes sooner. Light Rail would be cleaner and this area is already highly polluted.

JOHN C. MINER: Prefer transitway - Burnside extension. Good informational meeting at Centennial High School.

ANN SCHILKE: Prefer No Build Alternative. I would like to see another arterial developed to serve East Multnomah.

G.K. GUFFEE, M.D.: Prefer Light Rail Transit. If the Arabs cut off our oil, we will need to rely on electricity from our dams. Look into large rechargeable batteries for trolleys.

MR. & MRS. MANLEY BAKKENSEN: Prefer Alternative 1 and 3c. Suggest that State, county and city leaders of the discussion groups listen carefully to input of interested citizens and try to react favorably to their comments.

OSCAR L. LARSON: Prefer Light Rail Transit. I have used similar lines in Eastern states and in Norway (1970). I work with public enough to know confusion would develop if lane and street direction usage is changed all the time. I feel LRT would avoid this.

MRS. NORMAN A. COWELL: Prefer express bus system on Burnside. Light Rail System along Banfield. Whatever is decided, let's get with it before it costs twice as much or more than it needs to cost.

RICHARD A. CARLSON: Prefer Light Rail Alternative 5-lb.

SAM PURDY: Prefer no alternatives.

VINCE SMITH: Prefer Alternative 1. Move SE and South traffic to SE and South.

JERRY JOHNSON: Prefer Light Rail Transit Alternative with six lanes for freeway traffic and shoulders.

DEL REAMS: Prefer Alternative 5b.

JASON SHIPLEY: Prefer Light Rail Transit Alternative not only on Banfield but also for Beaverton and Oregon City. I feel they should be built at the same time to save money (costs).

GEORGE WILLIAMS: Prefer Alternative 5-1a, b or c.

MR. & MRS. MILES C. STANTON: Prefer Alternative 3 or 4a.

RICHARD MUSTONEN: Prefer Alternative 5-1b.

P. BENNINGHOFF: Prefer Alternative 5. Please, no increase of traffic on Burnside or Stark.

ROBIN G. PLANCE: Prefer Alternative 5a - b, Light Rail Transit.

STEVE & RITA HANSTON: Prefer either LRT or Busway. Looks feasible but cross-town (grid) bus service should be improved. Also, what about raising parking rates for those downtown who insist on driving their cars downtown.

ALICE J. DURR: I approve the #1 Banfield plan to revert to pre-1976 lanes for safety reasons. But, also would think a light rail via Sullivan Gulch area to Gresham might be of service. Or, smaller buses could be used during non-peak hours in outlying areas. A change in fare rate for distance,

HARRY ERICKSON: Prefer Alternative 2. Against using Mt. Hood Freeway money. Street car to Oaks Park Oregon City.

KEM B. SYPHER: I am strongly in favor of Light Rail Transit, on the Banfield and anywhere else. I am convinced that in the long run, it will pay for itself. If we are to cut the use of cars and increase the use of public transportation, we must have the most efficient system possible. LRT is that system.

NANCY CUNNINGHAM: Prefer Light Rail Transit (surface).

JACQUES BERGMAN: Prefer Alternative 4a. What is the advantage, especially the elderly for Light Rail Transport, if you must travel, transfer by bus over a distance of five to eight blocks to the Rail; and what happens to overhead electrical lines in severe weather (October storm)? Why are you pushing the Rail System? Europe cities had their Rail System decades ago, they don't have to be built, only to improve.

BONNIE J. LUCE: Prefer Alternative 4a. It's a big fallacy to me we do not have engineers for this project in Alternative 5a.. Look at America it's the pits what you plan! Get Oregonians on the project. We ran Oregon for years without out of state and foreign interests. After I have read on this subject, met some of the people working on project, I really resent not using our own Oregon people for the jobs as well as Americans too. Also, I feel American products are to be used throughout. I do not mind spending money for our own people. Why give our money away? I do not believe no one is not qualified in U.S.A.

ERNEST F. MUNCH: Prefer Light Rail out Burnside St. to Gresham.

MR. & MRS. PAUL E. JOHNSON: Prefer Alternative 3c. Open to general traffic during off hours (that is the High Occupancy Vehicle Lanes).

MR. & MRS. LEONARD M. BECKMAN: Prefer Alternative - Light Rail Transit. I like it. Thank you.

ROBERT DEATON: Prefer Light Rail Transit. There would be less pollution plus people today don't care to ride on buses too much.

PEGGY McCLUSKEY: Like the combination of Light Rail on Burnside and restoring shoulders to Banfield. A separate lane for buses is desirable. The Banfield as is, is very dangerous to drive and I have not seen the HOV used extensively.

M. MISCHA CREDITOR: Prefer Light Rail paralleling Banfield and some in SE too. Perhaps Option 2a or b until 1983. You know it won't be finished on time.

DAVID R. WAGONER: 1. Mt. Hood Freeway, 2. Some form of busway or Light Rail Transit, 3. No increase in taxes.

RICHARD S. SPRINGER: Strongly endorse Light Rail Alternative and encourage ODOT to make commitment of state-collected revenues to assist Tri-Met in providing local matched funds. Also, urge greater ODOT encouragement and participation (funding) of inter-city transit-rail corridor Willamette Valley.

MARILYN E. STANGE: Prefer Alternative 5-1b via Burnside. Tri-Met representatives were very calm, and well equipped to answer questions from community members. Very good informational meeting. (March 14, Centennial High School)

DONALD W. CARLSON: Prefer No Build Alternative. Adequate mass transportation is a necessity achieved. Expensive boon-doggles are not needed. Light Rail is absolutely inappropriate. This isn't Boston.

JAMES LIGHT: Prefer Alternative 5-1 (b) (First Avenue/Morrison - Yamhill Downtown). Could I-205 LRT to Lents go a little further south and connect with Portland Traction Company tracks, then proceed to Gresham that way?

DORYL PIERSON: Prefer Alternative 1 - until I see the plans for arterial street changes published in newspaper.

JERRY R. GARDENHIRE: Prefer Light Rail Transit to Gresham via Burnside (5-1b) six lanes on Banfield.

CAROLE A. WEISENBORN: Prefer Alternative 1. I can't believe this money is available. This is how New York City went broke and lost it's middle income population to the suburbs. Let's keep taxes and cost down.

TONY BARONE: Take bus and car pool lanes out and leave the Banfield Freeway with three lanes. That will solve your problems.

PHILL & JACKIE COLOMBO: Prefer Alternative 5.

J. TUCKER: Expand Banfield to eight lanes. More on and off ramps. No restricted lanes. (It should serve people who use it not politicians or mental midgets.)

WILLIAM D. JOHNS & DONALD E. MOTT: Prefer Light Rail. Even though it is the most expensive to build, it is by far the most economical way to travel in the long run, and would attract the most riders to Tri-Met, both regular and tourists.

FRANCES M. GARDNER: Prefer expanded Banfield bus lanes. My concern over Light Rail is ugliness of overhead lines. San Franciscans have long regreted the lines there were not buried due to graft when system was rebuilt in 1906.

H.W. PRIBNOW, JR: Prefer Alternative 2b.

CLIFFORD PERRY: Prefer Light Rail. Have we adequately discussed the choice between putting all of the 250,000 new people to work in downtown Portland and putting them to work in a larger Gresham commercial district?

NORMAN A. COWELL: Prefer expansion of Banfield with busway. Also Express Bus System on Burnside. We should be thinking of a subway system from East of Gresham to downtown Portland with park stations along the way.

ROBERT G. HYLTON: Prefer Light Rail Alternative.

ERNEST RALPH EDMUNDO: Prefer Alternative No. 1.
As stated "It would be as before 76". Wrong. The work done was never tried without HOV lanes: This lane causes more wrecks; 82nd add these shift to HOV West; 45th add and HOV and loss of right lane. Not neat.

CONNIE CHANDLER: The only solution to the problems plaguing the Banfield is the construction of the Mt. Hood Freeway!

HARRY ERICKSON: Prefer #1 - No Build. Letter on file. Specified preference for #1 No Build (handwriting difficult to read).

C. TUCKER: Expand Banfield. More access areas to serve people on the eastside.

MRS. MARTHA L. WESTGATE: Prefer Light Rail Transit. Will be sending a letter with further suggestions and concerns.

KATHARINE NOEL ENGLEHEART: Prefer Light Rail. In the long run cheaper and cleaner - more north and south routes needed - without going downtown.

To: Mr. Bob Bothem
Oregon Dept. of Highways

We the people of the East County Concerned Citizens are very much concerned with the Light Rail Proposal. We believe there is not sufficient ridership, or service to warrant this expenditure.

There has been no real accurate studies to substantiate the cost effectiveness of this proposal. We are led to believe the public wants this however we are trying to get public input. We have and are circulating a petition. Here is the first volume of 5,000 signatures. We will continue to gather signatures until the hearings this summer. We trust to have 30,000 signatures. This does not include those who feel there is no point in signing anything as the government will do as they please anyway. We have seen a goodly number of those.

May this help you in making your recommendation to the different groups.

Tom Armstrong
Chairman East County Concerned Citizens

MA PDM PDE TSE SPC

ODOT - METRO

APR 14 1978

(Text of petition attached - see next three pages)

AM PPS.

FILED

March 13, 1978

EAST COUNTY CONCERNED CITIZENS
Portland, Oregon

Research & Representative Report

I - Community Press; March 8, 1978

- East County Sub-Committee of Citizens Advisory Comm.
- Voted 8 to 5 for LRT.
- Actually 9 to 7 for LRT (including 1 Centennial vote)
7 for bus system. (5 HOV + 2 Busways)
- 'Minority Report' was quite accurate + good share of
the article.

2 - Other newspaper reports:

- Mass transit has lost 1 billion rides in 13 years.
- Net operating loss, which has to be subsidized, has
raised from \$10 million to \$1.8 billion in the
same time. (1963 to 1976)
(Oregonian, 2/28/78; George W. Hilton)
- Mass transit is such a failure and so costly the Dept.
of Transportation is planning to pick a major
city and offer free rides during off peak hours.
- This scheme has not been successful in smaller cities
where it was hoped people would continue riding
transit systems.
(Wall Street Journal, 2/13/78)
- Dade County (Miami) Florida, was voting last week on
a 1972 ordinance of \$132.5 million for 20.5 miles
of LRT, plus 1.7 miles of downtown 'people mover'.
(Oregonian, 3/7/78) Called but no new information.

3 - Our lack of a vote is unbelievable !

- The TRI-MET Transit District comprises Multnomah, Clackamas and Washington Counties.
- Any time political appointees of the Governor, called a 'Board' can obligate 40% of the State's population, for almost unlimited sums, 'Big Brother's 1984 is here.
- Went to the 'Mass Transit Statutes' & Elections Division of the Secretary of State's office.
- Any ordinance of the TRI-MET Board can be referred to the voters by petition.
- Tax ordinances - 4% of votes cast for Multnomah County Chairman in last 4 year term. (7500 now)
- Petitioners would have 60 days.

- 4 - An initiative ordinance may be proposed by petition; ie. a 'do this' or 'do that' directed to the TRI-MET Board.
 - If passed by voters, would be instuted.
 - But, petitioners would only have 30 days, to acquire the necessary number of names etc.
- 5 - The TRI-MET Board, or others, could tie this up in knots by court action regarding the heading of the petition.
 - I'am told a bill will introduce in the next legeslature giving petitioners the full allotted time after the petition heading is approved.
- 6 - The lack of a vote is our fault, We didn't support the local legeslators last time and they had to compromise on the district appointees.
- 7 - Dr. Larry Griffith sent me a notice from 'Transit Research of Oregon'
 - Mr. Donald L. MacDonald, TRI-MET's \$300.00 a day consultant will speak on 'Light Rail Transit, the Edmon-ton System & Portland' at the OMSI Auditorium, 7:30 PM, March 15, 1978. Its free !
- 8 - We are not out of the running; We have scheduled John Morrison for our next meeting, March 27, 1978, here at 7:30 PM.
 - Its free too, so is John. He has researched transits and certainly has the other side (red) of LRT. He has spoke to us before and has some very telling points. Also he has traveled extensively here and abroad. Not content to just ride on LRTs, he has checked the other aspects as well.
- 9 - The Guide Line Questions are sorted from a sack full of notes, questions, written and verbal, from both members and non-members. I hope they are helpful in your understanding of the problem.

Research Chairman

O.B.

Orin B. Harr

cc: Armstrong
McCrea & Basset

(This statement was attached to the petition submitted by Tom Armstrong)

PETITION

We, the East County Concerned Citizens, offer this PETITION in opposition to TRI-MET building any LIGHT RAIL TRANSIT at this time. The huge cost, TRI-MET's financial difficulties, the enormous tax burden, lack of ridership and poor TRANSIT DISTRICT service force our stand. WE ASK YOUR SUPPORT.

NAME

ADDRESS

ZIP CODE

Petition submitted by Tom Armstrong, Chairman of East County Concerned Citizens.

APRIL 4, 1978

226 sheets 22 signatures = 4,972

page 218 21 signatures = 21

page 208 18 signatures = 18

Total signatures 5,011

Vol. I

Copy 3

VOLUME 1, COPY 3

239 sheets 22 signatures = 5258

Pages 97, 119, 125, 174 & 222

21 signatures 105

Page 218 20 signatures 20

Page 208 18 signatures 18

Per my count total = 5401

Original petition on file at 5821 NE Glisan St., Portland.
(Portion of petitions on file in Commission's Files, Salem.)

January 15, 1977

APR 13 1978

Attention: Mr. Robert N. Bothman,

AM PPS

Dear Sir,

We, the undersigned, object to any parking, widening or lane changes on East Burnside Street in the Laurelhurst area now or in the future.

We would consider any such changes a serious threat to our residential neighborhood.

It would result in a lowering of our property values, be a definite threat to our daily living pattern and destroy our neighborhood.

Signed,

Original petition on file in Metro Office, 5821 NE Glisan Street, Portland. Xerox on file in Commission' Files, Salem.

Petition submitted by Pauline and Frank Kies, 4028 E. Burnside, Portland. Petition signed by 34 persons.

April 5, 1978

Oregon Dept. of Transportation
Re; Banfield Transitway Project

I do not think Light Rail Transit should be considered at this time, especially with the Banfield Transitway Route in mind.

The cost would be prohibitive and it would benefit a very small segment of the people or Eastside business. At present TRI MET is providing service to approximately the same areas that will be involved, and are lacking in ridership.

I think the present transit system could be restructured into a grid system whereby it is possible to make transfer connections to a destination other than the city center. I am sure many people would like to use public transportation if it would provide dependable and timely service. This would result in a reduction of private automobiles being used, also reducing the peak load situations now creating the problems on the Banfield.

I think the Banfield should be a 6 lane thruway with HOV lanes provided for peak hours, however their use should be enforced as much as possible in regard to busses. At present TRI MET busses are very seldom in the HOV lanes. I am sure there is not enough space available to provide separate busways as suggested.

Jack E. Anderson
11228 SE Pine Ct.
Portland, Ore 97216
-134-

April 6, 1978

My name is Kenneth Bassett. I
live at 98 NE 113rd Ave. I oppose Light
Rail and favor Alternative 3 C. I
resent our elected officials appointing
Citizens to Boards and Committees,
who along with our Municipal
government are invested with Powers
to tax and access levies of which
the public has no power to control.
The bread winner will be required
to pay for these Millions and perhaps
Billions of dollars

of expenditures. In the end
every property owner and
working person will be affected.

STATEMENT OF APRIL 6, 1978

The problem of traffic congestion on the east side of the metropolitan area will not be solved by altering the size of the Banfield freeway or by adding a light rail system parallel to it. The fact is that over 70 % of the population of the metropolitan area lives east of the Willamette area and in Vancouver, Washington. When the new bridge is built to Vancouver, Washington, to connect to new freeway in 1982, the pressure on the Banfield freeway will be overwhelming causing many traffic snarls, much congestion, many accidents and the catastrophic consequences which always accompany situations in which loss of or damage to property and human life is involved.

I recommend that in addition to making Banfield wider and adding a light rail system, that a new freeway be built somewhere in the southeast area of the city and metropolitan area to accommodate those residents who live there so that they might make easy connection to the present freeway circling the core of the city; in addition, I recommend that light rail systems be built utilizing existing rail corridors from all four directions into Portland with an additional line from Washington County over the West Hills near or adjacent to Burnside Road or Canyon Road. I also recommend that more through boulevards be built so that one can drive north and south through the east side and the west side. At present, there is only one through street on the east side between Union and 82nd that goes all the way south to north; on the west side there are absolutely none beyond the core area. In this system, buses can be used to shuttle patrons from one light rail line to another as all light rail lines would converge at Union Station in downtown Portland.

(Turned in
at hearing.)

Signed

John S. Bergeson

date: April 6, 1978

26-1959
(240)

1904 N.E. 75th Avenue
Portland, Oregon 97213
April 7, 1978

Mr. Robert Bothman
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213
MA PDM PDE TSE SPC
ODOT - METRO

APR 11 1978

Re: Banfield Transitway &
noise barrier on N/side
of freeway betwn 75th & 77th

Dear Mr. Bothman: AM PPS *dy* *O*

We were unable to attend the April 6th hearing so are writing this letter hoping it will become part of the official record.

We, along with some residents of this neighborhood, have attended some of the Transitway meetings, Homeowners subcommittee meetings, talked extensively with Mr. Don Adams, previous Project Engineer, and Dr. Paul Herman, City Accoustical Projects Engineer. Personally I have a letter from Mr. Gary L. Ross, Asst. Project Engineer, dated February 16, 1977 stating that noise pollution on the north side of the Banfield Freeway in our area was under consideration. On April 4, 1978 I was in your office and talked to Mr. Robert Sandman and it seems there still has been little or no emphasis put on a noise barrier on our side of the freeway regardless of which Transitway Plan will be adopted. It is our understanding except for a couple of the plans, a concrete retaining wall will be constructed on the south side of the Banfield which in turn will cause noise to bounce back escalating our noise pollution.

The 205 Freeway now under construction has taken homeowners into consideration and has planned berms, etc. to cut down on noise pollution. Being as the Banfield was the first and an existing freeway, shouldn't we be given the same courtesy and consideration? At the present time, without any freeway expansion, the constant noise and drone of the freeway prevents us from enjoying our yard and opening windows and doors.

On our behalf, and the residents in my neighborhood, I hope your Engineers can arrive at a solution to our problem.

Our residence is not in a convenient location to enter the freeway, thus we seldom use it. However, we realize the Banfield will have to be improved for those that do travel it, thus we feel plan #4A would be the most beneficial.

Sincerely yours,

Mr. & Mrs. Henry I. Beuter

Mr. & Mrs. Henry I. Beuter

MA PDM PDE TSE SPC
ODOT - METRO

APR 13 1978

April 11, 1978

AM PPS

FILE T/A

Oregon Department of Transportation
Banfield Project
5821 NE Glisan
Portland Oregon 97213

Dear People:

As a former commuter on both the New York City subway system and Amtrak's New York-Connecticut corridor, I heartily endorse the idea of light rail transportation in the Banfield corridor. As a Portlander forced to use the dangerously narrow and overcrowded Banfield Freeway, or equally overloaded surface streets, for any journeys east, I'd like to see Oregon actively support a movement away from the auto for a city which cannot meet its Air Quality standards as it is. And as a former Northeast resident forced on icy morning to have bus after bus roll past me, loaded with sudden bus commuters from Gresham and other points East, I'd support MORE mass transportation of a more imaginative type, to get those people out of their cars permanently.

Please push ahead with the Banfield light rail project.



Kathi Bogan
6905 SW 7th
Portland 97219

Written testimony by Sylvia J. Bouneff on behalf of the Holladay-Lloyd Center CAC, and on behalf of myself as a resident of east Multnomah county.

I am testifying against using the Multnomah Street alignment in Alternative 4 or 5. The amount of turns that would have to be made are not conducive to the smooth flow of traffic; for example, buses need several lanes to make the turns on the Multnomah Street route and the light rail cars would also slow down the service.

The use of Holladay Street makes sense, however, with no closure of the side streets or loss of access of adjacent properties to Holladay Street. There are not many properties directly affected. In addition, I feel that the Steel Bridge should be left open for continued car use.

I am against the LRT Burnside Street alignment because of the changes that would happen to the area. At no time have I heard a satisfactory resolution to the problems the neighborhood faces if they lose left turn access to Burnside Street from any property or side street onto Burnside. It would disrupt routes to and from schools in the area and also emergency and utility services.

I am for any funds allocated for the improvement of highways to be used for that purpose. If mass transit is deemed to be a future form of transportation then the funding for mass transit should be a separate budget item and the money for mass transit not taken away from the road and highway improvement program.

The cost to implement and maintain the LRT system at this time is not an economical move. Also the impact of changes on all the affected neighborhoods do not warrant the closure of streets, loss of right-of-way and any other major changes that are contemplated. Is the impact of changes on all the affected areas worth it to make it easier for commuters six hours a day, five days a week?

MA PDM PDE TSE SPO
ODOT - METRO

APR 14 1978

Sylvia J. Bouneff
740 NE 107th PL.

Portland Oregon 97220
252-7601

AM PPS *ebg*

- 140 -

LETTER RETYPED

To the Oregon Department of Transportation

After 4 years of searching for a house with three bedrooms, two of which had to be on the first floor, including a bathroom, in a neighborhood suitable to our needs. In 1950 we purchased from Realtors Tupee & Horn.

Later the State Highway Commission condemned the property across the street from us, 40th and Senate St., removed the homes and proceeded to build the Banfield.

We phoned the Highway Commission innumerable times to determine what effect the freeway would have on the value of our property - noise, air, view. The report from the Highway Department was "The Banfield would be depressed along Senate, would not be in view of the homes on Senate Street." That plan was not carried through.

We had during these years had a triple construction added with rubberized siding and storm windows throughout to "cut out" noise and conserve fuel. New copper pipes from street in and throughout the house along with new plumbing and wiring, all meeting the city inspection. Along with new furnace complete, new driveway 150' concrete and double garage and finally a completely remodeled interior and an extensive landscaping job. These are just a few of the major costly improvements.

Two years ago I phoned the Highway Department and asked, "What is this talk about widening Banfield and taking homes, we live on 40th & Senate at the ingress to Banfield". The reply was, "In no way will the homes on 40th be affected, the widening starts at 42nd".

I informed our neighbors on 40th what I was told by the Highway Department. Two months later someone came to our house with a letter and plan showing a new plan which could possibly take our homes on 40th & Senate.

Ours is a home of 1400 sq. ft. on a 50' x 133' x 135' with excellent foundation and sealed finished basement.

Where will you find a house with the many improvements on a good sized lot near our Hollywood Shopping Center - walking distance.

We are not asking for money. We have worked for this modernized home and would require one of like quality. Where will you find one? The State Highway's problem.

M. L. Bragg
4026 N.E. Senate Street
Portland, OR 97232

-141-

LETTER RETYPED

Banfield Transitway Project Office

Dear Sirs:

This note is in reference to the Banfield Transitway. The scheme or brain-storm I propose would require that a very strong appeal be made to Union Pacific Railroad to give alot, but they're locally interested people as well as a H--- of a big corporation; an appeal to local patriotism might work.

Why not cooperatively with Union Pacific double track the existing Union Pacific tracks through Sullivan's Gulch? With heavy rails not light rails; it looks to me as if double tracks might be squeezed in and even an occasional extra siding.

Transit cars and Union Pacific freights and local freights both might be scheduled. Union Pacific scheduled as to their heavy usage evening and night hours; switching schedules (light) might be computerized during the day. But, of course, most of daytime trains would be transit. Out past Parkrose the tracks could be routed easily about anywhere desired, cheaply, too.

However, right of way acquisition might be cheaper through the Gulch if Union Pacific Railroad would go along. Admittedly, that might put the damper on --- though. I don't know how condemnation of right of way might work against a GIANT. Then, Banfield could be widened to the total width of the existing right of way. Use vertical retaining walls - buttressed - instead of existing sloping banks along freeway. Obviously, altering of existing over-passes would be the biggest expense, but it wouldn't dispossess present businesses or residents. Remember, kicking people out of their homes was what killed Mt. Hood Freeway,

I fully realize you all have very probably thought of all this before, but I just felt I had to toss this in. You know how it is with us guys who should be listening, not talking.

Remember, it's only worth 1 point if you drop this into circular file; however, 2 points from 10 feet or further.

Thanks,

R. F. Brice
35440 S.E. Highway 211 - #48
Boring, OR 97009

P.S. Night hours when Union Pacific might be using Gulch heavily you might consider transferring passengers to "owl" gas buses only freeway.

4538 SE 85th Ave.
Portland, Ore. 97266
April 15, 1978

R. N. Bathman Adm.
Metro Branch
Oregon Dept. of Transportation
5821 N. E. Alisan St.
Portland, Oregon 97213

MA PDM PDE TSE SPC
ODOT - METRO
APR 17 1978

AM PPS

Dear Sir:

This letter is written to state my thoughts regarding the Banfield Transitway proposals.

I listened to testimony offered at the public hearing and studied the printed material and displays.

I believe the H.O.V. Lane 3b proposal is the best proposal because it provides space for mass transit vehicles, but still leaves the space used by these vehicles available for use by conventional vehicles.

I don't believe this area is ready for a light rail system due to the low population

per square mile compared to other large metropolitan areas. The Portland area is growing and has a great deal of room to grow in. No political body has enough control to definitely decide how and in what direction the area will grow.

Due to this condition I fear the construction of a light rail system now, may turn out to be a system that isn't serving the purpose for what it was designed in the years ahead. If this should happen we will find our selves burdened with a facility that serves no useful purpose, and has only a salvage value.

Sincerely
Henry Brindley

George R. Boston

4095 SW. CHARMING WAY PORTLAND 97225

As a member of the Sunset Bridge Advisory Committee and during a field visit of the meeting of the Portland

Tactical Advisory Committee, I recommended that the right

have from downtown Portland via Franklin, 1-205, be made

to be made as adapted

As a Washington County resident concerned with the

participation of all tribes in the Portland area and

the adverse effect they have on direct, energy,

resources and space conservation, I feel that we

would like to see the area affected by the wide

decision to be made in this corridor. Clearly, at the

choice in the Portland corridor is that a highway

the possibility of eight miles in the Sunset corridor is

very unlikely. Yet, as you know, the Sunset Highway

accidents do not want any highway expansion. It is

they object to the noise and air pollution of intense

construction programs (which includes Diesel buses)

It is for this reason that we on the west side believe

that it is very important that we recommend that the

decision be made for the right, not in the Portland area

This could be the beginning of a right side system that

would also serve Washington County, Clatsop County

and even Clark Co.

There are the sentiments of many people, in Washington

County, that I have talked to.

OFFICERS

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President-Elect

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1st Vice President

Herbert O. Crane
2nd Vice President

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Chris Tobkin
Executive Secretary

City Club of Portland

730 SOUTHWEST FIRST / PORTLAND, OREGON 97204 / PHONE 503-228-7231

April 14, 1978

Tri-Met
520 SW Yamhill Street
Portland, Oregon 97204

Attn: Miriam McClure, Community Relations

Dear Members of the Board:

On behalf of the members of the City Club Committee which studied metropolitan Portland's mass transit system and the general membership which adopted our report for publication June 2, 1977, I wish to present the following statements quoted from that report.

"Electrically-powered trolley buses and light rail vehicles should be reintroduced into our mass transit system because:

- a) electric power may be substituted in this region for dwindling petroleum fuels;
- b) the electric motor is more energy-efficient and less polluting than the internal combustion engine;
- c) increased population densities projected for existing urban areas will support these higher capacity modes."

We also concluded the following:

"In view of projected population growth, along with the public decision not to build any more major freeways, it is inevitable that the needs of our area must be served by a larger public transit system with the ability to expand as demand justifies.

In the near future the diesel bus will continue to play an important part in the system because of its great flexibility, but should not be the only mode of public transit in use."

Our report included the following recommendation:

"Light rail or other electrically-powered vehicles should be given preference in the five corridors unless further study shows ridership will not justify their costs."

While the above statements do not specifically mention the Banfield Transitway Project, we studied the various proposals made for that corridor. Therefore, the general statements quoted may presume to apply to the Banfield Corridor.

Sincerely,

A handwritten signature in cursive script that reads "Nancy Stevens". The signature is written in black ink and is positioned above the typed name.

Nancy Stevens
Mass Transit Committee
City Club of Portland

NS/m

26-1959 (240)



COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045

655-8581

MA PDM PDE TSE SPC
ODOT - METRO

ROBERT SCHUMACHER, Chairman
RALPH GROENER, Commissioner
STAN SKOKO, Commissioner

APR 10 1978

March 30, 1978

AM PPS *dy* FILE T/A

Robert Bothman
Metro Engineer
Department of Transportation
P. O. Box 13160
Portland, OR 97213

Our staff has reviewed the Banfield Transitway DEIS, and offers the following review comments.

The cost range of the various build alternatives vary from 27 million to 161.9 million. Since 70 million has been reserved for this corridor from the Mt. Hood Withdrawal E4 funds, the financing of alternative projects in excess of this amount is not explained.

The ability of Tri-Met to finance the local match of an LRT alternative and the implication to other regional transit capital needs is a concern to Clackamas County.

I-205 is a major transportation corridor in this region. Tremendous opportunities exist to develop adjacent lands to support transit improvements. The HOV alternative appears to insure good transit service to I-205 and retains the flexibility of a future exclusive transit way. Effective transit service in I-205 Corridor can best serve Clackamas County's committed growth area.

The projection of LRT Ridership on the Burnside alternative is based on a population increase of 16,234 within a quarter mile of transit stations. Based upon existing vacant lands, the ability to achieve this density within 12 years is questionable. The contention that LRT will create population densities to support this high cost mode is suspect.

BOARD OF COUNTY COMMISSIONERS

Ralph Groener
Chairman

[Signature]
Commissioner

Stan Skoko -148-
Commissioner

April 6, 1898

I live on Burnside and am
against "light rail"!

There is not and will never be
enough riders to pay for this system.
The "street cars" were buried 30 yrs.
ago. Let's leave it that way instead
of blighting our community with this
big expensive boondogg.

Everett Clark
15707 E. Burnside

April 6, 1978

I am a very concerned citizen
opposing the so called "Light Rail."
I happen to live on Burnside and
am very disturbed and worried about
the safety of school children who have
to walk across Burnside - thru
the rail system, on their way to and
from school. Also the cost is so
great and the tax will be imposed
to pay for this will certainly
hurt us who are retiring.

Grace Clark
15707 E. Burnside

26-1959
240

FREIGHTLINER CORPORATION

4747 N. Channel Ave.
Portland, Oregon 97217
503/283-8000

WILLIAM E. CRITZER
President

March 27, 1978

BANFIELD TRANSITWAY
OFFICE
MAR 31 1978

Mr. Robert N. Bothman, Administrator
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

I have had an opportunity to review the various proposals designed to increase the cost of public transportation to an alarming level.

These proposals concerning Tri-Met and the Banfield Expressway including light rail options all seem to be concerned with providing the highest level of service money can buy into areas remote from the Portland metropolitan districts.

I have learned from members of the Associated Oregon Industries Transportation Committee that proposals to limit extensive Tri-Met service to a more modest transportation district have been generally ignored.

With the death of the Mt. Hood Freeway proposal, in spite of an impressive petition of the general public, our officials seem determined to expend those transferred funds in an unrealistic manner.

I would suggest that along with the Environmental Impact Statement that an "Economic Burden" impact statement be prepared to let the public know where the possible 198.6 million dollars is coming from.

Sincerely,

W.E. Critzer



WEC/mmh



EPS

- 151 -

Gentlemen:

I wish to express my support for
the light rail proposal utilizing the defunct
14 Hood freeway monies. I specifically
favor the Buirside route to Gresham and
sincerely hope the project is approved
soon.

Sincerely yours

Richard O. Kollock
1865 SW 18th Ct.
Gresham, Oregon

MIA PDWH MUE TSE SPC

ODOT - METRO

APR 13 1978

AM PPS



PDM PDE TSE SPC

ODOT - METRO

Rosella M. DeKuyper

2427 S. E. 113th

APR 11 1978

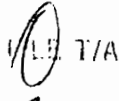
Portland, Oregon 97216

26-1959

(240)

AM PPS

rbq



April 8, 1978

Mr. Bothman -

Seeing as how, in our
so called free society,
I can't vote anymore ^{on these issues}
I am writing a letter
to you to convey my
feelings.

I am definitely against
your "Light Rail System" and
the horrible amount of tax
money it would cost.

The "Gestapo" that did
away with the Mt. Hood

freeway is what put this
krap on us.

Another thing - if
those Tri-Met bus
drivers didn't act so
damn important and in-
dependent you might have
more bus riders.

We are already taped
to the breaking point - we
don't want any more.

Sincerely -
Rosella M. DeKopp

26-1959 (240)

DAHL, ZALUTSKY, NICHOLS & HINSON, P. C.
ATTORNEYS AT LAW

SUITE 1300
BENJ. FRANKLIN PLAZA
ONE S. W. COLUMBIA STREET
PORTLAND, OREGON 97258
(503) 248-0800

JOYLE C. DAHL
MORTON H. ZALUTSKY
JACQUES B. NICHOLS
WALTER B. HINSON
KENNETH S. KLARQUIST, JR.
JOHN B. DESCAMP, JR.

April 4, 1978

MA PDM PDE TSE SPC
ODOT - METRO

Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

APR 5 1978

AM PPS *whg* FILE T/A

Attention: Mr. Robert N. Bothman
Metropolitan Administrator

Subject: Banfield Transitway Project

Dear Mr. Bothman:

The Yamhill Historic District Association is an Oregon nonprofit corporation organized to promote, protect and develop the Yamhill Historic District. The District is located in downtown Portland and is approximately bounded by Third Avenue on the west, Morrison Street on the north, Taylor Street on the south and the Willamette River on the east.

Our review of the Banfield Transitway Project Downtown Circulation Alternative (June, 1977) indicates that the Light Rail Transit Cross Mall Alternative under consideration by the Department of Transportation would involve routing light rail facilities through the center of our historic district on First Avenue, then turning west on Yamhill Street in the direction of the Transit Mall and returning east towards the river along Morrison Street. The Yamhill Historic District Association is totally opposed to this alternative.

Aside from the Skidmore/Old Town Historic District, the Yamhill Historic District is the only area in the city of Portland which contains a substantial grouping of Victorian era buildings. As of the date of this letter, many of these buildings, numbering some 20 structures, have been completely or partially restored or are in the process of renovation and upgrading. The Yamhill Historic District has become an area of shops, restaurants and business and professional offices. It is an area which will see increasing development for retail and related activities to serve Portland's downtown area.

Department of Transportation
April 4, 1978
Page 2

The Cross Mall Alternative would destroy or severely cripple the Yamhill Historic District. Not only would it cause the removal of much of the onstreet parking which is necessary to the commercial life of the District, but the presence of the light rail transit vehicles and their passage through the District would generate an unacceptably high level of noise and would interfere with pedestrian and vehicular traffic. The Yamhill Historic District Association takes no position with respect to other aspects of the Banfield Transitway Project, but we feel it is absolutely essential that the Cross Mall Alternative be eliminated in order to preserve one of Portland's most important historic districts.

We respectfully request that this letter be made a part of the record of the public hearing to be held on April 6, 1978 at Floyd Light Middle School.

Very truly yours,



John B. DesCamp, Jr.
Yamhill Historic District
Association

JBD:fm

(Submitted at hearing)

April 6 1978

The whole idea of the Light Rail is absurd. The L. R. is no more nor less than a very expensive glorified trolley. As we all know from past experience the trolley was a dismal failure. The trolley was used when autos were not as plentiful as they are today. People are not going to give up their cars to ride on some outdated mode of transportation.

Light Rail is not going to give anyone faster service than a bus. In fact most people will refuse to ride it. It is far easier to walk a few blocks and get on the nearest bus; than it is to get into ones car and drive two or three miles to ride on the L. R.

Burnside is not a highly populated area. It is not capable of supporting a high density ridership. Light Rail is a very permanent form of transportation. Once built it is there to stay for better or worse.

Fre Met is not solvent at this present time. I find it inconceivable that Fre Met is capable of handling a 1.6 billion dollar project such as the Light Rail system.

I think that a project of this magnitude that involves ones property, tastes and life style

should be considered very carefully. This is the United States not Europe. People should have more of a voice in making their own decisions. Light Rail should not be left to the whims of only a few Officials who seem to be totally crazed. If built Light Rail may very well turn out to be the biggest and most costly white elephant this State has ever seen.

Barbara Dickson
13641 E. Burnside
Portland, Oregon 97233

MA PUM PDE TSE SPC
ODOT - METRO

APR 10 1978

AM PPS *ely* FILE T/A

26-1959 (240)

April 7, 1978

Mr. and Mrs. Oliver O. Dillner
721 SE 58th Avenue
Portland, Oregon 97215

Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Banfield Transitway Project

Dear Sirs;

We agree that mass transit, not more freeways, is the best long-range solution to our transportation problems. We oppose alternative 2/Low Cost Improvements because we are concerned about preserving Portland's neighborhoods and we would like to see air and noise pollution controlled on our East side streets. We do not want more buses using our neighborhoods to transport people to and from the suburbs. We would like to register our opinion that alternative 3c/High Occupancy Vehicle Lanes is the best choice. HOVs are much preferred over alternative 4. We see no great advantage to separating the busways, with alternative 3 people would be encouraged to carpool and the HOV lanes would be available for use during emergencies.

Sincerely,

Mr. and Mrs. Oliver O. Dillner

26-1959- (240)

MA PDM PDE TSE SPC
ODOT - METRO

APR 10 1978

AM PPS

rbg

FILE 17A

April 3, 1978

Banfield Transitway Project Office
Oregon Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

WRITTEN TESTIMONY FOR INCLUSION IN OFFICIAL RECORD OF BANFIELD TRANSITWAY
PROJECT HEARING

I strongly urge that the option of light rail be adopted for use in the Banfield Transitway. I favor light rail because of the following inherent advantages it offers:

1. lower operating costs;
2. ability to couple on more cars to carry more people with same manpower requirements;
3. non-reliance on petroleum based energy for propulsion;
4. non-polluting operation;
5. greater rider safety;
6. smoother ride for passengers; and
7. operation regardless of climatic conditions.

In favoring the light rail option, I realize that initial capital funding requirements may be great, but I feel that they will be well worth the investment in the future.

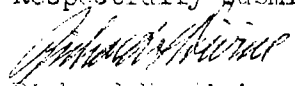
Several issues bother me about the published option costs:

1. option 3 and 4 costs do not include the cost of replacing the Diesel buses in 10 years (LRT coaches by contrast have a life span of 3 to 4 times greater);
2. option 3 and 4 operating costs are very dependent on the costs of petroleum in the future, which is a matter for great speculation to say the least; and
3. option 5 initial costs are higher than need be because of the inclusion of freeway improvements which are not required for the satisfactory operation of the light rail option.

I feel that if the above three points are considered, the case for the light rail option is even more appealing.

Some of the complaints and fears expressed by the residents of the East Multnomah County area are indeed legitimate. However, I feel that all of them can be planned for and accomodated in a light rail system. All that is required is good planning and a look at some other operating light rail systems for inspiration. I cannot emphasize the last point too much!

Respectfully submitted,


Richard H. Davine
50 Kerr Parkway #117
Lake Oswego, Oregon 97034

-160-

LETTER RETYPED

Mr. Bothman:

One more voice to let you know I'm in favor of option #5-1a (light rail transit) on the Banfield to take some of the heavy traffic and improve driving conditions.

Jo Donahue
2310 S.E. 185th
Portland, OR 97236

26-1959 (240)

INRE: Banfield Transitway Project

Route 1 Box 1570
Trowdale, OR 97060
April 6, 1978

OREGON DEPT. OF TRANSPORTATION
Oregon Dept. of Transportation - Metro Section
5821 NE Glisan
Portland, OR 97213

Dear Felix:

As an East County resident, I would like to add an endorsement and comments in favor of the proposed light-rail line up Burnside to Gresham. I understand that, although I'm unable to attend the public hearing, my remarks will be added to the record.

After reading all the information available to me on the issue, I am convinced that light-rail is the most efficient, economical and environmentally sound of the alternatives offered. I am prompted to write, because of the opposition expressed by some area residents on the basis of initial capital cost of the project.

Many people have not begun to think of the hidden costs of environmental degradation and spiraling consumption of finite supplies of natural resources. The adverse impact of air pollution upon respiratory disease, of noise and traffic jams on the Banfield upon mental stress and high blood pressure are too seldom contemplated as monetary costs of maintaining the transportation status quo. Considering the light-rail system's cost effectiveness over the life of the project, the initial capital outlay would diminish in perspective if compared to potential costs of increased noise and air pollution over the next 50 years.

If ridership on mass transit is to increase, accompanied by a corresponding decrease of individual auto use, the public must be convinced to leave its cars at home by being shown a more desirable alternative. Light rail, complimented by Tri Met buses in a cohesive, convenient network of public transportation, would provide such an alternative to residents of East Multnomah County who must commute daily to jobs in Portland. It is increasingly obvious the American commuter will have to relinquish his one-to-a-car freeway existence in the near future, if a healthy U.S. economy is to be maintained.

Portland has the opportunity to set the trend for efficient, healthy transportation systems of the future. We should not be dissuaded by those who lack the foresight to see beyond their next tax refund. We must begin to think of the Portland environment we would hope to leave for future generations.

Thank you.

Sincerely yours,
Kenneth M. Elliott

KENNETH M. ELLIOTT

Portland, Oregon
April 5, 1978

Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon

Gentlemen:

We have worked on the Homeowners and General Interest Subcommittees for well over a year and have come to definite conclusions. We agree with the final Homeowners report that the Banfield freeway should have six full lanes with eight foot shoulders.

We prefer light rail, but if separate bus lanes are selected, the north side alignment should be used. We know that better transfer stations could be located, and less property removed for them.

By using the north side the 37th on-ramp could be located over light rail, or bus-way, to the freeway curve. This would allow the ramp to converge with traffic.

A deceleration lane should be made at 33rd long enough to accommodate the cars, and a holding area close in to allow two lanes of traffic going north, and one south. A traffic light should be installed there.

The 42nd off-ramp should be moved east to 45th avenue, and a transfer station built where the 42nd off-ramp is now, then it would be easy to transfer from city bus to freeway either way.

Sincerely yours,

Alvin Eshelman
Virginia Eshelman
Alvin and Virginia Eshelman
3801 N. E. Senate
Portland - 97232



227-5449

OREGON POLYTECHNIC INSTITUTE

COLLEGE OF ENGINEERING TECHNOLOGY
812 S.W. 10TH AVENUE
PORTLAND, OREGON 97205

BANFIELD TRANSITWAY
OFFICE

MAR 13 1978



STATEMENT FAVORING RE-CONSTRUCTION OF BANFIELD FREEWAY AS A MULTI-PURPOSE TRANSPORTATION CORRIDOR CONTAINING SIX FULL-WIDTH VEHICULAR LANES, TRANSITWAY AND WALKWAY/BIKEWAY

by Anthony J. Golden

Mr. Golden is an instructor at Oregon Polytechnic Institute, a school in Portland city center which trains engineers and technicians.

There are various possibilities for improving our Banfield Freeway, using funds transferred from the cancelled Mount Hood Freeway project. At O. P. I. we believe the best choice is making it a multi-purpose transportation corridor with six full-width vehicular lanes, transitway for light rail, and a walkway/bikeway.

Six wide lanes are just right for visitors driving in and out of Portland, carpools at rush hour times, and truck traffic hauling cargo to, from and around our city. Vehicles traveling 55 miles an hour on a hi-speed freeway generate less atmospheric pollution than stop-and go driving on city streets.

But even if everybody who works in city center used carpools for commuting (much better than one or two persons per car), the freeway would still be drastically overloaded. Of course effective mass transit is the best answer here, and the most logical mode electric rail. Rail cars can carry more people than buses. They produce no air pollution. Due to recent developments with solid-state rectifiers, they can use 60-cycle alternating current directly from the power lines. Converter stations, mercury tubes or special direct current generating stations are no longer necessary.

(1)

- 165 -

Rail transit cars will run every few minutes during usual morning and afternoon commuting times, carrying folks by the hundreds in and out of Portland's main central business district. Less frequent trips at other hours can accommodate those going into town for shopping and commercial appointments.

A walkway/bikeway ought to be included too. Linked with the one paralleling Interstate 205, it will give Portland one of the largest bike trail areas among cities. Cycling is good exercise, and people may even pedal on two wheels into city center for business. No fuel or fares are required, and no parking meter fees at destination.

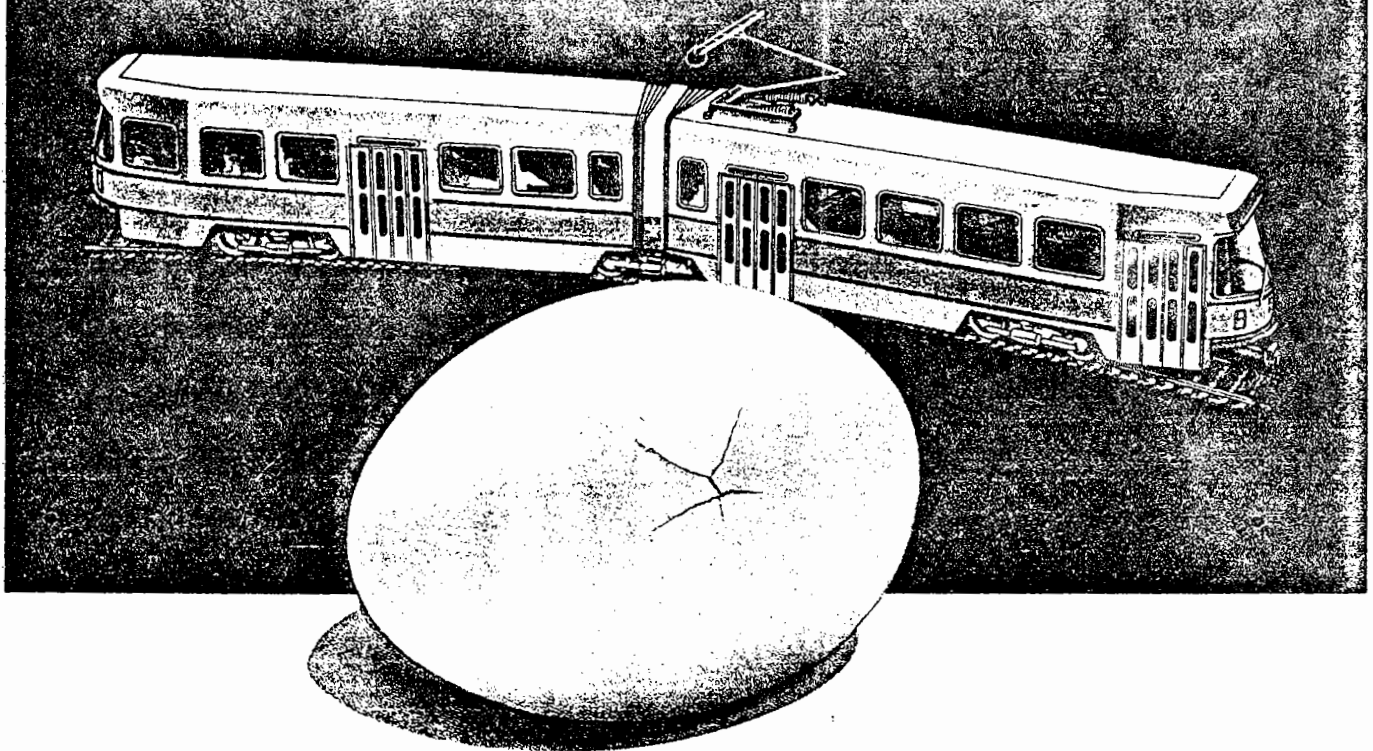
Ready access to a multi-purpose transportation corridor featuring vehicular freeway, rapid transit and a walkway/bikeway should improve values of property in adjacent areas. I predict few urban decay problems are going to be encountered.

Material attached to this statement gives more information about variety of rail transit vehicles available.

Anthony J. Golden

164

Arriving soon: UTDC's Brand New Articulated Light Rail Vehicle.



Many North American cities are voicing their need for higher capacity vehicles for planned or existing light rail transit systems. The Urban Transportation Development Corporation is responding.

Construction is underway on our two prototype articulated light rail vehicles. They incorporate the latest proven technology, have a continuous passenger compartment and accommodate up to 230 passengers in their 77-foot length. All with just one driver.

When our prototypes are completed, early in 1978, they will undergo thorough testing at our own new 480-acre test facility. In this way, we can offer transit operators *fully proven and developed* componentry for production models. It ensures that our production

vehicles *produce* from day one of revenue service, without the costly retro-fitting that is often required for new vehicles.

The UTDC's articulated vehicle program will produce a reliable companion to our four-axle light rail vehicle.

We think our vehicle designs are successful *because we pay attention to the requirements of transit operators and planners.* Talk to us and judge for yourself.

To obtain additional information about our light rail development programs, or if you would like to have us call on you, contact Allen Wright, Manager, Marketing and Sales. We can help you put light rail transit to work.

Urban Transportation Development Corporation Ltd.

20 Eglinton Avenue West, Toronto Canada M4R 1K8, (416) 484-8887 · telex 0622805 (urbantrans)

Circle 18 on Reader Service Card

Attachment to Golden
RAILWAY AGE



MASS MOVERS OF PEOPLE

Millions of people are moved daily.

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Built by Hawker Siddeley Canada Ltd.

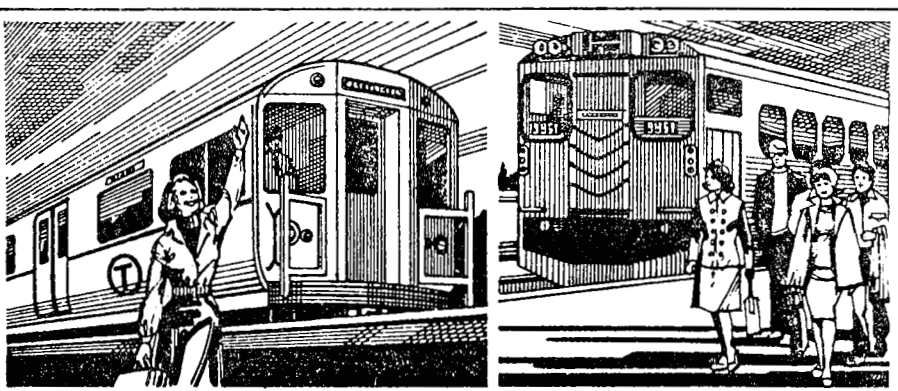
Long and light subway cars. Single and bi-level commuter cars. Light-weight intercity cars. And light rail vehicles.

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All backed by years of hardwon practical, proven experience.

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Hawker Siddeley Canada LTD.
CANADIAN CAR DIVISION

Box 67, Thunder Bay, Ontario, Canada P7C 4V6
Telephone 507/577-8431 Telex 073-4560

Circle 11 on Reader Service Card

76 R 4

168

(Attachment to Golden)

FROM RAILWAY AGE

AUGUST 8, 1977



Moving people: Light rail at the end of

Light rail has a bright future, says C. Kenneth Orski, associate administrator for policy and program development of the federal Urban Mass Transportation Administration (UMTA). "That does not mean that every city will be able to justify light-rail transit," Orski points out. Nevertheless, a growing number of cities in the U.S. and Canada are looking at building new light-rail systems or renovating existing trolley lines as a solution to their transportation problems. The main reason: Light-rail lines are cheaper to build than heavy-rail systems, especially those involving center-city subway tunnelling.

● **The evidence:** In Buffalo, plans are moving ahead toward construction of that city's 6.43-mile, \$336.25-million light-rail line, the only completely new light-rail system in the works at the present time in the U.S. The Niagara Frontier Transportation Authority plans to submit its draft environmental impact statement to UMTA by the end of August, and is hoping for its approval by November. At present, Buffalo's consultants are engaged in preparing general design criteria for the surface, rock tunnel, and cut-and-cover sections, as well as for systems engineering of the project. George Creary, a senior civil engineer working on the light-rail plan, says Buffalo hopes to begin purchasing the 47 light-rail vehicles it will need for the line by about April 1979, with delivery to start around February 1981. In addition, officials would like to break ground for the

first tunnel section about September 1978. In general, says Creary, "We're progressing very nicely."

Pittsburgh is starting design work on converting part of its existing South Hills trolley lines into a light-rail system. And in Detroit, the Southeastern Michigan Transportation Authority, in examining transit alternatives, has said it would "prefer" to build light rail. (See following stories.)

The Greater Cleveland Rapid Transit Authority is planning to buy "about 60" new light-rail vehicles (LRVs) for its line running from downtown to Shaker Heights (RA, June 13, p. 8). The new cars are part of a major improvement program RTA has planned for the Shaker division. In January, RTA received a \$55-million federal grant that includes funds for an engineering and feasibility study.

In Boston, the Massachusetts Bay Transportation Authority is in the midst of a similar program of light-rail improvements. Total cost of the rehabilitation work on the MBTA's Green Line is \$50.6 million. The project includes a new car house at Riverside that opened in January 1976, as well as track and station improvements. In addition, as of late July MBTA had accepted 32 new LRVs for revenue service, part of its order of 175 cars from Boeing Vertol.

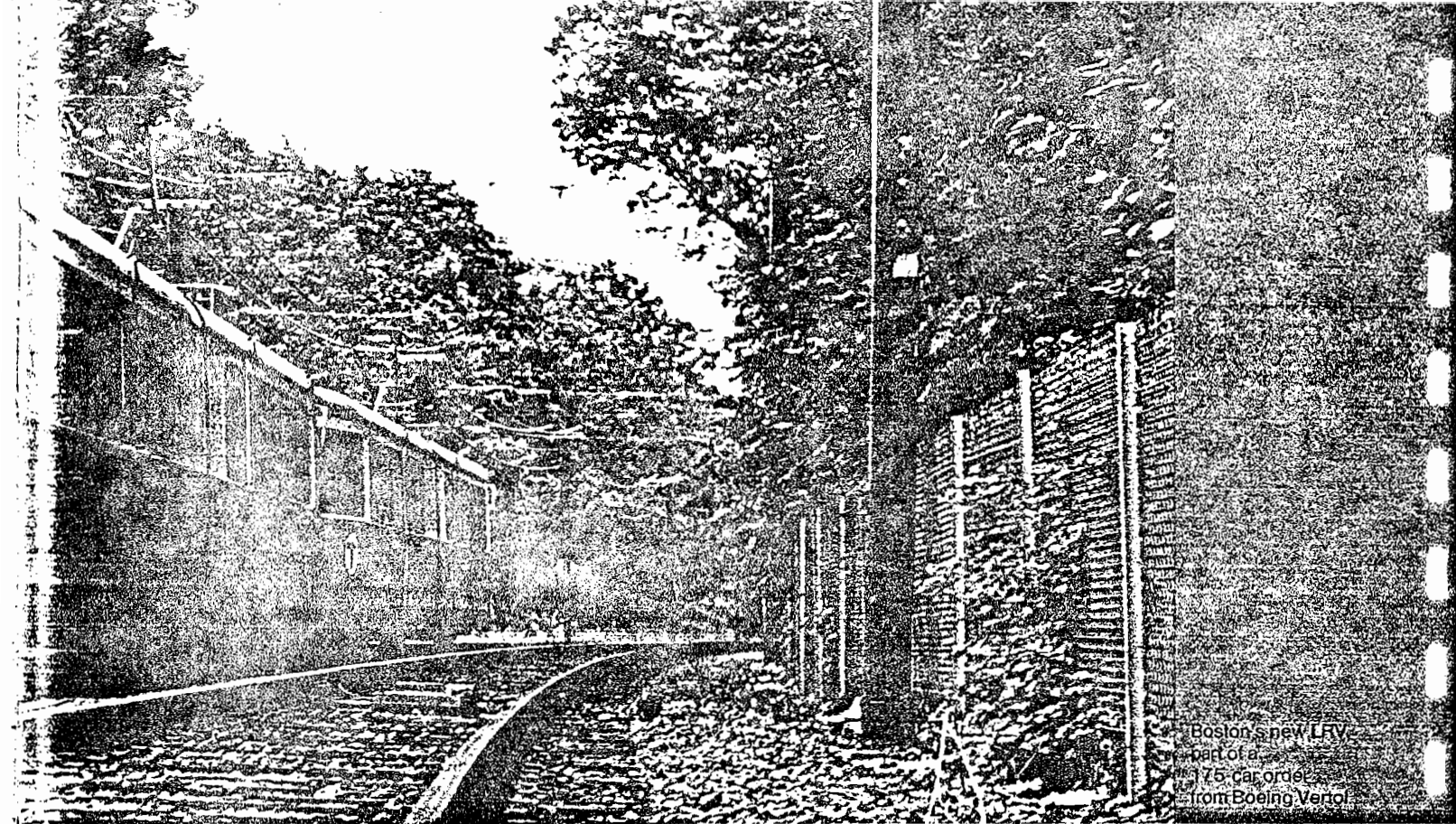
San Francisco's Muni is to get the first cars of a 100-LRV order from Boeing Vertol this summer.

Philadelphia's Southeastern Pennsylvania Transportation Authority has a \$98-million light-rail improvement plan. About \$20 million would go for construction of a new operating depot and heavy overhauling shops. The remainder of the money would purchase about 100 (if six-axle) or about 120 (if four-axle) new LRVs, according to John Nielsen, SEPTA's transportation systems engineering manager. SEPTA is now preparing its final application to UMTA for the funds, which are to come from the Interstate Transfer account. SEPTA is also rehabilitating some of its PCC cars, overhauling the trucks, working on the exterior "skins," and refurbishing the interiors. Nielsen says a little more than half of the 156 cars slated for renovation have been completed. Cost of the work is \$3.6 million.

Other U.S. cities studying light-rail possibilities include: Baltimore, Cincinnati, Dayton, Portland, Ore., and San Diego.

But the biggest light-rail news comes from Canada, where officials in Calgary and Toronto have recently approved construction of new light-rail lines. In late July, the Calgary City Council approved a plan to build eight miles of light rail, to run from downtown to the southern part of the city. Most of the line would be at grade along a CP Rail right of way, with about ¼ mile underground, according to William C. Kuyt, the City of Calgary's director of transportation. Construction of the system, which would have about 12

(Attachment to journal)



Boston's new LRV part of a \$175-car order from Boeing Vertol

(attachment to garden)

the tunnel?

stations, is scheduled to start in 1978, with service to begin in 1982. Calgary is about to place a \$22-million order with Duwag Co., of Dusseldorf for 27 LRVs, Kuyt says. Total cost of the project, including the vehicles, is roughly \$115 million.

Toronto's Metro Council recently gave its approval to construction of a 4.3-mile light-rail spur, to go from the eastern extension of the existing Bloor-Danforth heavy-rail line northeast to Scarborough town center. The current estimated cost, according to the Toronto Transit Commission, is \$108.7 million, with the opening presently projected for 1982. In addition, Hawker Siddeley was recently awarded a contract to provide 190 new LRVs for Toronto (see p. 9).

Edmonton is reported on, or even a little ahead of, its schedule to open a 4.5-mile light-rail line by April 1978 (RA, Dec. 13, 1976, p. 24). And there is talk of light rail for Ottawa as well.

● **The switch toward LR.** The interest in light rail has been a relatively recent occurrence. UMTA's Orski pinpoints 1975 as a benchmark year. An UMTA-sponsored conference on light rail held that year in Philadelphia drew some 350 persons, an attendance figure that surprised most observers. Shortly thereafter, UMTA published a light-rail policy statement, which read in part that "while UMTA has no modal favorites, the burgeoning demand for mass-transit assistance, together with the escalating costs of transit con-

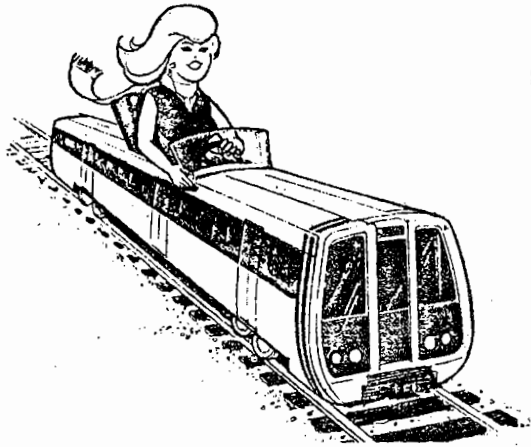
struction and operation, has put a serious strain on the available public resources, making it essential to fully explore any cost-effective approaches. Therefore, the Urban Mass Transportation Administration announces its intention to assist in the deployment of modern light-rail transit in a city or cities where proper conditions for this type of service are found to exist."

On June 10, 1976, UMTA showed U.S. cities it meant what it said, by announcing a commitment in principle of \$269 million in federal funds to help Buffalo build a light-rail line. Orski feels the Buffalo commitment was "a turning point" for light rail in the U.S.

● **UMTA's rationale.** Why the new federal stress on light rail? "Certainly costs played an important role in our decision to emphasize light rail," says Orski, given the greater cost of heavy-rail construction. But he says there were other reasons. Orski feels light rail is more desirable than heavy rail in residential districts, because its noise levels are lower, and it is less "obtrusive" than conventional rail. Secondly, Orski stresses the mode's flexibility, saying that a city could begin with light rail, then gradually upgrade to heavy rail should passenger demand warrant the change. "Brussels is the best example" of this concept, Orski says, describing how that city began to convert its streetcar system to partly grade-separated light rail about 10 years ago, and then made the move to heavy rail. —170

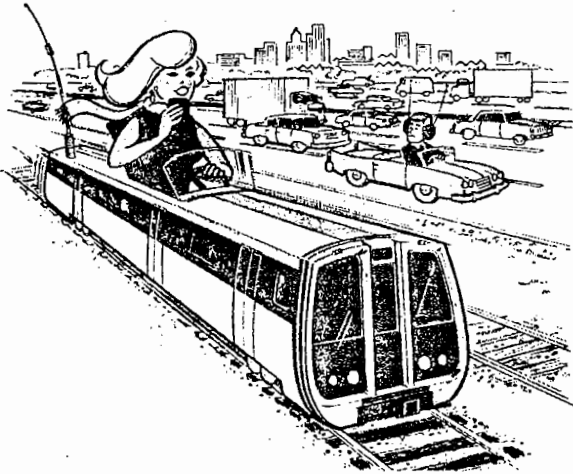
Although UMTA is encouraging cities that are contemplating making rapid transit improvements to take a serious look at light rail, Orski emphasizes, "We're not foisting rail transit on any unwilling city." Generally, he feels heavy rail is more effective in those cities, located mostly in the Northeast and Midwest, that have high population densities and well-defined central business districts. On the other hand, he believes light rail is a strong option for some of the newer cities of the South and Southwest that have lower population densities and whose urban layouts are geared more to the automobile. Orski feels there are a "substantial" number of travel corridors, though not necessarily a substantial number of cities, that could justify building light-rail systems. Perhaps more importantly, Orski also says he is "confident that there will be money for new fixed-guideway investment," which would include funds for light rail.

In the meantime, UMTA continues to support the idea of light rail. From Aug. 29-31, UMTA, along with the Transportation Research Board of the National Research Council and the American Public Transit Association, is sponsoring another "National Conference on Light Rail Transit," this one to be held in Boston. Orski says that where the 1975 Philadelphia conference drew 350 persons, he expects about 500 at the Boston meeting. "Obviously," he says, "interest is growing." ■



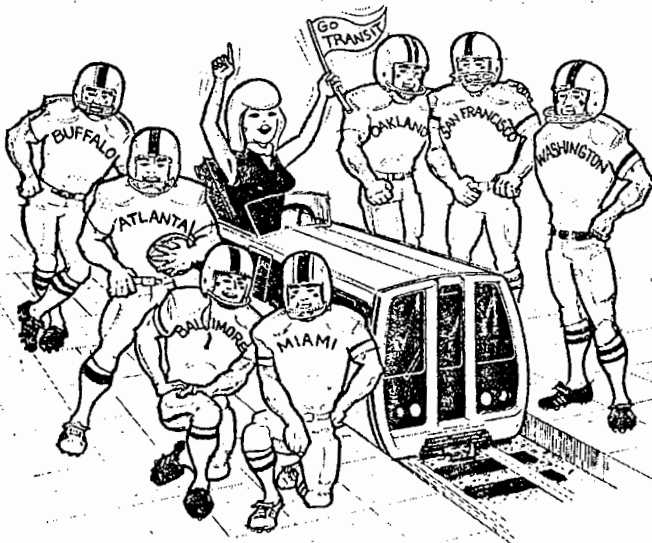
Rapid Transit Riders Get 640 Miles per Gallon

According to a Greater Cleveland Regional Transit Authority study, one rush-hour Cleveland Rail Rapid Transit Car gets up to 640 passenger miles per gallon (electrical equivalent of one gallon of fuel). In addition to saving energy, rail rapid transit systems can also operate on coal, hydro or nuclear electric power. Thus, the power supply for rail transportation is assured for the future.



Got your ears on Good Buddy? Rapid Transit Costs 75% Less to Build

A recent University of Iowa study found that the cost of constructing a six-lane suburban highway with a capacity of 1800 vehicles per lane, per hour is 88¢ for each person per mile who will use it. At the same time, the cost of constructing a 10 mile rail segment with six stations and a capacity of carrying 18,000 persons per hour is a minimal 20¢ per each person per mile who will use it.



General Electric Congratulates Seven NEW Winners - in Rapid Transit

SEVEN NEW CITIES ON THE RIGHT TRACK — General Electric congratulates San Francisco, Oakland, Washington, Atlanta, Baltimore, Buffalo and Miami for selecting Rail Rapid Transit to improve metropolitan living.

These seven cities are joining New York, Newark, Boston, Chicago, Philadelphia, Pittsburgh and Cleveland in adopting the balanced transportation concept, where each mode of transport is used to do the job it does best to complement the other modes.

General Electric, as the builder of over 1100 rail commuter cars and the supplier of over 7500 propulsion systems for rapid transit cars and as a "charter member" promoter of balanced transportation, is proud of its efforts to help reduce pollution and congestion, make travel safer, promote more orderly urban growth and make a major contribution in energy conservation.

(Attachment to Golden)

GENERAL  ELECTRIC

- 171 -

TRANSIT PRODUCTS DEPARTMENT
TRANSPORTATION SYSTEMS BUSINESS DIVISION
GENERAL ELECTRIC COMPANY
ERIE, PENNSYLVANIA 16531

Circle 6 on Reader Service Card

MAR 13 1978

Columbia Region Association Of Government.
or to whom it may concern.

Dear Sirs:

After reading the report on Transportation in Portland and vicinity in the Sunday Oregonian you say a few years ago massive freeways seemed to be the answer to transportation.

I don't think most who have had to pay for these mistakes have thought so. But never the less that was what was done.

Having lived in Portland since 1914 and been in the Transportation Business in Portland in 1922 when the Portland Railway Light & Power Co. could not furnish Transportation to the then town of Linnton because of lack of patronage and low fares. I believe I can say I have some knowledge of the needs of people and Transportation.

In the first place you must understand what is needed in transportation. We now have a population which has moved to the Suburbs to enhance their living conditions, but who are still employed in the city. They must be moved to their work in a very short length of time each day and in large numbers at that.

Now the best way to do this is by a Light Rail Electric System which can move fast between stations with out interference from other traffic. In Portland your old rail depot could be utilized for this purpose very nicely. Your Gas Buses should connect with your rail system by using a cross town route from each station. You must use a station parking lot in every instance and these parking lots in connection with your stations should be manned by employes of the system 24 hours a day. You know all wages paid to employees be comes an asset to the community as a whole. Your stations should not be too close together-- say 5 miles apart and be parallel to the Highway in most cases.

Where I now live in the SE corner of the City of Hillsboro we have no public Bus Service at all and we either must drive a car a mile and a half to reach the T.V. Highway and stand in the weather to wait for a Bus which will in most cases not get within another mile and half to where we wish to go. Surely something better than what we have had in the past could be worked out if any one is really interested.

I agree with the Sullivan Gulch route for an Electric Light Rail System East. But the same system should be extended to include all of the Freeways North, South and West.

Sincerely.

Earl K. Grady
2865 SE River Sp# 8
Hillsboro, Oregon
97123

Hearings Officer
Banfield Transitway Hearing

Dear Sir:

I am in favor of the Banfield-Burnside Light rail project, because I think it is ecologically and environmentally sound, it is a good response to our energy problems, and will be a good response to our transportation needs.

It should be built now, and not wait for continued escalation. Tri-Met is the one operating the system and they should have the say as to what they believe to be the best for the system, overall.

Yours truly,

Mrs. Willa Griffith
12525 S. E. Knapp St
Portland, Oregon 97236

Willa L. Griffith

LETTER RETYPED

Dear Mr. Sandman:

I am writing you again about the Transitway rail that they want to put on Division Street or Burnside or Stark.

Well I tell you again as I told you before, Division St. is not the place for it because we have too much traffic here now, but the main reason is that the main water line pipes of Bull Run are too close to the surface and you sure would run into plenty of trouble and the expense would be into the millions.

Remember I told you that is why I am in the mess I am here sunken down in a hole on account of the County not looking at the blueprints before they started plowing and digging up the highway when they widened Division Street.

They broke my water line and my sprinkling system before they even settled with me.

So you better see that the Transitway Rail is put somewhere else or you will sure have alot of trouble and suits as I told you that we had when they widened Division Street.

I have lived here since 1932 and I know what I am talking about. I have been reading the papers about all of this and I must say there is one man that had his picture in the paper Mr. Bob Murray a business man in Gresham and also on the Tri-Met Board that has made better sense in his thinking than anyone so far.

I had a talk with him and he is the only man that had the sense to say that the Transitway Rail does not belong on Division Street on account of the Bull Run water line was too close to top of pavement and that the cost would be too high and also would not be practical.

The place to put your Transit Rail System is on the freeway. That way you would not have to move alot of old citizens from their homes you would not be moving a lot of business and that is also the most choice place for many other reasons and also for the noise.

You already have the noise of all the cars there so why not put Transit Rail there also so all the noise would not be in the districts where the homes are.

The place for your Transit Rail I will vote for is the freeway first choice or Burnside second choice.

I will try to make the meeting tomorrow but in case I can't please put my letter in for I am against it on Division Street. My (left word out) is quite sick he had a heart attack a few days ago.

Thank you Mr. Sandman.

Mrs. Emma Gustafson
9811 S.E. Division Street
Portland, OR 97266
Phone 760-3002

Also turn in my first letter I sent you so they will know how I feel about this.

P.S. Excuse some of my mistakes in writing because I have arthritis in my right hand and bothers me to write.

Banfield Transit way
KARING
6 Apr 76

Robert M. Hall
4015 SE Ash St. (Turned
Portland 97214 in at
Oregon) (Karing)

The only prudent ~~of~~ choice of options
for the Banfield Transit Proposals is option
no. 1 - Do nothing. Business organizations that
are in debt and losing money do not and can
not expand and lose more money. Why
should a public transit system be exempt
from the facts of business. Face the facts
that Tri-Met has been poorly managed and
extravagant in its choice of Mercedes buses,
brick mills and air conditioning on their buses.

De centralize the Commerce Centers and
avoid the ever increasing traffic to downtown
Portland. Stop building 20 story office buildings
downtown and you stop the increasing traffic
to downtown. (Admit the fact that very few
people use mass transit to go downtown and
sleep or to be entertained. Almost all
the mass transit regular riders work downtown.)
Let them pay the bill and not the non-user
who is subsidizing the whole mass transit
system. One half of one percent of working mens
salary goes to Tri-Met now.

Tri-Met has become the untouchable,
omnipotent, golden sacred cow.

1 - H.P. will Pull - 1-Ton - 50 M.P.H. on rails
9 - H.P. " " " Automobile on a well kept Highway

1 - Driver on trolley can pull indefinite Cars.
1 - Driver to each Automobile

1 - K. U. H. = $1\frac{1}{3}$ H.P.H. on trolley cars.

gasoline 1 - gallon = 8 H.P.H.

Cost Electricity 1 - $1\frac{1}{2}$ cents per K. U. H. per H.P.H.

1 - gallon gasoline $\text{Avg } 64¢ = .08$ cents per H.P.H.

gasoline Automobile Costs .08 per H.P.H. at 50 M.P.H.
+ Tires, oil. + repairs

Noise not as much as a mess of Autos.

Ave Age Autos - 9 years

Trolley Cars Age - 25 " - (No Pollution)

(Harry Harvey - 1725 S. E. Flavel
Port or 97202

You can see why ~~he~~ wants light rail in Portland

26-1959 (240)

MA PDM PDE TSE SPC
ODOT - METRO

APR 10 1978

April 7, 1978

AM PPS *ebg* *FILE* T/A

Dear Banfield Transitway Office,

Since I was unable to attend the public meetings held regarding freeway changes, may I please express my opinion in this way?

Frankly, I am afraid to drive the Banfield since the lanes have been narrowed and the emergency lane taken out. Actually, I prefer to take the Tri-Met bus, but our schedule (Troutdale, #18) must be one of the worse ones in the area. Occasionally, I'll park at Gateway and that way have a choice of busses (#44, #40 or #18.) The only drawback with this is that I have been soaked, frozen and blown off of the very bad bus stop. It's very small, unprotected, cold and muddy. Only on a nice, summer day does one enjoy waiting at that particular bus stop.

Why not light rail? It used to work in Portland--no pollution, no tires, no gasoline, no freeway. Trains are pleasant to ride on; they work in New York city (elevated and on Long Island when the subway emerges from underground); they used to have them from Berkeley to San Francisco; from Pasadena to downtown Los Angeles. Cars and busses didn't have to compete with them and they were really fun to ride, too!

If light rail transit were built near Burnside, the Banfield, Division or other streets, please leave room for parking areas or "stations" so we in east county could park our cars and ride the train. This works in Bergen, N. J. (near New York city), and many other areas. Most of us will not live close enough to a train that we can walk to it. But if there is sufficient parking area along the route of the train, it will be more useful. Or, perhaps, busses could serve east county residents by taking us to the train stops.

The Banfield: Please widen the lanes, restore an emergency lane and give busses priority on an outside lane. Most of them have to move to the outside to get off of the freeway. The inside "fast" lane is of little use if the bus can't get off the freeway. Often, that fact alone causes a traffic or accident!

If we must drive less in the years to come, MORE FREEWAYS will not help us. People will continue to drive if a clean, safe, pleasant alternate is not offered. Taking air-conditioning away from busses will lose passengers, as well. Nothing is worse than riding on a crowded, hot bus (probably standing) on a hot day with no air-conditioning, especially to east county. Open windows can invite rock-throwing kids, bees and other problems, also; not to mention someone's hot, cigarette ash landing in your face (people DO smoke on busses, even though it is not allowed).

I have talked to many people about light rail and they, too, think it is a good idea. Too bad they don't all write. Thank you.

Sincerely,

-178- *Helen Haslett*

Mrs. William M. Haslett, 14615 NE Sacramento,
Portland, OR 97230

BANFIELD TRANSITWAY
OFFICE

MAR 13 1978

March 9, 1978

Dear Sir:

It is totally inconceivable to me that educated human beings could spend all the millions of dollars of taxpayers money and not only make a mess of the banfield freeway but come up with solutions that are absolutely insulting.

1. Using our streets would do nothing but further alienate the public and harm the business man.
2. The high occupancy lane is the most ridiculous of all. Have you really researched this? Cars are jammed in the remaining lanes now with noone using the bus lane. We need our lane back. Time has proven people are not going to ride the bus and carpooling is not practical. It makes me furious to creep home from work at 15 miles an hour when the bus lane is empty.
3. Separated busway- No one rides the bus now. This should be proven to all. The buses are noisy, rude, and very costly to the taxpayer and businessman. Riding a bus is totally impractical in my business. Quit trying to push this down the throats of citizens.
4. The light rail transit need not even be commented on!!!!!!

Bring back the Mt. Hood Freeway the taxpayers voted on.

Give us back our lane on the banfield freeway.

Do these people really sleep at night

Janet Hastings
7010 S. E. Clinton
Portland, Oregon 97206

To The Editor:

There are a few well-meaning individuals whose comments in these pages on light rail and Tri-Met tend to cloud the issue of what the Banfield Transitway can mean to the people of Portland, especially in terms of the sweeping advances in electric rail technology.

X The rapid, comfortable efficiency of Light Rail Transit can benefit all of the Portland metropolitan area by lessening dependence on fossil fuel energy and helping to eliminate air pollutants. Environmental considerations aside, mass transit is revitalizing our cities and those transit modes having a fixed guideway such as Light Rail offer an opportunity for more orderly development than other types. The Banfield, hopefully, will be the first of many transit corridors to use Light Rail.

On the question of cost: Since the federal government will pay at least 80% of the cost there will be a substantial return of the taxpayer's money to residents of this area. Most of the local matching funds will be paid through measures that will mean little additional cost to those who ride. By the time the transitway is operational in 1983 fares will have risen ^{anyway,} along with costs under normal, expected inflation, but, traditionally, rail transit attracts many more riders than bus-only transit. And, since the rail vehicle can accommodate three times the capacity of a bus the cost per person per driver is considerably less. The operating costs are thereby significantly reduced for Tri-Met and ultimately for the taxpayer.

Public transport needs the impetus to continue saving energy. With interstate transfer funds available Tri-Met has been able to define a real alternative to the automobile and the internal combustion engine with Light Rail. X Congressional leaders have said

GO; local jurisdictions say GO; transit officials say GO! Concerned citizens should present a unified effort ^{toward} getting the job done and accept the best option available--Light Rail. Keep Portland a great place to live.

Charles E. Hayden
1521 N. Alberta St.
Portland, OR 97217

I grew up on Interstate 5 in Portland where left turns were prohibited except at signalled intersections over 1/4 mile apart. I am sure a similar arrangement on Burnside will have nothing but a good effect on the neighborhood.

(Submitted at hearing)

Light-rail rubbish

To the Editor: As a less than happy member of this community, I would like to state my position regarding Tri-Met's proposed light rail transit. I feel that this new idea of Tri-Met's is a bunch of rubbish. *MOVE THE TRACKS?*

Not only is this plan costly, but once the tracks are laid, they can't be moved to benefit other areas. And besides still needing the buses to get us to the rail, there is no way, to my knowledge, for the people of the tri-counties to be able to absorb such an enormous tax burden.

I, along with several others in the Tri-county area, feel that improved bus and bus management systems would be more beneficial to the transportation difficulties of Portland and its surrounding communities. I also feel that if more people speak out and state their positions, we might be able to make a few more changes for the better.

SUSAN EVEREST,
11021 N.E. Shaver St.

Oregonian
3-20-78

*Submitted by Charles Hayden
with his written statement.*

April 10, 1978

Oregon Dept. of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

Attn: Banfield Transitway Office

Hi,

I am a Research Engineer at Tektronix and FULLY support the Banfield Light Rail Transit concept.

The proposed design could be expanded to provide for later implementation of a more desirable, sophisticated and encompassing Light Rail Transportation network.

Possible design enhancements for future implementation include:

1. Provision for major expressway arteries. The Banfield Light Rail Transit realization would form the first major artery.
2. Provision for connection of "feeder" lines into the major arteries. Feeder lines could provide stop-and-go local service to areas such as neighborhood-centered substations, shopping centers and business districts.
3. Provision for computer-controlled non-stop merging of feeder trains into the expressway artery.
4. Provision for, or inclusion of, high-grade computer data communication lines to be used for computer control and/or monitoring of train activities. These lines could be realized with fiber-optics.
5. Provision for high-speed intra-city links.
6. Concept design of an Eastern Oregon-based solar power "farm" generating electricity for the Light Rail Transportation network.
7. Provision for large underground parking lots on the periphery of the city. Ultimately, only bus, Light Rail and electric vehicles would be allowed within the city.

MA PDM PDE TSE SPC
ODOT - METRO

APR 11 1978

-183-

AM PPS

gby

There are several existing electric transit systems that may be worth investigating to help reduce the possibility of "reinventing the wheel." The well-known New York subway, the Munich, Germany and Tokyo, Japan systems are among the more reliable in use. The BART system in San Francisco is basically a good idea: it suffers most for insufficient design and testing. However, some valuable information might be learned from the BART designers.

If you are interested in discussing any of these suggestions in greater detail, please call me at 286-9263 or 644-0161 Ext. 5255.

Sincerely



Stephen Heitmann
Rt. 2 Box 502A
Portland, Oregon 97231

SH/nak

14231 S. E. Ellis St.
Portland, Oregon 97236
April 7, 1978

Oregon Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

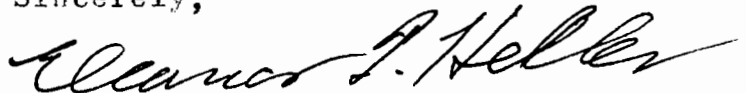
Dear Sirs:

I strongly support light rail transit for Portland, starting with the proposed one to Gresham.

I have lived in a New York suburb and used commuter trains. In recent years I have observed traffic in Ontario, Chicago, and Guadalajara, where there is adequate mass transit including rail. I have also observed the terrible traffic jams in Mexico City where mass transit, especially rail, has been too slow in coming. And we all know about the smog (from private autos) in Los Angeles.

Let Portland go the way of the clean cities with good traffic flow. Let us get started on light rail now, so it will be there when it is needed and where it is needed--in planned corridors.

Sincerely,



Eleanor T. Heller

MA PDM PDE TSE SPC
ODOT - METRO

APR 10 1978

AM PPS *elg* FILE T/A

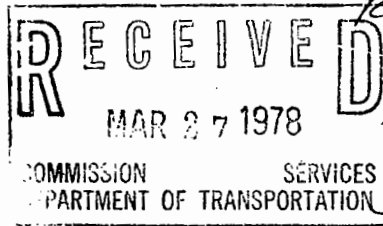
3-23-78



Meredith Imholt 7/olmes

Banfield Transitway Project,

Our family wishes to express its preference for Option #1 (no build). We object to & disapprove of a transitway anywhere in our area.



Richard W & Meredith Imholt

7/olmes
2325 SE 21st

Portland, Ore. 97202

MA PUM PDE TDE SPC

APR 1 1978

APR 2 1978

AM PPS

FILE T/A

April 10, 1978.

Oreg. Dept of Transportation
5821 N.E. Glisan
Portland Ore. 97213-

re: Banfield Freeway Development.

By no means, should Banfield Freeway
be widened into lanes, either with or
without a rail transit line -

However, a light rail line would
give the best value for the future -
The expense to build, it will be the most
economical and cleanest in the
long run.

It would be well to locate it on
Burnside or Division. Either high-
way makes a good central line to
East Multnomah.

MA PDM PDE TSE SPC
ODOT - METRO

APR 12 1978

AM PPS

Cora M. Howes.
1025 NE 33rd Ave
Portland Oreg
97232,

JAY C. HOYT, M. D.
910 N. E. 47TH AVENUE
PORTLAND, OREGON 97213
PHONE 234-0241

March 30, 1978

Department of Transportation
Metropolitan Section
5821 N. E. Glisan St.
Portland, Oregon 97213

Subject: Banfield Transitway Project

Gentlemen:

I have been a resident of Northeast Portland for 21 years and used the Banfield Freeway throughout this time.

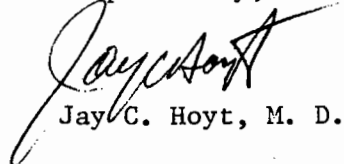
I feel very strongly that Portland should develop an adequate improved bus transportation system in order to make it possible for people to get away from the automobile.

I feel strongly that we should not enter into a very expensive rail transportation system. I think we all agree that we do not want this area to grow to the size adequate to support such an expensive operation.

I have had occasion to live in and visit Munich, Germany; Paris, France; London, England; New York City and visit Washington, D.C. and Chicago, where various forms of surface elevated and subway assistance are in use.

My reading suggests that almost all of these systems, as well as BART, are having a difficult time.

Respectfully,



Jay C. Hoyt, M. D.

JCH:mal

MA PDM PDE TSE SPC
ODOT - METRO

MAR 31 1978

-188-

AM PPS

FILE F A

MA PDM PDE (M) SEB SRC
BANKFIELD TRANSITWAY
OFFICE 1978
ODOT - METRO

MAR 9 1978

Dear Sirs : MAR 09 1978

Since it is difficult
for me to get to evening
meetings because I don't
have a car, the young lady
who called me about the
meetings suggested I
write to express my views.
I am against #2 Low Cost
Improvements. It would ruin
our residential neighborhoods.
I am for #5 Light Rail Transit
Option 5 1b (as it appeared in the
Oregonian).

(Mrs) Nancy B. Hume
5230 N.E. Broadway
Portland, Oregon 97213

MA PDM PDE TSE SPC
ODOT - METRO

APR 18 1978

Oregon Dept. of Transportation

AM PPS

FILE T/A

Dear Sir,

As a taxpayer I would like to see my tax money spent on building adequate freeways in this tri county area and not on light rail, multimillion dollar brick paved monuments resplendent with bus shelters that cost more than my home and \$80,000 plus fountains. I believe freeways are necessary for safety, to keep traffic out of neighborhoods and for fuel economy. I have to agree that mass transit does play a useful role in the area (I have commuted on Tri Met for the last three years) however I feel mass transit money should be spent on service (buses and drivers) and not on expensive frills.

Sincerely,

Len Hutchinson

3400 SW 108 Ave

Beaverton

Ore. 97005

4-15-78

26-1959

(240)

MA PDM PDE TSE SPC
ODOT - METRO

APR 11 1978

Charles J. Jones
8155 S.W. 74th
Portland Oregon
97223
April 05, 1978

Oregon Dept. of Transportation ^{AM PPS}

Banfield Transitway Office

5821 N.E. Glisan St., Rm. 14

Portland Oregon 97213

I would like this written testimony entered as part of the "official record".

I agree that something needs to be done with the Banfield, as the traffic flow is very heavy, and there are some outright dangerous areas on it now.

The expansion to six lanes, (using the proposal to save adjacent homes), is appropriate, and needed. I think it should be extended to the Burnside intersection, however, to pass the "Gateway" area, besides the I-205 intersection.

H.O.V. lanes only encourage violations by frustrated motorists trying to make better time behind slow people in fast lanes. Better enforcement of the law requiring motorists to "keep right" unless passing would help.

Where I become highly opposed to the proposals, however, is the "light rail" idea. I rode the old "Interurban" rail cars for years, and while there is some lingering nostalgia, and I am aware the new vehicles are vastly improved, in no way are they comprehensively efficient transportation for a metropolis such as Portland, and as a "west end" taxpayer, I am violently opposed to paying for a patchwork transit system that in no way benefits my area. To follow up on my reasons, I feel any usage of light rail is wrong for many reasons, as follows;

1. For a "progressive" city and state, it is a massive step 30 years backwards.
2. It is a land waster, requiring wide rights-of-way, and condemnation of homes and businesses for corridors; reducing the taxes available to support it.
3. It is inherently dangerous to A. Vehicular traffic, at crossings, and in terminal area congestion. B. Children and animals who cross, live near, or are in terminal area tracks vicinity. C. Potential of electrical wires being blown or knocked down, energizing tracks for miles.
4. It is self-limiting as an "express" vehicle, due to tracks, wire speed restrictions. Tracks do not provide a comfortable, quiet ride.

-192-

April 05, 1978

5. Light rail does not fit into a regional comprehensive (or state) transportation plan, with any provision for future needs and expansion.

I would recommend a more forward thinking approach, utilizing the latest in elevated monorail systems, with capabilities for future expansion and interface with regional and/or inter-state systems. Monorails are now very efficient, and are reliable and safe. I would envision a regional approach, rather than a piecemeal, stop-gap actions. Tri-Met, or a similar regional agency would provide comprehensive regional (including Vancouver) planning or routes, with the project being completed in phases, if necessary-Banfield first, etc. Some points I would like to make about Monorail;

1. Monorail is a modern, up-to-date, efficient means of mass transit. Some examples are Seattle, "Disneyland", "Disney World", and several in Europe.
2. Monorail does not require great swaths of land to provide right-of-way, as it is elevated, and can be erected in the median of existing freeways, etc.
3. Being elevated, it does not create conflicts of congestion and/or safety with vehicular traffic, or pedestrians/children.
4. Monorail is not limited for express service, and some have been reported (experimentally) near 150 mph. It doesn't require overhead wires. (which are visually polluting)
5. Monorail would fit nicely into a regional plan, expandable to intra-state, and even inter-state systems later if needed. Examples that immediately come to mind, as "loops" on existing freeways, etc. are as follows;
 - A. A loop out the Banfield, to Gresham, back via Foster or Powell to downtown terminal area. (connect with intra/inter-state system via U.S. 26, Mt. Hood)
 - B. A loop, via Banfield, I-205 to Vancouver, back via I-5, to downtown terminal area. (connect with I-80 east and I-5 north to Seattle systems)
 - C. A loop out Canyon Rd., west via U.S. 26, to Hiway 47, (Banks), south on Hwy. 47 to Forest Grove, then East on Hiway 8 via Hillsboro, Beaverton, and Hiway #10 to Barbur Blvd (hillsdale), and back to downtown. (would connect with costal system, U.S. 26, and/or Hiway 6)

APRIL 05, 1978

5. D. A loop out Barbur Blvd., to Hiway 217 interchange, north via Hiway 217, through Tigard, Washington Square, and East Beaverton, then in via the Hiway #10 system previously mentioned, via Barbur.
- E. A loop out Macadam Ave., to Lake Oswego, ~~NE~~ West via Lake Grove to I-5, in to downtown via I-5. (Connect with inter-state system south on I-5)
- F. A loop out hiway 99E to ~~W~~ Oregon City, back via S.E. 82nd, Clackamas, Milwaykie via old Inter-urban corridor if still available, or via King Rd, Johnson Creek Blvd, or ~~w~~ similar route.
6. Downtown terminal elevated, create no downtown vehicular congestion, or pedestrian congestion,.. Area beneath elevated portion of terminal could provide pedestrian shelter downtown(rain, etc.)
7. Suburban terminals should be park-and-ride terminals, elevated, and served peripherally by Tri-Met buses...

The above loop system would serve the entire regional area with express mass transit, in a modern, efficient, comfortable, quiet environment. It would interface with intra-state and inter-state systems if needed in the future(at least Vancouver and south valley-salem, etc.) The initial capital cost might be a little more, but I believe the efficiency would repay vs the light rail operating costs, for more express runs with less operating people over the long run. Interface capability, lack of land removal from tax rolls, less environmental/visual pollution(wires, etc.) (I think properly placed elevated monorail tracks are less visually polluting than overhead wires and a dirty, dangerous railroad track) make the Monorail the logical choice for mass transit for the Banfield, and the entire region. I would support such a plan, as it is forward instead of backward planning, and is comprehensive benefiting all the people who are expected to pay for it via their taxes.


Charles J. Jones

8155 S.W. 74th
Portland Oregon
97223

7110 S.E. 29th
Portland, Oregon
April 13, 1978

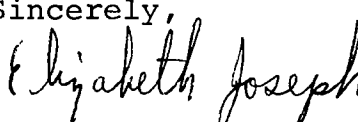
Banfield Transitway Project Office
Oregon Dept. of Transportation
5821 N.E. Glisan, Rm. 14
Portland, Oregon 97213

Sirs:

The overwhelming problem we face is transportation, and I agree that mass transit is the best long-range solution. I seldom use the Banfield Freeway, so I have not spoken at the public hearings. I have supported silently the efforts at car-pooling and the HOV lanes.

My particular concern, regarding changes on the Banfield, is to reduce the amount of vehicular traffic which travels through southeast Portland and originates elsewhere. Of the five alternatives, I would prefer the one which, in your best judgment, would be most effective in accomplishing this goal. Simply to make it more convenient and attractive to live in East Multnomah County or East Clark County and work in downtown Portland is not an equitable use of taxpayers' money. The chosen alternative must be of equal benefit to citizens who live, work and attend school in the east side of the city.

Sincerely,



Elizabeth Joseph (Mrs. G.M.)
Pres. Cleveland H.S. P.T.A.
Board member - Eastmoreland
Neighborhood Assoc.
Board member - S.E. Uplift

cc: Tri-Met
520 S.W. Yamhill
Portland, Oregon 97204

MA PDM PDE TSE SPC
ODOT - METRO

APR 17 1978

AM PPS

FILE EA

-195-

26-1959
(240)

3214 N.E. Dunckley
Portland, Oregon 97212

April 8, 1978

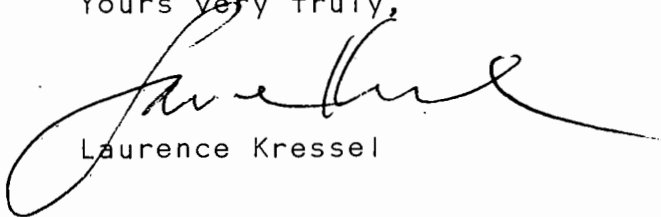
Robert Sandmann, Project Director
Oregon Dept. of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Sandmann:

As a resident of Northeast Portland I am interested in the outcome of the Banfield Transitway Project. The conclusion I arrive at after examining the five alternatives is the Banfield-Burnside route to Gresham offers the greatest potential for increased transit ridership.

Data in the Environmental Impact Statement pointed out traffic on city streets from the growing suburbs is a continuing problem. Alternatives 1 through 3 do not offer any solution and Alternative 4 does not directly serve the suburbs. The light rail alternative to Gresham provides the best overall East Side transit system and one that will be a necessity in the future on a cost-effective operating basis.

Yours very truly,



Laurence Kressel

MA PDM PDE TSE SPC
ODOT - METRO

APR 10 1978

AM PPS

dy

FILE TIA

-196-

J. Lynn
2704 SE 140th #18
Portland, Ore. 97238
26-1959
170

Sirs:

I am writing you because I am not able to attend your formal hearing.

Briefly, my position is that Portland put out the money for a light rail system to reduce the traffic on the Banfield Freeway. We need a long range plan now, not a temporary plan that will be outdated by the time of its completion.

Also I feel High Occupancy Vehicle lanes are necessary and should be continued.

J. Lynn

MAR 17 1978

PPC

FILE VIA

197-

APR 14 1978

AM PPS

FILE T/A

April 13, 1978

BANFIELD TRANSITWAY
OFFICE

APR 17 1978

Mr. Bothman,

Any plan for moving people will not be accepted unless it does the job conveniently. I used to be a steady bus rider until they cut the ~~service~~ service to 82nd & Foster from once every 20 min. to every 30 min. (This becomes every 40 min. if it is the Foster bus line, #12, that I must use)

Light rail simply will not have the frequency or price convenience of the buses. Nor will it serve as extensive an area. But the cost of installation and servicing will be far more than if more buses were purchased.

Also Portland doesn't need to have the Mall torn up again.

The best plan would be to eliminate the diamond or bus only lanes on I-80N and expand it to 6 lanes. This would be done in addition

to widening POWEL to 5 lanes, as 82
avenue is now, all the way to the I-205
interchange.

As it now stands the Tri-Met directors
seem to be impressed by form, not substance.
The light-rail option would be as a toy
for the few that lived near it and the
~~few~~ bureaucrats who will run it.

Thank you for your attention.

Sincerely.

Ben Lear
8437 SE Insley # 37
Portland, OR 97266

LETTER RETYPED

Tri-Met
Pacific Building
520 S.W. Yamhill St.
Portland, OR 97204

April 1, 1978

Dear Sirs,

I wish to present the following as written testimony at the Banfield Transitway hearing on April 6th.

It seems almost certain that Portland, as part of the civilized world, will face a drastic shortage of energy within the foreseeable future. Oil reserves are running low; nuclear power is becoming prohibitively expensive and is widely believed to be hazardous; large increases in coal utilization are likely to ravage the environment.

For the past half century, the automobile has been a dominant feature of American life. Because of the coming energy crunch, the automobile is likely to become largely extinct within the next half century. Those metropolitan areas that plan wisely for this will survive; those that do not will wither.

The light rail transit plan is a small step in the right direction. It is superior to the busway plan because it serves an area further east than the busway where there is a large and growing population. Furthermore, its annual energy consumption (especially for alternatives 5-1a & b) is lower than that of the busway. I personally favor alternative 5-1a over 5-1b, next alternative 5-2a or b. Alternative 5-3 a & b seems less sensible as the East County focus of present rapid growth is not served.

Sincerely,

Dr. & Mrs. Michael Litt
3865 N.E. Klickitat Street
Portland, OR 97212

LLOYD CORPORATION, LTD.

(INCORPORATED IN CALIFORNIA)

9441 OLYMPIC BOULEVARD - CORNER BEVERLY DRIVE

BEVERLY HILLS, CALIFORNIA 90212

TELEPHONE 879-3080

MA PDM PDE TSE SPC

ODOT - METRO

APR 6 1978

April 4, 1978

AM PPS

slg FILE TIA

Oregon Department of Transportation
Metropolitan Branch
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Robert N. Bothman, Metropolitan Administrator

Gentlemen:

Lloyd Corporation, Ltd., as a major landowner and employer in Portland, is vitally interested in the outcome of the Banfield Transitway Project.

Because we recognize the importance of the planning now underway, we have retained the services of Barton-Aschman Associates, a nationally recognized firm in the field of transportation planning and traffic engineering. Barton-Aschman Associates has reviewed the Draft Environmental Impact Statement and we wish to make the following comments for the record:

1. The DEIS appears to adequately document the critical need to improve the Banfield Freeway and to include in the improvement some type of transit that will increase the person-trip capacity of the corridor.
2. We are supportive of both busway and the light rail transit alternatives, provided the routing of such transit does not adversely affect the service to the public provided by the business concerns located in the vicinity of Lloyd Center. We can see the operational advantages of light rail transit and we trust the consultants who are now looking at the detailed design of light rail will pay particular attention to the documentation of initial and annual operating costs.
3. The DEIS discusses a busway alternate alignment along Multnomah Street. We must strongly oppose this alignment on the basis of its negative impacts on access to and circulation in the vicinity of Lloyd Center. From a transit operational standpoint, this alternate alignment seems to be very circuitous and time consuming. Therefore, from both a transit and auto viewpoint, this alignment does not seem to make sense.

4. We support the Holladay Street alignment for busways or light rail transit but we believe that this alternate should include a minimum of two westbound auto lanes through the entire corridor.
5. We would like to see further consideration given to additional freeway access through the development of a new exit ramp from westbound Banfield Freeway to the intersection of Multnomah Street and 16th Avenue. This ramp would have a number of advantages:
 - a. Traffic bound for Lloyd Center could reach the Center without having to turn left across the bus or light rail vehicle lines on Holladay Street.
 - b. Traffic bound for the remainder of the eastern portion of the Central Business District could distribute along Multnomah, Halsey and Broadway.
 - c. Traffic bound for the Central Business District could take 16th Avenue north to Broadway and enter the Central Business District by way of the Broadway Bridge. This travel pattern would reduce the auto traffic on the Steel Bridge and therefore it would enhance transit movements across the Steel Bridge into downtown Portland.
6. We recognize that the DEIS is not intended to be a detailed traffic engineering report, but we would like to see more consideration given to improving the auto access from the Lloyd Center area to eastbound Banfield Freeway.

We appreciate the opportunity to review this Draft Environmental Impact Statement and comment on it. We also appreciate the efforts of Tri-Met, the City of Portland and the Oregon Department of Transportation staff in keeping us informed of the progress of the study thus far. We would like to pledge to you our continued cooperation and if there is any way we at Lloyd Corporation or Barton-Aschman Associates can assist you in the completion of this study, please call on us.

Sincerely,

LLOYD CORPORATION, LTD.


JOHN F. PORTER
Executive Vice President

cc: Mr. Patrick A. Gibson, Barton-Aschman Associates, Inc.
Mr. Robert G. Cameron, Lloyd Corporation, Ltd.
Mr. H. J. Sundt, Lloyd Corporation, Ltd.

*Presented at hearing by
H. J. Sundt -
-202-*

APR 14 1978 DE TSE SPC

ODOT - METRO

APR 17 1978

TRANSITWAY NEWS
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213

AM PFS

Gentlemen:

I have appreciated being able to follow the development of concepts, etc., for the Banfield Transitway Project via "Transitway News" and other media. I would like at this point to share some of my opinions and observations.

I deem it unrealistic not to plan for and build some form of mass transit system for the Portland area -- and I applaud the efforts being made by Tri-Met. Energy costs, particularly petroleum-based, are going to rise drastically along with the necessity of some form of allocation system. We cannot make a foreign area our primary source of energy without becoming subservient both economically and politically to that source. I would rather have local control of public mass transit -- than foreign control of ALL phases of life through an economic hold.

Portland has considerable hydroelectric power generated nearby. While most of this is already allocated, re-allocations will be necessary as the energy scene changes. Portland's share should be increased; part of this should be designated for mass transit purposes, which would be light rail and trolley coaches. A Banfield light rail line would be a start toward using locally produced energy for local transportation.

Its power system should be so designed as to be compatible with such trolley coach routes as may be built in the future. This is currently the practice in San Francisco where both systems are part of a combined network. Also, the type of power supply system currently being installed in Seattle would lead to dramatic savings in the construction of any new system, LR and/or TC.

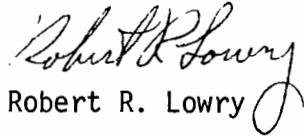
Mass Transit reduces air, water, and noise pollution, and leads to far better land utilization in all areas in a city -- not just downtown. However, for mass transit to effectively attract and maintain riders it must be time effective. This requires that parts of the system -- main carrier or "trunk" routes -- be separated from auto traffic in critical areas. It must offer frequent service, therefore, "trunk" routes fed by feeder lines are desirable if not mandatory. Such "trunk" routes make the best use of the desirable attributes of LR -- the ability to handle large numbers of riders rapidly and efficiently between a restricted number of stops.

Light rail, with a fixed route, has the ability to both stabilize and encourage growth in its corridor within an urban area. It can -- and has -- brought about urban renewal in cities of its own accord through the marketplace -- without the cumbersome, sometimes heavy hand of Washington. However, in order for it to do so, the operators need to have a solid commitment, first of all, to render service.

A light rail transit system does cost -- but what system of transit does not? Our problem with the auto is that its cost is hidden under a dozen baskets -- and we really don't know what the TOTAL cost is. Nor is it presented to the public in one piece, but a little here, a little there, etc. I believe the benefits/cost ratio of mass transit are several magnitudes greater than the auto.

My vote, if I may be so presumptuous as to have one, would be cast for a light rail system out the Banfield Corridor. I believe that in so doing Portland could set a positive precedent for an integrated mass transit system for the rest of the Northwest.

Yours sincerely,



Robert R. Lowry

2720 NW Mulkey Street
Corvallis, OR 97330



26-1959
(240)

April 4, 1978

MA PDM PDE TSE SPC
ODOT - METRO

APR 5 1978

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

AM PPS *ebq* FILE T/A

PORTLAND
DEVELOPMENT
COMMISSION

Allison Logan Belcher
Jerry G. Jones
Dennis Lindsay
Walter C. Mintkeski
Louis Scherzer

J. David Hunt
Executive Director

Southeast
Community Development
Office

4316 S.E. Hawthorne Blvd.
Portland, Oregon 97215
233-6236

Robert Bothman, Metro Engineer
OREGON DEPARTMENT OF TRANSPORTATION
5821 NE Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

At our meeting on April 3, 1978, the Southeast Uplift Advisory Board, heard our Banfield Representative's final report on the Banfield Transitway Project.

Board Members unanimously agreed that the most beneficial improvement options are those which:

1. Remove the largest proportion of through traffic SE Portland neighborhood streets;
2. Provide improved public transit service to SE Portland neighborhoods, via a grid system;
3. Cause the least disruption to homes and businesses, while serving the long-term transportation needs of the area;
4. Prove to be consistent with City Neighborhood's Comprehensive Planning efforts.

We hope the Banfield Transitway Option which is chosen will be consistent with our efforts to protect and preserve the liveability of SE Portland neighborhoods.

Sincerely,

Larry Lubin, Vice-Chairperson
SOUTHEAST UPLIFT ADVISORY BOARD, INC.

LL/ms

GENTLEMEN —

I WOULD LIKE TO EXPRESS MY SUPPORT OF THE FOLLOWING TRANSIT OPTIONS:

① REGARDLESS OF THE ALTERNATIVES CONSIDERED, THE USE OF SAFETY SHOULDERS SHOULD BE REINSTATED. ON AT LEAST 4 SEPARATE OCCASIONS I HAVE STOPPED TO HELP OR TELEPHONE POLICE BECAUSE OF CARS STALLED IN A TRAVELED LANE. THESE STALLED CARS HAD NO PLACE TO TURN OFF & WERE EXPOSED TO ONCOMING TRAFFIC, OFTEN ON BLIND CORNERS.
→ SUGGESTION: AT ANY GIVEN POINT ON THE FREEWAY, A CAR IN TROUBLE SHOULD BE ABLE TO GET OFF IMMEDIATELY, NOT WITHIN THE NEXT HALF-MILE.

② I AGREE THAT WE NEED TO REDUCE OUR DEPENDENCE ON INDIVIDUAL DRIVERS. BUT I AM SURELY HAVING A ROUGH TIME IMPLEMENTING THAT IDEA. CAR POOLS ARE DIFFICULT TO FORM, EVEN AT TEKTRONIX, WHERE I WORK, DUE TO CONFLICTING SCHEDULES. I'VE TRIED THE BUS SERVICE, BUT THE ONLY "EXPRESS" SERVICE LEAVES MALL 205 AT 6:00 AM, & ARRIVES AT TEK. AT 7:00 AM. IT LEAVES TEK AT 3:30 PM.

SUGGESTION: RATHER THAN BUILD AN EXPENSIVE RAILWAY, ESTABLISH MORE BUS EXPRESS RUNS. THESE RUNS SHOULD:

- BE DIRECT FROM ONE DESTINATION TO ANOTHER.
- SHOULD RUN ON FREEWAYS, NOT ON SIGNAL-CONTROLLED STREETS. IT SHOULD NOT TAKE ONE HOUR TO GO FROM N.E. TO S.W. PORTLAND.
- BE SCATTERED THROUGHOUT DIFFERENT AREAS. IT'S DIFFICULT TO REACH A BUS THAT'S TWO MILES AWAY, ESPECIALLY IF YOU ARE AVOIDING YOUR OWN CAR, WHICH IS WHY YOU WANT A BUS IN THE FIRST PLACE!

③ MORE ENTRANCES & EXITS ARE NEEDED.

④ IN SUMMARY, I AGREE WITH PLAN 3C.

BOB MALLORY - 206 - (Jammed in at hearing)
1605 NE 120th
PORTLAND, OR 97220

1005 N. E. Union Avnue
Portland, Oregon 97232
February 25, 1977

Dear Sir:

We wish to express our views about the Banfield Transitway Project specifically about using Union Avenue or Holladay Street for buses only or using parts of Union Avenue or Holladay Street for buses only.

For the past four years I have owned and operated Chris and Tina's Cafe and Tavern on the corner of N. E. Union Avenue and Holladay Street. The business has been in the family since 1937. We are and have always been highly dependent on automobile traffic and on foot traffic. If Holladay Street or Union Avenue were closed or partially closed to either automobile traffic or foot traffic, my trade, which has taken years to build, would be virtually destroyed. In the meetings I have attended, I have not seen one plan that would not drastically change the automobile traffic and the foot traffic of the area.

Because of the type of business we operate, it is of utmost importance that we have street parking on both streets. In addition, we must have access to our parking lot from both streets. Of the plans that have been discussed, both our street parking and our parking lot access would be ruined.

During one of the meetings it was said that during the peak hours there would be 130 buses per hour traveling the route. The increase in noise and pollution would be hazardous to the entire area.

Then, too, this plan would most definitely decrease business values in the area. It seems to us that the utmost consideration is being given to the big business of the Lloyd Center and of the downtown area, while the northeast area small businessman is being overlooked. Whatever liveability and livelihood is left in this area would be completely destroyed.

At no time have I ever heard of any study or forecast of what these changes would do to that area economically. In our opinion it is not worth the dollar value involved nor is it worth changing the entire area just to move 8 to 10 thousand people from East Multnomah County to the core area. Furthermore, it is our opinion that our city fathers want to keep our city and its neighborhoods more liveable. This certainly cannot be done by destroying businesses and entire areas. To destroy an entire area just to make it a "pass-thru" for moving people to the core area is unthinkable.

Very truly yours,

John W. Marcoules

Bernie A. Marcoules

Letter turned in a hearing -

April 11, 1978

Oregon Department of Transportation

5821 N.E. Glisan

Portland, Oregon 97213

MA PDM PDE TSE SPC

ODOT - METRO

Re: Testimony in support of Option 5-1a for the Banfield Transitway Project

In response to public need, Tri-Met has made a commitment through the 1990 plan to convert what is currently a "radial" system to what is termed a "multidestination" system in the next several years. This will in essence attract a larger market of bus riders who are traveling to destinations other than the Central Business District. This type of system will eventually create corridors of travel so dense that conversion to light rail will be necessary in order to meet the travel needs of people using these corridors. One of these corridors is the banfield transitway, which has been identified as a high priority corridor by transportation agencies in the tri-county region. Light rail is an energy and labor efficient method of moving more people through this corridor. I have also selected the 6-narrow lanes option as this is 10.2 million dollars cheaper and will take 43 less homes and 6 less businesses than the 1b, or full-width lanes option.

People must recognize the need for improving our transit system by diversification of travel modes, and particularly the need for light rail in the banfield corridor. I realize this recognition will be difficult for those diehards who insist they have a god-given right to fly up and down freeways in their single passenger automobiles with no thought as to the impact those freeways have on the livability of the region. In the face of dwindling energy resources, this is no longer a right, but, a privilege and a luxury. But there are still those who will not part with their automobile until gas reaches \$1.35 a gallon. It is hoped these same individuals will recognize that mass transit makes it easier and less congested for them on these highways they choose to travel. For them also, I would recall the specter of those gas lines of 1974 during the energy crisis, and the far-reaching economic impact of the Arab oil embargo from inflation to the balance of payments deficit. At that time, we imported most of our oil from Canada, and only 15% from the Arab countries. Since then, we have become even more reliant on the OPEC nations for our oil. In 1976, we imported 42% of our oil, and 40% of that was from the OPEC cartel, who holds 53% of the world's oil reserves. In the first 3 months of 1977, 50% of our oil was imported. The significance of these figure is that another embargo would be just about 3 times as severe as the crisis of 1974, and these same individuals might be crying, "where is mass transit when we need it." We must voluntarily choose to conserve, and the light rail option is a way to do it.

KayDel Marshall

3621 S.E. Center

Portland Oregon 97202

ODOT - METRO

26-1959 (240)

APR 6 1978

April 4, 1978

Oregon Department of Transportation
 5821 N. E. Glisan Street, Room 14
 Portland, Oregon 97213

AM PPS RE: Banfield Freeway Proposal
 209 FILE T/A

Dear Sirs:

As a condominium homeowner facing directly onto Hassalo Street in the area where you are proposing to make changes in the Banfield Freeway, I am very concerned about future plans and would like the following made part of the hearing procedures.

I have the following questions for consideration: Will a berm be between the highway and our street? Will the highway have a sunken grade to help alleviate the noise and fumes generated from the traffic? What kind of plantings will be used on the highway as a sound barrier? Will some of our property be taken? If not, how close will the highway come to us and how many measures will be taken to protect us from the expanded highway? With careful planning, we might be better off than we are now.

We are so saturated with noise, dirt, and fumes that summer means no open doors or windows or enjoyment of the yard outside. With Rocky Butte in the immediate vicinity, the sound bounces off and doubles in volume, both in front and back. The constant reflection of the passing Banfield traffic in our windows is another irritant. In the spring, the scotch broom causes considerable breathing problems for everyone. During the summer, we fight constantly to keep the dandelions and other weeds from our yards because the State does not keep grass mowed or weeds sprayed across the street. All these problems already exist so you can see why everyone is concerned about the proposed changes.

On reviewing the proposed plans, I am not in favor of light rail but would like to see bus lanes from town out to Gateway or beyond without any interference by other traffic. A light rail on the north side of the highway or bus lane probably wouldn't add much more noise than we are tolerating now. The passing trains shake our houses and make some noise which adds to the problems.

I don't understand why the highway can't be built out on the north side on some of the railroad's right of way or even partially on top of it. The railroads are becoming almost wholly supported by the U. S. Government, which should entitle the Government to some privileges like using some of their property or relocating the tracks to make room for a better highway.

I'm not in favor of more car lanes on the Banfield beyond 82d Avenue. When the 205 is finished, surely some of the through traffic will go that route and thereby relieve the Banfield some. Since living by the Banfield, I have observed that truck traffic seems to be the cause of a good many of the bottlenecks. There is a rather sharp grade which requires trucks to shift gears and accelerate from 82d until they get to about 94th, which generates a great deal of the noise and pollution as well as slowing down the traffic a bit. Sometimes nearly every third vehicle is a truck. During the hours when trucks leave and enter town, which always seems to be around the rush hour and during the middle of the night, then the noise and pollution increases. The regular car traffic isn't that heavy or noisy except for perhaps an hour during the rush hours and part of that slow down is caused by truck traffic on the highway at the same time.

Oregon Department of Transportation
RE: Banfield Freeway Proposal

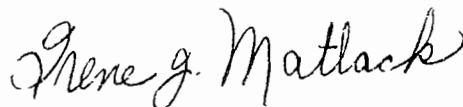
April 4, 1978

As a regular rider of the Tri-Met, I feel that it is not serving the public properly now and no amount of special bus lanes or light rail will correct the problem. More buses or shorter routes with better schedules to meet the needs of riders would serve as a better solution than the proposed changes. People simply will not ride a bus when it is not convenient nor within a cheaper cost than what they can do by car. For example in my own case, I have to drive to the bus stop either at Glisan or to Gateway, both of which means cost of car operation. Approximately three times or more a week I drive to work downtown because the bus has gone ahead of schedule and the next one is too late for work. In the evening, there is a bus leaving our nearest bus stop at 4:15 (goes by earlier sometimes) and we get off work at 4:15. That bus travels the route without many passengers while the next two are very crowded. The Tri-Met is aware of our office hours and how many passengers they can pick up at that time, so adjusting the schedule a couple of minutes would make for better service.

There is another matter that many of the people in the neighborhood have asked about which I will include in this letter. In the area between 87th and 92d, the entire neighborhood is either condominiums or apartment complexes. Many of these people walk to Gateway. It is my understanding that Hassalo will be closed when the 205 is completed and we will have to go to Glisan or the Banfield to get to Gateway. That is fine as far as cars are concerned but rather long walk for a pedestrian. The question is--will there be an overpass or walkway on Hassalo or vicinity for them to get across the 205 Freeway? A walkway would be very helpful to many people and appreciated a great deal.

I hope you will consider my comments as representing many people when you are making the final plans in regards to the Banfield Freeway and try to relieve us instead of adding more irritants to our daily lives.

Sincerely yours,



IRENE J. MATLACK
8804 N. E. Hassalo Street
Portland, Oregon 97220



26-1959 MCCREADY ASSOCIATES 170

13370 S.E. BRIGGS AVE. • MILWAUKIE, OR 97222
(503) 659-2563

3/22/78

Gentlemen:

May I voice my strong support for developing the Light Rail Transit option for the Portland Metropolitan Area. I am currently a private consultant for energy and environmental matters and have also dealt in energy planning.

I feel that your proposal will gain even stronger favor as the price of energy is allowed to rise to the free market level. The current sentiment to mass transit will soon be reversed in my estimation. I think it is a necessary step now in order to avoid later inflated costs and disruptions in traffic flow.

Sincerely yours,

William F. McCreedy
President.

SANFELD TRANSITWAY
OFFICE
MAR 23 1978

REC-111-111
111-111

MAR 23 1978

PPS

AM PFS

April 14, 1978

Mr. R.N. Bothman
Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

I am generally opposed to light rail transit for the following reasons:

1. The need for it is based on the assumption that the major employment increases in Portland's future will occur in the downtown area. I believe that is an untested assumption.
2. It is assumed that LRT will reduce vehicular traffic and transit engineers seem to be actively discouraging private transit in the Portland area, private transit will continue to be our primary means of transit. The private transit industry is the industry with the money and talent to overcome size, pollution, and energy problems and will continue to offer transit vehicles that the public will continue to purchase. Area population increases and decentralized employment opportunities will increase the use of private transportation.
3. A light rail transit system is a major capital investment in a fixed, immobile asset that cannot react to changing growth patterns or transportation needs.
4. I do not trust estimates of the system's installed cost, operation costs, ridership, or payout. Construction of any system is several years away and the rate of inflation will affect current cost estimates.
5. Tri-Met does not have the ability to pay its share of the system. Local taxpayers will be asked to pay for it.
6. The construction work necessary to place the transit system on the downtown mall will again cripple downtown business activity while destroying the newly created work.

Mr. Bothman
April 14, 1978

Page 2

7. The overhead wire and supports which have been so conveniently deleted from artists' reatitions of the completed system will create concentrated visual pollution and will ultimately contribute to the decline of the area in which the LRT is installed.
8. The impact of the basic land use changes which are at one time required to support an LRT system and are the inevitable result of it has not been driven home to the people affected by this system. "Higher density clustering ... around transit stations" will eventually become a high density strip along the whole system. The higher density factor literally means that local single family dwelling neighborhoods in the transit corridor will deteriorate and be rezoned into absentee-owned high density apartment neighborhoods with attendant local service businesses. High density dwelling contributes to social problem and spawns decay of the people and the structures. Eventually we will have a light rail transit corridor ghetto.
9. The LRT proposal would eliminate or greatly reduce the availability of money for other, more needed, transit development such as a comprehensive grid system.
10. The money spent in the construction of this monument to civic planning should be spent in the operation of a transit system.
11. A high density transit system should be restricted to present high density transit corridors, I-80 and I205, to minimize its deterrorating effect on the neighborhoods through which it passes.

We should adopt a mobile, flexible, comprehensive area transit system that does not require a totally fixed single route. We need to improve the Banfield to handle public and private needs. We need to improve public and private transit to Southeast Portland.

Yours truly,



Ronald A. McFadden
11239 N.E. Everett
Portland, OR 97220



Tektronix, Inc.
P.O. Box 500
Beaverton, Oregon 97077

Phone: (503) 644-0161
TWX: 910-467-8708

April 12, 1978

MA PDM PDE TSE SPC
ODOT - METRO

APR 13 1978

Mr. R.N. Bothman, Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 NE Glisan Street
Portland, OR 97213

AM PPS

Ref: Statement for April 6 1978 hearing:

Dear Sir:

Although I presently live in Milwaukie, I will be moving to N.E. 24th Street in July, and will be a user of the Banfield corridor.

I am in favor of Light Rail Alternative 5.2B, provided that a system of North-South feeder buses be interconnected with the Rail system.

I am also in favor of the 5th Avenue alignment for downtown, making its turn at Oak Street.

My reasons for supporting light rail are:

1. Bus impact on downtown is already too noisy and air is foul smelling much of the time.
2. Rail can carry more people at less operating cost with more comfort. System will be around much longer than 1990.
3. HOV lanes as in proposals 3A, 3B, and 3C are potentially hazardous. I have talked to bus drivers who have driven buses in HOV lanes at scheduled speeds while adjoining lanes are stopped or moving very slowly because of traffic. They feel they are "threading a needle", and that accident potential is great at those times.

Thank you for the opportunity to participate in this study.

Sincerely,

Phillippe Meany
10110 SE Waverly Ct. #14
Milwaukie, OR 97222

- 214 -

OREGON  LUNG ASSOCIATION INC. SINCE 1915 MAX R. MEHLHAFF,
Executive Director


April 6, 1978

TO WHOM IT MAY CONCERN:

In connection with the "Banfield Transitway Project", the Oregon Lung Association wishes to go on record as viewing favorably and supporting anything that will protect the quality of the air in the Portland metropolitan area.

We wish to note that the Clean Air Act Amendments of 1977 mandate compliance with standards by current non-compliance areas (of which the Portland metro area is one of four in the state of Oregon) by 1982.

The Oregon Lung Association also agrees with, and supports, the need to get more people out of cars and converted to the use of suitable mass transit.



Max R. Mehlhaff
Executive Director, Oregon Lung Association
Executive Secretary, Oregon Thoracic Society

26-1959 (300)240

4/6/78

Dear Mr. Bothman,

We feel that light-rail on the
Banfield is the best possible way
to meet future traffic needs for
Portland. We don't want anything
done on Burnside as we know
that this would destroy neighborhood
continuity. We would rather have money
spent for light-rail than to tamper
with a fine neighborhood such as
Burnside.

Sincerely,
Mary Lou Menache
Edward Menache

4048 E. Burnside

97214

VA PDM PDE TSE SPC
ODOT - METRO

APR 5 1978

AM PPS

elg

FILE 1/A

BANFIELD TRANSITWAY
OFFICE

MAR 27 1978

PPS

FILE 1A

2451 Overlook Dr.
Lake Oswego, Ore.
97034
Mar 23, 1978

Tri-Met
Portland, Ore.

Dear Sirs,

I wish to express my views on the Banfield Transitway. I grew up in Cleveland Ohio, and had the convenience of the Shaker Hgts. Rapid Transit. It was installed sometime in late 1920 or early 1930's. It ran--and still runs along the two most elegant boulevards in this suburb of Cleveland and takes passengers into the center of Cleveland. It is a light rail, is fast, safe--was the only public transportation that was running during this past winter's storm--and classy to ride. And I feel that aura is important too. The top bank executives etc. ride the rapid. The ladies going to matinees, plus school children, golden agers--at reduced rates--and the general public. Mass transit is great--if it runs on time and often---every ten minutes during peak--every 20-30 off times. Now is the time to get it started in Portland.

Sincerely Yours,

Audrey Moore
Audrey Moore, (Mrs. R.D.)

RECEIVED
MAR 24 1978
COMMISSIONER
DEPARTMENT OF TRANSPORTATION

217-

26-1959 (240)

MA PDM PDE TSE SPC
ODOT - METRO

APR 5 1978

April 4, 1978

AM PPS

FILE T/A

Mr. Robert A Sandmann
Special Projects Coordinator
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Sandmann:

As there is doubt as to whether I will be able to attend the April 6 hearing on the Transitway, I am writing you now.

I hope that the Department will accept the recommendation of the Advisory Committee and put in the light-rail system out Burnside Street to Gresham. This method would use mainly county property on Burnside Street; and the main objection to it seems to come from those who have extended their lawns and gardens onto county property.

As you know, many years ago the Troutdale line ran in this vicinity; and I never heard of any objections to it because of noise, or difficulties for school children. Light rail is the method which can best move the people; and best for the great majority of people; especially in these days of declining energy supply.

I would like to say that Mr. Bothman and the rest of the staff have done a fine job in conducting these hearings. The insulting way some people attending them have acted is a disgrace to the human race.

Sincerely yours,

Ernest F. Munch

Ernest F. Munch
4736 S.E. Franklin
Portland, Oregon 97206



MA PDM PDE TSE SPC
ODOT - METRO

APR 18 1978

Northwest Environmental Defense Center

10015 S.W. Terwilliger Blvd., Portland, Oregon 97219
(503) 244-1181 ext.707

April 11, 1978

FILE T/A

Oregon Department of Transportation
Banfield Project
5821 N. E. Glisan
Portland, Oregon 97213

Re: Support of light rail alternative

Dear People:

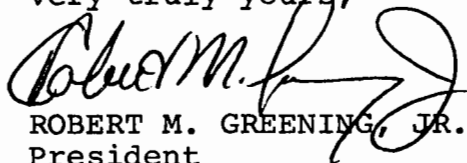
Because of other commitments, the Northwest Environmental Defense Center is unable to supply a comprehensive letter and an analysis of all of the alternatives proposed. In any case, many others more qualified have given substantial amounts of testimony.

Nevertheless, NEDC wishes to express its support of the light rail alternative in the Burnside corridor. We support that alternative for the following reasons:

1. That alternative will encourage more efficient land use within Multnomah County, including substantial concentrations of multiple unit housing and attendant commercial areas.
2. Light rail along the Burnside corridor will serve as a focus for the establishment of a more efficient grid system on the east side of the river in Portland within Tri Met's jurisdiction.
3. The lower operating costs and increased carrying capacity of the light rail alternative will help reduce Tri Met's overall system costs.
4. The light rail alternative will serve as a focus to encourage more mass transit use and consequent reduction of daily commuter trips and air pollution.

Thank you for considering our comments.

Very truly yours,


ROBERT M. GREENING, JR.,
President

RMG:mg

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Hal Oman Motors

New & Used Car Sales

3621 N. E. SANDY BLVD.
PORTLAND 13, OREGON

April 6, 1978

Hearing Committee
Banfield Transit Way
Department of Transportation

Gentlemen:

I have studied the plans proposed by the Home Owners report on the Banfield transit way.

I strongly urge that the 37th Street on ramp west be built above the transit way in order to minimize the acquisition of properties south of the freeway.

Sincerely,

Hal Oman



26-1959
(240)

OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

April 7, 1978 PDM PDE TSE SPC
ODOT - METRO

Mr. Robert Bothman
Oregon Department of Transportation APR 11 1978
5821 N.E. Glisan
Portland, Oregon 97213

AM PPS *slg*

Dear Mr. Bothman:

In mid 1977 an ad hoc citizens advisory committee reviewed long range transit plans for the Portland metropolitan area. The committee was formed at the invitation of the Portland Chamber of Commerce and Oregon Environmental Council in an attempt to reach a regional concensus among the major state-wide and regional citizen groups interested in public transportation. Groups represented on the advisory committee were as follows:

- Portland Chamber of Commerce
- Oregon Environmental Council
- Downtown Community Association
- Portland Association of Building Owners and Managers
- League of Women Voters of Portland
- American Association of University Women, Portland Branch
- Sensible Transportation Options for People
- Clean Air Coalition
- Oregon Student Public Interest Research Group
- Portland Improvement Committee

While the advisory committee did not specifically analyze the Banfield corridor several of the conclusions seem appropriate to your considerations. Therefore the Portland Chamber of Commerce and the Oregon Environmental Council request that the following relavant conclusions of the advisory committee be entered into the April 6th, 1978 hearing record. The positions stated were approved by unanimous action

- ALTERNATIVE FUTURES Tigard
- AMERICAN ASSOCIATION OF UNIVERSITY WOMEN
Portland Chapter
- AMERICAN INSTITUTE OF ARCHITECTS
Portland Chapter
- Southwestern Oregon Chapter
- AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
- ASSOCIATED GENERAL CONTRACTORS OF AMERICA
- AUDUBON SOCIETY, Central Oregon, Corvallis,
Portland, Salem
- BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay
- B. R. I. N. G., Corvallis
- CENTRAL CASCADES CONSERVATION COUNCIL
CHEMEKETANS, Salem
- CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis
- CITIZENS FOR A BETTER GOVERNMENT
- CLATSOP ENVIRONMENTAL COUNCIL
- EAST SALEM ENVIRONMENTAL COUNCIL
- ECO-ALLIANCE, Corvallis
- EUGENE FUTURE POWER COMMITTEE
- EUGENE NATURAL HISTORY SOCIETY
- FRIENDS OF THE EARTH
- FUR TAKERS OF AMERICA, Conby
- GARDEN CLUBS of Cedar Mill, Corvallis,
McMinnville, Nehalem Bay, Scappoose
- GREENPEACE OREGON
H. E. A. L., Azalea
LAND, AIR, WATER
Eugene
- LEAGUE OF WOMEN VOTERS
Central Lane
Coos County
- McKENZIE FLYFISHERS, Eugene
- McKENZIE GUARDIANS, Blue River
- NORTHWEST ENVIRONMENTAL DEFENSE CENTER
- NORTHWEST STEELHEADERS COUNCIL OF TROUT
UNLIMITED, Crater Lake, Corvallis,
Tigard, Willamette Falls
- OBSIDIANS, INC., Eugene
- 1,000 FRIENDS OF OREGON
- OREGON ASSOCIATION OF RAILWAY PASSENGERS
- OREGON BASS AND PANFISH CLUB
- OREGON GUIDES AND PACKERS
- OREGON HIGH DESERT STUDY GROUP
- OREGON LUNG ASSOCIATION, Portland & Salem
- OREGON NORDIC CLUB
- OREGON PARK & RECREATION SOCIETY
Eugene
- OREGON ROADSIDE COUNCIL
- OREGON SHORES CONSERVATION COALITION
- O. S. P. I. R. G.
- PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County
Portland
- PORTLAND RECYCLING TEAM, INC.
P. U. R. E., Bend
- SANTIAM ALPINE CLUB
Salem
- SELLWOOD-MORELAND IMPROVEMENT
LEAGUE, Portland
- SIERRA CLUB
Pacific Northwest Chapter, Eugene
- Columbia Group, Portland
- Klamath, Klamath Falls,
Many Rivers, Eugene
- Mary's Peak, Corvallis,
Mt. Jefferson, Salem,
Rogue Valley, Ashland
- SOIV
- STEAMBOATERS
- SURVIVAL CENTER, U. of O., Eugene
- TEAMSTERS FOOD PROCESSORS
- THE TOWN FORUM, INC.
Cottage Grove
- UMPQUA WILDERNESS DEFENDERS
- WESTERN RIVER GUIDES ASSOCIATION, INC.
- WILLAMETTE RIVER GREENWAY ASSOCIATION

Mr. Robert Bothman
April 7, 1978

Page 2

of the representatives of the ten groups on May 19, 1977.

1. Technical Considerations

- Higher capacity systems which can be readily expanded as necessary are preferable to more limited capacity systems.
- Several transit corridors should be developed, with major corridors employing light rail systems. Minor corridors would be served by trolley or diesel buses in exclusive or HOV lanes.
- The transit corridors must be supported by an extensive feeder system, which also would meet the need for non CBD oriented grid transit program.

2. Financial Considerations

- A light rail system, with its lower operating costs, would be financially most feasible.
- While final figures are not available, it is believed that a light rail based system will prove increasingly more attractive as the planning period is extended from 1990 to 2020.
- Financing the construction and operation of a light rail system appears to be feasible, given potential local, state, and national funding.

3. Urban Development/Energy/Environmental Considerations

Mr. Robert Bothman
April 7, 1978

Page 3

-The metropolitan area will experience steady growth, and a high capacity transit system will be needed to serve future transportation requirements.

-The construction of light rail corridors will help future urban development. However, care must be taken to insure residential and commercial development which is compatible with existing uses and development plans.

-Construction of a light rail system serving downtown Portland will improve the urban environment and will make downtown more of a "people place".

-Every effort should be made to reduce the dependence of the transportation system on liquid fossil fuels.

-The environment of inner city neighborhoods will be improved by the development of a light rail system which will reduce through traffic.

-Outlying neighborhoods will benefit from increased access to major commercial and employment centers in the metropolitan area.

4. Governmental Considerations

-Because of expected growth in the metropolitan area and increasing energy shortages it is the obligation of government agencies to provide a high capacity transit system with capability for major expansion

Mr. Robert Bothman
April 7, 1978

Page 4

- if required. To develop a system which cannot be expanded if required would be politically unacceptable.
- Due to the assurance of increasing developmental and energy pressures the major policy commitments should be made in 1977 rather than waiting for the completion of more detailed studies.
 - The supporting financial, land use and urban development decisions will be a natural outcome of the major policy decisions.

We appreciate your consideration of these positions in your decision making process on the Banfield. Please note in your analysis of these comments that they represent a consensus reached by the representatives of a variety of interest groups.

Very truly yours,



Vern Rifer
Past President

VR/bas

cc: Howard Burnett, President
Portland Chamber of Commerce

Peter Cass, Executive Director
Tri Met

Donald Clark, Chairman
Multnomah County Commission

Neil Goldschmidt, Mayor
City of Portland

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26-1959



OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

April 17, 1978

- ALTERNATIVE FUTURES Tigard
- AMERICAN ASSOCIATION OF UNIVERSITY WOMEN
 - Portland Chapter
- AMERICAN INSTITUTE OF ARCHITECTS
 - Portland Chapter
 - Southwestern Oregon Chapter
- AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
 - Oregon Chapter
- ASSOCIATED GENERAL CONTRACTORS OF AMERICA
- AUDUBON SOCIETY, Central Oregon, Corvallis,
 - Portland, Salem
- BAY AREA ENVIRONMENTAL COMMITTEE
 - Coos Bay
 - B.R.I.N.G., Corvallis
- CENTRAL CASCADES CONSERVATION COUNCIL
- CHEMEKETANS, Salem
- CITIZENS FOR A CLEAN ENVIRONMENT
 - Corvallis
- CITIZENS FOR A BETTER GOVERNMENT
- CLATSOP ENVIRONMENTAL COUNCIL
- EAST SALEM ENVIRONMENTAL COUNCIL
- ECO-ALLIANCE, Corvallis
- EUGENE FUTURE POWER COMMITTEE
- EUGENE NATURAL HISTORY SOCIETY
- FRIENDS OF THE EARTH
- FUR TAKERS OF AMERICA, Canby
- GARDEN CLUBS of Cedar Mill, Corvallis,
 - McMinnville, Nehalem Bay, Scappoose
- GREENPEACE OREGON
 - H.E.A.L., Astoria
 - LAND, AIR, WATER
 - Eugene
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- OREGON ASSOCIATION OF RAILWAY PASSENGERS
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- OREGON LUNG ASSOCIATION, Portland & Salem
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- OREGON PARK & RECREATION SOCIETY
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- SANTIAM ALPINE CLUB
 - Salem
- SELLWOOD-MORELAND IMPROVEMENT
 - LEAGUE, Portland
 - SIERRA CLUB
 - Pacific Northwest Chapter, Eugene
 - Columbia Group, Portland
 - Klamath, Klamath Falls,
 - Many Rivers, Eugene
 - Mary's Peak, Corvallis,
 - Mt. Jefferson, Salem,
 - Rogue Valley, Ashland
- SOLV
- STEAMBOATERS
- SURVIVAL CENTER, U. of O., Eugene
- TEAMSTERS FOOD PROCESSORS
- THE TOWN FORUM, INC.
 - Cottage Grove
- UMPQUA WILDERNESS DEFENDERS
- WESTERN RIVER GUIDES ASSOCIATION, INC.
- WILLAMETTE RIVER GREENWAY ASSOCIATION

Mr. Bob Bothman
 Oregon Dept. of Transportation
 Banfield Transitway Office
 5821 N.E. Glisan St.
 Room 14
 Portland, Oregon 97213

Dear Mr. Bothman:

Enclosed is a recent article which I think you should evaluate, discuss and reference in your final Environmental Impact Statement on the Banfield transitway.

This article concludes that the addition of diesel transportation vehicles can contribute to serious health effects.

Based on such things as air pollution, I urge you to recommend Light Rail Transit for the Banfield territory.

Sincerely,

Andrea Hyslop
 Andrea Hyslop
 Acting Director

AH/bas

Encl. (6 pages)

WA EDW HSE PSE EPC

0007 1978

APR 18 1978

AM PPS *ebg*

Asking for good fuel economy and low pollution, Congress may help push automakers into widespread dieselization. But preliminary data suggest that diesel emissions, while low, may be disproportionately dangerous.

DIESELS AND MAN

Are We Creating a New Environmental Problem by Solving an Old One?

by Brian Ketcham and Stan Pinkwas

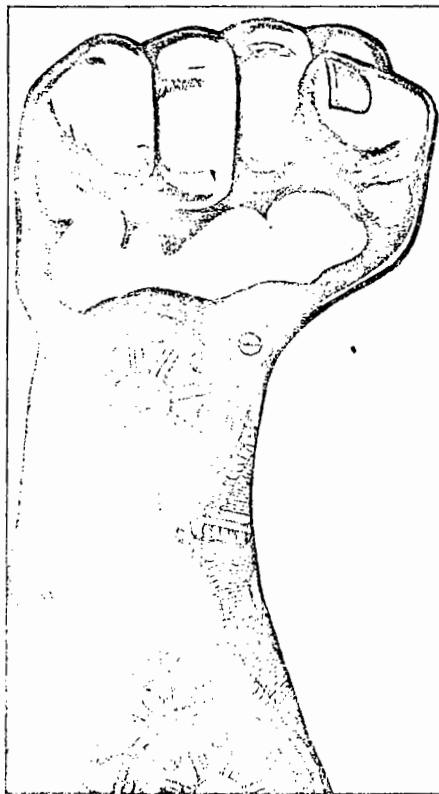
The setting was last December's luncheon meeting of the International Motor Press Association in a private dining room at New York City's kitschy Mama Leone's. Marble nudes competed for attention with a generous buffet. More than 100 professional automotive writers and publicists squeezed into every available seat.

From the dais, Robert Beason, editor of *Mechanix Illustrated*, brought the room to order and introduced a panel of spokesmen from Daimler-Benz, General Motors, and Peugeot. The subject was the growing importance of the diesel engine to the auto industry.

Immediately, Beason threw out the first question: "We've heard a lot about the cancer threat of emissions from all internal combustion engines, gasoline and diesel. Do diesel emissions represent a special threat that gasoline emissions do not?"

Dr. Manfred Fortnagel, of the Daimler-Benz Passenger Car Test Department, turned to his notes and read without pause a four-page denial that diesels presented any health hazard whatsoever. Dr. Fort-

Brian Ketcham, P.E., is a vice president of Citizens for Clean Air and a former director of New York City's Bureau of Motor Vehicle Pollution Control. Stan Pinkwas is a journalist who has also worked with CCA and written on transportation and air pollution topics. This article is based, in part, on a report jointly prepared for the National Highway Traffic Safety Administration by CCA and Dr. William D. Balgord of Environmental & Resources Technology, Inc.



nagel had been flown in for the occasion from Germany, and printed copies of his remarks were later distributed among the guests.

Less than a month earlier, on November 28, a new trade group called the Diesel Automobile Association had held its first conference. The subject was diesels and cancer—specifically, a two-week-old "Precautionary Notice" issued by the federal

Environmental Protection Agency. Since 1970, EPA has been trying to define diesel emissions characteristics. EPA's initial focus was on the regulated pollutants (HC, CO, and nitrogen oxides) and the smoke and odor of large truck diesels. Last summer, EPA had broadened its outlook to include autos and light trucks.

The notice—half warning, half disclaimer—said the agency had found that extracts from diesel fumes caused genetic changes in bacteria. Since such findings often indicate that a substance can cause cancer in animals and people, EPA said laboratory workers should treat the exhaust as "potentially hazardous." The notice also described a larger research program EPA was undertaking and predicted it would have no concrete results until June 1978 at the earliest.

Newspapers around the country gave the notice wide coverage, publicly linking diesels with cancer for perhaps the first time.

At the DAA meeting, Dr. Delbert Barth, EPA's deputy assistant administrator for health and ecological effects, shared a panel with Robert Gibbons, the association's president, and Dr. Richard Pollack of Advanced Technologies, Inc. The audience included representatives of every major diesel automaker in the United States, France, West Germany, and Japan; four major oil companies; and urban taxi fleets.

Gibbons began the proceedings by putting EPA on the defensive, calling stories about the diesel and cancer "grossly sensationalistic." He urged EPA to retract its notice, adopt the industry's position on

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A lthough diesel engines emit only a small fraction of the hydrocarbons exhausted by gasoline engines, diesel hydrocarbons—at least from the larger engines tested—are potentially far more carcinogenic.

diesels, and "admonish" the press for "irresponsible distortions." When Dr. Barth's turn came, he quickly apologized for himself, EPA, and the news media, before going into a lengthy explanation of the tests EPA was conducting.

Dr. Barth was followed by Dr. Pollack, who attacked by implication EPA's work as "a witchhunt by environmentalists against, basically, any industrial or technological product that they themselves do not like. For very overtly political purposes, various industries or sectors of the economy have been singled out and become subject to this kind of terrorist witch-hunt." Cancer was a straw man, said Pollack. The real issue was "zero growth versus progress" through diesels.

For the remainder of the afternoon, Dr. Barth was interrogated from the floor. Among the most hostile was Bernard Lerner, executive director of the New York City Taxicab Association, who charged that there was an active conspiracy by environmentalists against diesels, though the diesel was the "only salvation" of New York City's transportation industry.

Barth's final response was conciliatory. "I read your message loud and clear," he said, "and I can tell you that I will carry it back to my superiors at EPA. I will carry it back." No retractions or admonitions to the press were ever made by EPA, but these incidents illustrate how seriously the transportation industry has come to regard the potential problem. As automakers tool up to produce millions of new diesel-powered cars and light trucks, a growing body of evidence suggests that the widespread use of diesel engines could generate enough carcinogens to seriously threaten public health.¹

This threat, should it be confirmed, will be most serious in densely populated cities such as New York, Boston, and Chicago, and in the downtown areas of Los Angeles, San Francisco, and Denver, all of which already have severe automotive pollution problems and large fleets of diesel buses and delivery trucks.

Diesels have traditionally made up only a tiny percentage of the total market for autos, buses, light trucks, and taxis. In fact, the industry is not particularly anxious to replace conventional engines with diesels on a large scale. Such changeovers mean enormous capital and development costs, the serious risk of consumer rejection, the retraining of an entire generation of auto mechanics, and the unpredictable teething pains new products invariably suffer.

But diesels offer a way to continue building relatively profitable cars while meeting federal regulations on emissions and offering a 25 to 30 percent mileage improvement. As a result, they are being rapidly installed in a wider-than-ever variety of cars and light trucks.

GM, the industry trend setter in this country, has already made a considerable financial and policy commitment to diesels. Last September it introduced a new diesel-powered Oldsmobile. The same engine is being used in Chevrolet and GMC light trucks and Cadillac Sevilles. GM had hoped to sell about 100,000 of these diesel-powered vehicles in 1978 and 250,000 in 1979; these projections have slipped one year, but the company is also going ahead with plans to manufacture a turbocharged diesel for its Pontiac division, as well as a new, start-from-scratch 500 CID diesel engine for medium-sized trucks, in which diesel use has been uncommon so far.

In addition, Chrysler announced in January that it has a diesel on its light-truck production line, American Motors says it is planning to internationally market a diesel Jeep, and International Harvester's Scout has been available with a Nissan diesel since 1976—although sales are limited to roughly 2,000 per year.

Foreign automakers are equally active, and many have already introduced a diesel option or are investigating doing so, including BMW, Nissan, Toyota, Peugeot, Volkswagen, British Leyland, Isuzu, Fiat, Daimler-Benz, and Alfa-Romeo.² Some companies that have long been associated with diesels are turning their attention from off-the-shelf technology to more advanced hardware.

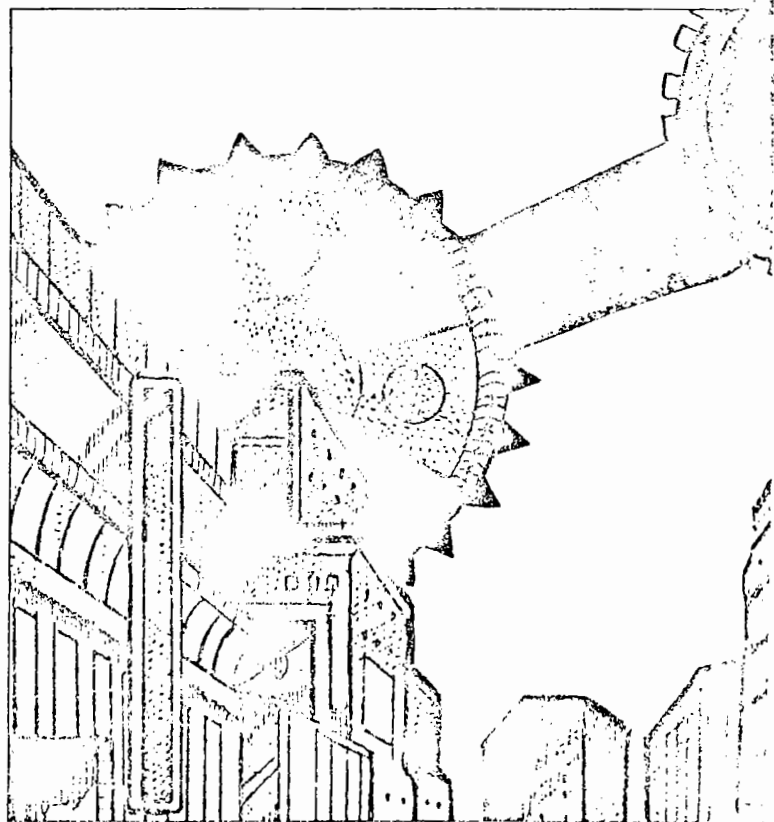
In March 1977, for example, VW introduced its diesel Rabbit. The car has been enormously successful. Still, VW is hard at work redeveloping it through turbocharging into a kind of super-diesel, which

will offer 60 miles to the gallon, sports-car performance, and low levels of regulated pollutants. This model may well be in showrooms within two years. Daimler-Benz, which increased the diesel's share of its U.S. sales from 11 percent to 46 percent in the past two years, expects a soon-to-appear turbocharged 300SD Mercedes to continue the growth.

In response to these and other marketing trends, the National Highway Traffic Safety Administration (NHTSA) last year estimated that 25 percent of all new cars sold by 1985 might be diesel-powered. After Citizens for Clean Air and the Environmental Defense Fund publicly warned NHTSA about the possibly cancerous characteristics of diesel exhaust, NHTSA reduced its projection to zero.

NHTSA's revision shows that air pollution is the one issue that could ultimately make or break dieselization. Diesels emit a complex array of particulates and cancer-causing hydrocarbons. The volume of these emissions, the way they react with other substances already in city air, the amount of time they remain in the air, and their apparent affinity for human lungs could enormously magnify their impact.

Three major classes of automotive emissions are currently regulated by the federal



Diesel emissions include far more particulate matter than does exhaust from gasoline engines. The particles are especially fine, and can easily carry absorbed gaseous pollutants deep into human lungs.

government: gaseous hydrocarbons (HC), carbon monoxide (CO), and nitrogen oxides. While both diesels and catalyst-equipped gasoline engines emit comparable levels of HC, CO, and nitrogen oxides (see table), diesels emit far more nitrogen dioxide, a substance that acts as a poison in human lung cells at levels that already exist in the air over many cities.

Nitrogen dioxide aside, diesels spew forth 50 to 80 times the particulates and especially harmful hydrocarbons that gasoline engines emit.³ These substances are unregulated, not yet fully catalogued, extremely complex, and extremely numerous. According to Ronald Bradow, chief of the EPA's Mobile Source Emissions Research Branch, the latest research suggests there are between 9,000 and 12,000 different compounds in the exhaust.

They exist attached to minute particles made up of still smaller particles. When viewed through a scanning electron microscope, the large particles (which are less than 10,000 angstroms across) look uncannily like sticky popcorn balls. The small particles are between 100 and 800 angstroms in diameter. By way of reference, the point of a pin is roughly 100,000 angstroms in diameter.

All these particles are essentially made

out of the same chemicals that occur in ordinary soot. Between 25 and 30 percent of this particulate matter is organic and either attaches itself to the carbon in complex agglomerates or is adsorbed within the particle as it forms. The matter includes polycyclic organic matter (POM), polynuclear aromatic hydrocarbons (PAH), and their derivatives; heterocyclic aromatic derivatives such as aza-arene compounds; indoles; and carbazoles.

PAH is the largest and most studied of these. It is a class containing carcinogens and consists of aromatic hydrocarbons with at least three and usually four, five, or six condensed benzene rings, though compounds of this type with as many as seven and eight condensed rings have been reported.

Many of these PAH constituents have already been measured in soot, including benzo(a)pyrene (BaP), a known and powerful carcinogen. Several others have produced cancers in laboratory animals, benzene has been linked with leukemia, and soot and other carbon blacks have long been closely associated with occupational cancers. In fact, soot was the first chemical ever singled out as the cause of an occupational cancer—cancer of the scrotum among English chimney sweeps in 1775.

Once these substances leave the tailpipe, they enter the atmosphere, where about 90 percent of the particulate count remains airborne up to 40 days. This is a relatively long time, though PAH compounds retain their original structures for only several days at most. Furthermore, the chemically active air of large cities encourages ongoing, harmful chemical changes. PAH particles, for example, react with other pollutants and change into new carcinogens, some of which may be more potent than their progenitors.

On the whole, the substances in diesel fumes engage in a wide variety of chemical reactions, some of

which may produce airborne acids and chemicals such as nitrosamines, sulfonates, and sulfonic acids (which are already known or suspected carcinogens), as well as other, potentially even more carcinogenic materials.⁴

Diesel fumes can also contain more sulfur and nitrogen compounds and higher levels of trace elements (such as selenium, arsenic, and chromium) than gasoline emissions. Some of these are, at the least, irritants that attack bodily defense mechanisms. Some are carcinogens and others are just plain toxic.

Inevitably, these particles enter human lungs, where their minute size aggravates their effect. It happens that the host particles lie within the size range (less than 2.5 micrometers) at which maximum lung penetration and deposition occurs. In other words, they go deep and stick.

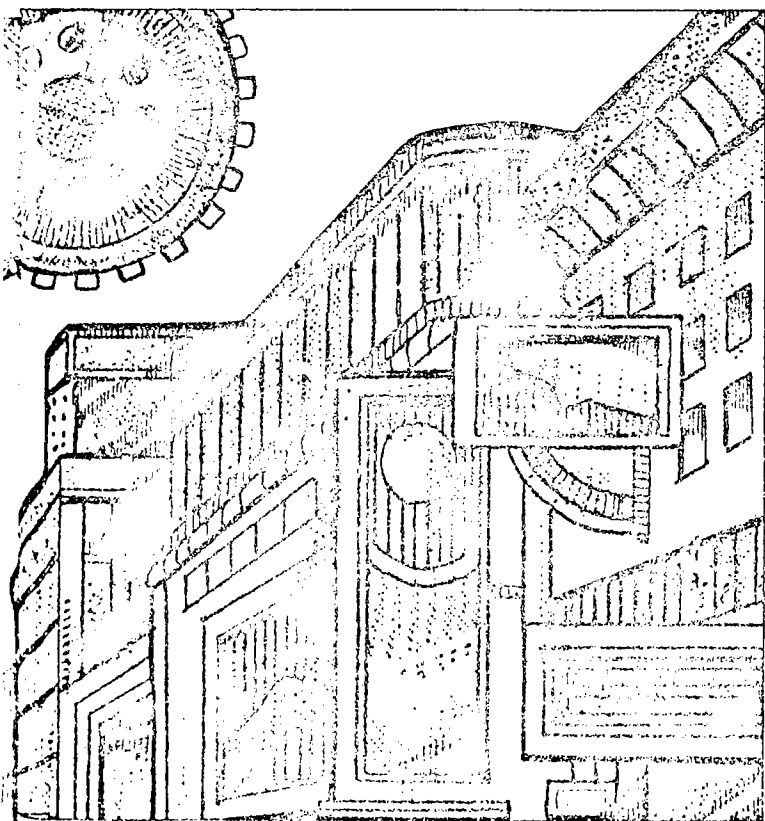
According to Dr. Vincent Shafer, head of the Atmospheric Sciences Research Center in Schenectady, New York, individuals who have inhaled fine particle concentrations of this size have been found to exhale only 2 to 5 percent of what they inhaled. The missing material presumably stayed in their lungs.

Another study, by the National Academy of Sciences, found that higher levels of PAH and other carcinogens stay in the lung if they enter attached to particles of carbon or asbestos, because such particles help carry them too deep to be easily expelled. Asbestos, itself carcinogenic, is emitted in particulate form by brake and clutch linings. In fact, EPA considers asbestos both an automotive emission and a public-health threat.

Still further studies have shown that sulfur dioxide, an appreciable constituent of diesel exhaust, causes BaP, also in diesel exhaust, to produce more deadly cancers in the lungs of laboratory rats—cancers BaP would not ordinarily produce.

Ordinarily, soluble gases such as sulfur dioxide and nitrogen dioxide are absorbed by the mucus lining of the upper respiratory tract before they reach deeply into the lung. But by attaching themselves to the carbon particles of diesel exhaust, they are able to travel farther and anaesthetize the bronchial cilia (the hairlike cells that sweep contaminants upward, away from the lung), thereby damaging the lungs' defense mechanisms.

Once in the lung, these exhaust particles efficiently collect along the bronchial-alveolar network. Normally, a healthy lung is presumed to be able to remove many of these particles through its alveolar macro-



Preliminary studies by the federal Environmental Protection Agency are not detailed enough to determine at what specific level diesel exhausts may become harmful; more information is due in June.

phages and bronchial cilia. But it was shown 20 years ago that during repeated or chronic exposures, the organic compounds carried in with the carbon will transfer to lung tissue before their hosts are removed.⁵ The problem is serious enough for healthy people but, for the millions who already have some sort of respiratory illness, the danger is greater.

The trail doesn't end in the lung. Those carcinogenic particles that are successfully removed still retain their potency and are easily swallowed. Drawn into the gastrointestinal tract and the lymphatic system, they once again encounter living cells.

This growing and alarming body of evidence has moved researchers to take a serious look at its implications and to ask

Regulated Vehicle Emissions Standards
(grams per vehicle mile)

	Autos			Light Trucks	
	1977-1978	1980	1981 & After	1977-1978	1979 & After*
Hydrocarbons	1.5	0.41	0.41	2.0	1.7
Carbon monoxide	15.0	7.0	3.4**	20.0	18.0
Nitrogen oxides	2.0	2.0	1.0***	3.1	2.3

* EPA is scheduled to tighten light-truck emissions standards beginning with the 1983 model year by requiring 90 percent less hydrocarbons and carbon monoxide than was allowed in 1969 and 75 percent less nitrogen oxides than in 1973.

** Two-year waiver to 7.0 gpm still possible.

*** Can be relaxed at the discretion of the EPA administrator to 2.0 gpm for the 1981-82 model year. Similarly, automakers can seek a relaxation to 1.5 gpm beginning with the 1981 model year to allow increased use of diesel technology. An earlier 0.4 gpm standard for nitrogen oxides was made a research goal by the Clean Air Act Amendments of 1977.

Take your run-of-the-mill reciprocating, spark-ignition, internal combustion engine, throw away the carburetor, the ignition system and the cylinder heads, beef up the bottom end, the crankshaft, the rods and pistons, triple the compression ratio, add mechanically driven direct fuel injection and precombustion-chamber-cylinder heads, and you have your basic contemporary diesel engine for autos and light trucks. Toss on a turbocharger and you have a high-performance diesel power plant for the 1980s.

Until recently, diesels have been used mainly for commercial boats, railroads, long-haul tractor/trailer rigs, and stationary engines. However, the advent of tight emissions controls, high mileage standards, and lower-profit compacts has made the diesel a prime competitor for the conventional gasoline engine. In particular, the diesel's roughly 25 percent mileage edge suddenly makes it look very attractive.

But the diesel also has inherent disadvantages, both obvious and hidden, which may more than make up for this. The obvious drawbacks are familiar to anyone who has ever owned a diesel car: it weighs more than an equivalent conventionally powered vehicle, it is harder to start in cold weather, and its exhaust smells and looks worse. The less obvious disadvantages stem from what's in its exhaust.

The gasoline engine uses a pre-mixed charge of fuel vaporized in air, compresses it about eight-fold, and ignites it with an electric spark. The mixture burns but doesn't explode. The spark is timed to allow the flame's growth to gen-

erate maximum internal pressure during the optimum phase of the power stroke.

In a diesel, air is first drawn into the cylinder alone, where it is compressed by a factor of 20 or more before the oily, less volatile fuel is injected at extremely high pressure. The high compression raises the air temperature enough to ignite the fuel spray without a spark. Once ignited, the fuel continues to burn.

In gasoline engines, the most troublesome emissions are gaseous hydrocarbons, carbon monoxide and some oxides of nitrogen. Hydrocarbons are given off when the fuel/air mixture hits relatively cold cylinder surfaces, preventing the mixture from fully burning. Carbon monoxide appears wherever there isn't enough oxygen to support full combustion. The nitrogen oxides form in the flame front as the nitrogen and oxygen in the air react with each other at peak temperatures.

Normally, diesels run with more air than they need. This means that carbon monoxide and hydrocarbon emissions are much lower. In addition, diesels have no throttles; their power is entirely regulated by precisely controlling the injected fuel. As a result, its nitrogen oxide levels are generally lower because the extremely high temperatures in a spark-ignited combustion process are avoided.

But diesels do emit nitrogen oxides, and nitrogen dioxide in particular, for two reasons: the reaction corona surrounding each evaporating fuel droplet produces them and diesel fuel contains more impurities than gasoline. It is the nitrogen-bearing impurities that convert to oxides during combustion. The emissions, already twice what federal regula-

tions may require, are very difficult to reduce by tinkering with the engine itself.

The diesel's emissions of visible smoke and invisible particles are much more important. These are caused by two processes that do not exist in gasoline engines. As diesel fuel burns, the hydrogen-rich compounds burn away first, leaving carbon-rich residues, some in the form of submicron particles. The particles act as hosts for hydrocarbons that include polycyclic organic matter.

If the fuel injector is badly adjusted, introducing too much fuel into the chamber, still more carbon particles are produced and emitted as a fine particulate aerosol. *En route* through the tailpipe, this aerosol collects unburned hydrocarbons, some of which are known carcinogens, and emerges into the air in a size perfectly suited to penetrate deeply into human lungs.

Gasoline engines with catalysts emit very few discrete carbon particles, as long as the fuel and air mixture is held within stoichiometric or fuel-lean proportions.

Alterations in the diesel's design invariably cause other design criteria to suffer. For example, changes to cut nitrogen oxides will increase fuel consumption and emissions of hydrocarbons and particulates. Emissions of nitrogen oxides could also be reduced by redesigning the engine around turbocharging, electronically programmed fuel injection, and exhaust gas recycling, but this would raise both price and particulate emissions considerably.

Because of such factors, the diesel seems doomed to continue emitting harmful amounts of nitrogen oxides and fine particles.

—B.K. and S.P.

The time to examine the possible health effects of diesel engines is right now, before too much tooling and design effort is committed to making the diesel commonplace in automobiles and light trucks.

important questions.

For example, according to Dr. William Thilly, an associate professor of genetic toxicology at MIT, researchers at the institution suspect that synergistic activity increases the potential carcinogenicity of oil burner soot. Oil burner soot is so chemically similar to diesel particulates that two months ago the research group shifted its investigations to include fine particulates.

In Switzerland, a recent study of PAH concentrations in roadway soil found a high correlation between highway traffic and cancer incidence in the population of a rural village.⁶ The study evolved from an earlier one, which showed that people in that part of the village nearest the highway died nine times more frequently from cancer than people farther away.⁷ It is worth noting that 30 percent of all passenger vehicles in Switzerland are diesels.

EPA's work includes Ames testing, a quick screening procedure which measures the mutagenicity of chemicals on colonies of salmonella bacteria. Because the test is somewhat controversial—for one thing, it cannot identify the level at which a suspected carcinogen may become dangerous to man—EPA's use of it provided the ammunition for Dr. Pollack's attempt to discredit the agency's work before the Diesel Automobile Association.

But the Ames test is valuable and growing more sophisticated as experience with it increases. Dr. Barry Commoner, whose Center for the Biology of Natural Systems uses the test, believes it may be particularly suited for detecting carcinogens in complex environmental mixtures such as

polluted air (see "Does the Ames Test Work?" in the April 1977 *New Engineer*).

EPA has used the test for just this purpose. It subjected the Ames-bred bacteria to diesel exhaust particles and came up with positive results. Using these as a guide, it has cautiously begun to test production engines and to conduct animal exposure studies. In a recently completed preliminary series, rats, cats, mice, and guinea pigs were exposed to filtered diesel fumes for 30 days. Although no direct evidence of lung neoplasms was detected, the test period was expected by EPA to be too short to induce them. Longer studies are already under way.

The Bureau of Mines has long been concerned about diesels because of their many uses underground. They are routinely used in coal and hard rock mines in Great Britain, West Germany, and Australia, as well as in hard rock and non-union coal mines in the United States. The bureau has supported a number of health-related projects on diesels with the help of its former laboratory in Bartlesville, Oklahoma (now operated by the Department of Energy). As early as 1975 the bureau warned: "... before diesel-powered mining equipment can be widely used, the number, kind, and distribution of resultant gases and particulates must be determined and harmful elements or conditions must be neutralized."⁸

Also concerned is the National Institute for Occupational Safety and Health (the research arm of the Occupational Safety and Health Administration). Last September it held a workshop on the potential hazards of introducing diesels into coal

mines. It was mainly worried about the combined effect of diesel fumes and coal dust on people.

Though some mines have the added element of coal dust, they are not as alien to city atmospheres as they might seem. Richard Wheeler, a British engineer who attended the workshop, compared the air in an underground coal mine that uses diesels to the air of his home city of London, with its all-diesel taxi fleet.

As yet there are no U.S. counterparts to diesel-polluted London, but the nation's largest city seems a likely candidate. The New York taxi industry has virtually convinced itself that dieselization is the wave of the future—its "only salvation" in Bernard Lerner's words. This attitude is largely the result of a demonstration project, funded by the U.S. Department of Transportation (DOT) and assisted by the city's Department of Air Resources, in which 66 diesel-powered cabs were put out on the streets for up to two years. The vehicles gave 50 percent better mileage than conventional cabs.

However, this experiment overlooked the issue of public health. Dieselizing New York City's taxi fleet so its owners can save money on gas could multiply the diesel particulate level in midtown Manhattan by nearly four times. (While even NHTSA admits fuel savings could not possibly pay for the \$5,000 it would take to refit each of the city's 11,800 cabs with diesels, were Detroit to equip its production taxis with diesels, the economics would become much more favorable.)

New York is already the most automatically polluted city in the nation. About

If diesels' unregulated emissions are found to be carcinogenic enough to threaten the public's health, there will essentially be two ways to reduce the risk: regulate the number of diesels that come off the assembly lines or regulate what they emit.

Establishing production quotas would be very difficult, but regulating emissions would probably be a practical approach because both the precedents and some of the basic hardware already exist.

Several kinds of control devices are currently built into the diesels used in mines, and additional devices have been proposed and studied for automotive uses. The mine diesels generally use catalytic converters to minimize hydrocarbons and carbon monoxide. It is thought—but not proven—that such

catalysts also selectively oxidize the polycyclic organic matter that passes through them, thus removing it from its carbon hosts. Some mine diesels also use water scrubbers, placed behind the catalysts, to remove particulates, but they are not yet very efficient at removing particles one micrometer or less in diameter, which get into the lung easily.

Another approach, which may be applicable to vehicles, uses a spiral filter trap to collect fine particles. Ideally, the particles accumulate during low-temperature operating modes and burn out during high-engine-speed and high-load conditions. The approach shows promise but needs to be considerably refined.

As frequently happens, some solutions create problems of their own. For example, the catalytic oxidation of particu-

late POM may substantially increase the percentage of exhaust sulfur dioxide converted to sulfates, a harmful class of substances. This is likely because diesel fuel contains about ten times more sulfur and because its exhaust contains much more residual oxygen than gasoline exhaust. The result may be a need for fresh hardware to remove the sulfates.

A more serious problem is that both the overall technology and the willingness to use it are embryonic and facing critical obstacles, particularly the effect of controls on prices of diesel-powered vehicles. Since diesels already cost appreciably more than equivalent gasoline models, advanced particulate controls that further increase the price and reduce the mileage savings could wipe out their economic appeal. —B.K. and S.P.

Diesel fuel is less highly refined than gasoline; it contains more sulfur and nitrogen compounds, and even trace amounts of many metals. These could, of course, be removed at refineries—at a price.

4,500 diesel buses and thousands of diesel-powered trucks of all varieties use its streets and highways. The city's buses are notoriously poorly maintained and are an obvious major source of fine particles in the atmosphere. The addition of 11,800 diesel taxi cabs plus unknown numbers of private diesel autos and light trucks could increase the particulate level by an unknown but possibly enormous amount within the next ten or fifteen years.

Yet New York City is a good example of what large cities may face should dieselization proceed without regard to its possible effect on public health. Of course, the public may well moot the whole issue by simply refusing to buy diesels in large numbers. They are, after all, still noisier, smellier, heavier, more expensive to buy and repair, and slower to accelerate than conventional gasoline engines. On the other hand, they also have a certain cachet from their long association with such luxury "class" cars as the Mercedes 240/300D and the Peugeot 504D, and advertising departments are gearing up for dieselization as fast as the assembly lines are.

The possible health risk associated with diesels has yet to figure into this consumer equation, even though it is already a major headache for both the auto industry and the federal government. The industry, sensing a growing federal concern about its escalating commitment to diesels, is afraid its current investment may go down the drain. Washington, having gestated a possible new health threat through its efforts to set mileage and emissions rules, is afraid of what it may now be partly responsible for.

First of all, the federal government began requiring auto makers to build cars that gave better mileage. Because diesels consistently do this, the industry began taking them more seriously—and with Washington's blessing. The Energy Research and Development Administration, for example, funded Continental Motors to do advanced diesel research while a major task force study, "Report on Motor Vehicle Goals Beyond 1980," explicitly recommended the diesel as a partial solution. "(A)dopt the diesel in appreciable numbers," said the report; it bore the stamp of more than a dozen influential federal bodies.

Second, Congress relaxed its federal standards for oxides of nitrogen to a level diesels could meet without additional and expensive pollution control devices. It did this partly because auto makers threatened to withhold diesels from the market if the

nitrogen oxides standard was set at 0.4 gram per mile rather than permanently relaxed. Congress, informed by an uninformed federal bureaucracy, valued diesels highly enough to establish a compromise standard of 1.0 gpm and to give the industry three more years to meet it.

As these policies were developing, the enormous number and volume of diesel emissions for which there are no standards, and which the federal agencies were taking so long to investigate, took on a new importance. The auto industry continues to insist that they are not important and that there is not enough evidence to justify serious concern. As perhaps an extreme example, the Automotive Information Council, a public relations arm of the industry, says its well-stocked reference library has absolutely nothing on diesels and health, much less diesels and cancer. The AIC may not have looked very hard. But researchers routinely qualify their warnings because there is still so much in this area that is not yet known or even being studied.

Broadly stated: Very little is known about the carcinogenicity of diesel particles in the atmosphere, how they react, and how they move about. Very little is known about what happens to diesel particles and byproducts in the lung. There is no information on the effect of diesel products on the gastro-intestinal tract and the lymphatic system, which experience secondary contact. There is no model which describes the exposure of different populations to differing emission levels. There is no definitive information on the effect of diesel fumes on occupational classes—such as mechanics, highway and tunnel workers, railroad engineers and firemen, and bus and cab drivers—who experience unusually high exposure levels. There are also few predictions of how much dieselization may actually occur and none which claim accuracy.

Above all, safe standards for unregulated emissions have to be determined. But before this can happen, the thousands of compounds in diesel emissions have to be identified, measured, and screened for carcinogenicity. At that point, the technology to control these emissions (see box, page 31) will have to be developed so as to apply to the autos and light trucks coming off the assembly line.

The urgency is real because, as dieselization nears the economic point of no return for the auto industry, eliminating or regulating the effects of diesels will become progressively more difficult, even if

harmful effects are found.

Right now the initiative rests with the federal government. DOT, NHTSA, EPA, NIOSH, the Bureau of Mines, and Congress's Office of Technology Assessment are aware, worried, and in most cases moving ahead with research. But there is still reason to question the government's commitment. Confronted with two full days of testimony by major automakers at its February hearings on fuel economy for light trucks, NHTSA's experts made less than half a dozen references to dieselization. Its sole nod to diesel's health implications was to partially fund an appearance by Citizens for Clean Air for a limited report on its findings.

The auto industry, meanwhile, freely labels people who express fears about diesel exhaust as environmental terrorists seeking to impose a zero-growth philosophy by attacking technological progress. It's time to lower our voices and learn the facts. □

An editorial on this subject appears in this issue.

Footnotes

1. Citizens for Clean Air and Environmental & Resources Technology. "Final Report to the National Highway Traffic Safety Administration on Non-Passenger Automobile Average Fuel Economy Standards, Model Years 1980-81" (Docket No. FE-77-05; Notice 1), Feb. 1978.
2. Environmental Protection Agency. "Automotive Emissions Control—The Development Status, Trends, and Outlook as of December 1976," April 1977, pp. 3-16.
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April 14, 1978 MA978 PDM PDE TSE SPC
ODOT - METRO

APR 17 1978

Robert A. Sandmann
Special Projects Coordinator
Department of Transportation
Metropolitan Section
5821 NE Glisan
Portland, Oregon 97213

AM PPS

RE: Banfield Transitway Draft Environmental Impact Statement (EIS)

Dear Mr. Sandmann:

The Oregon Student Public Interest Research Group (OSPIRG) would like to comment on your agency's EIS on the Banfield Transitway. Our specific comments concern: (1) Light rail transit (LRT); (2) Land use implications of a LRT system; (3) Energy availability for a LRT system; (4) Impact of LRT on historic sites and neighborhoods; and (5) Affordability of LRT in the Portland Metropolitan area.

I. Light Rail Transit

After careful consideration of all the alternatives presented in the EIS, LRT appears to be the most satisfactory alternative to achieve a region-wide solution to the transportation needs of the Portland Metropolitan area. LRT would decrease the number of buses in downtown, which would in turn decrease noise, diesel fumes and congestion created by buses.

On page 49, the EIS says that "(t)he overall aim is to develop region-wide solutions in a consistent and coordinated manner commensurate with the resources of the metropolitan area". However, the EIS focuses only on one corridor, the Banfield. The final EIS should discuss what impacts selection of a specific alternative in the Banfield corridor would have in other corridors, both positive and negative (e.g., If HOV lanes are used in the Banfield, what effect would that have on the selection of LRT in the Sunset corridor).

On page 96, the EIS states that "(a)ll of the project build alternatives would provide grid bus service in East Portland and East Multnomah County." However, there is no discussion of the impacts of such grid system on these areas; nor is there a discussion on how such a system would be implemented.

LRT appears to be the most cost-effective transportation system for the metropolitan area. It may be the only alternative which conforms to the "Downtown Parking and Circulation Policy," which is part of the strategy developed to meet the requirements of the Clean Air Act. However, there are potential problems with the institution of a LRT system and they are discussed below.

II. Land Use Implications of a LRT system

Simply stated, given a decision to build light rail, a complementary package of positive and deliberate policies to shape and direct development patterns will be necessary to guarantee development which is consistent with the transportation investment.

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It therefore benefits both the transit system and the community at large to couple the construction of mass transit facilities to a balanced program of land management, especially if a rail alternative is chosen for the East Side.²

There is no doubt that the implementation of LRT will have significant impacts on land uses within the corridor: some good (e.g., encouragement of denser, more efficient, transit-oriented activities) and some bad (e.g., haphazard and uncontrolled development). Positive land development effects can only occur if all governmental units within the corridor join together in a "concerted local program of development management." In order to insure that only positive land development effects occur, OSPIRG recommends that prior to the selection of any build alternatives, each affected governmental unit establish a program of development management for the corridor. Each such program should be approved by CRAG and reviewed by the DLCDC for conformance with statewide planning goals. Without such management plans, LRT may not be a prudent investment and may be detrimental to the region.

III. Energy Availability for a LRT system

Although there is a discussion of the energy needs of each of the alternatives, there is no discussion on how these needs will be satisfied. According to the EIS, "the LRT system will use a largely renewable energy source susceptible to local control." It is unclear exactly who is the "local control." Is it BPA, the City of Portland, PGE? Portland is presently suing BPA for low-cost hydro-power. BPA has said it will not renew its industrial contracts. Much of PGE's power is generated from Trojan; nuclear energy can hardly be said to be renewable. The final EIS should discuss the source of electrical energy, the costs of such energy and the impacts of such energy on the environment.

IV. Impact of LRT on historic sites and Neighborhoods

The LRT alternative with the least impacts on neighborhoods, businesses and historic sites should be selected. Any adverse impacts should be mitigated to the maximum extent feasible.

According to the EIS at 307-08, both on-mall LRT alternatives require the removal of at least two possible historic sites. At p. 309, of the EIS states that "the only possible mitigation under either On-mall alternative is a change of alignment." Then on p. 310, the EIS states that "a change in alignment would be thoroughly explored before construction plans are finalized." Why weren't alternative alignments studied immediately upon discovery of the adverse impact of the proposed alternative? OSPIRG can not support either on-mall alternative unless a change of alignment is made.

Because the no-shoulder (a) option along the Banfield freeway has the least disruptive effect on households and businesses, OSPIRG favors it. OSPIRG favors the Burnside extension to Gresham for the same reason.

-
1. Tri-Met, "Light Rail Transit Land Use Considerations, at 2 (Summary, technical report) (December 1977).
 2. EIS at 277.

V. Affordability of LRT in the Banfield Corridor

There is ample discussion in the EIS of the cost of each alternative, however, the document is totally devoid of discussion on how Tri-Met will raise the money necessary to implement LRT in the Banfield corridor. The present EIS is inadequate in that it fails to deal with the question of financing and the various social and environmental impact associated with different financing schemes.

VI. Summary

OSPIRG supports the concept of LRT in the Banfield corridor as the most cost-efficient means of providing reliable mass transit. However, our support for LRT hinges on (1) a local program of development management; (2) sufficient energy at reasonable cost; (3) mitigation of impacts on historic sites, neighborhoods and businesses; and (4) an appropriate and practical financing program.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Jan D. Sokol". The signature is written in a cursive style with a large, looping "S" at the end.

Jan D. Sokol

JDS:vjt

April 12, 1978


Banfield Transitway Project
Oregon Dept. of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Gentlemen:

I was unable to attend the April 6 hearing but I do hope my comments will be considered in the Banfield decision. I have been following the progress of the Banfield Transitway Project over the past year. After reviewing the characteristics of the five alternatives and their impacts, I feel Alternative 5.1a best addresses the east side transportation problem with the least impacts and with efficient operating costs. In addition this alternative addresses suburban land use and offers the opportunity to capture more East County trips on transit which is a benefit for neighborhoods west of 82nd Avenue.

I hope the relevant agencies will move quickly to complete construction of the Banfield/Burnside Light Rail Transit Line.

Sincerely,


John Osterberg
5730 N. E. Sumner Street
Portland, Oregon 97218

MA PDM PDE TSE SPC
ODOT - METRO

APR 17 1978

AM PPS

FILE 10

235-



13 April 75

Thursday, 20 p.m.

Here is my 13th month

1) Leave the Banfields Lane, physically
the way they are now. Cost: nothing

2) Build L.R.T. N. of Banfield and S. of RR.
Tracks Lloyd Center to I 205. Add
wall between Banfields Lane and L.R.T.
Remove 400 signs only
Cost: ?

3) Build L.R.T. S along I 205 to I 25
while I 205 is being built
Cost: It has got to be cheaper than
Building it those dates.

4) Build L.R.T. on Powell all the way
to Freshman. 2 car lanes + 2 LRT
lanes - one of each, going each way.
I live 2 blocks from Powell. 2 LRT
and 2 car lanes has got to be quicker
than it is now with 4 car lanes. Cost:



Well worth it.

Johnny Key, those road markings
 lanes off Broadway, Sandy, Albany,
 Burnside, Stark and I wish
 you will kill or maim someone.
 Making more car lanes and/or
 widening them only encourages
 car traffic. A change of lifestyle
 is what our resources demand now
 and in the future.

I, too, have seen and ridden on
 foreign transportation systems.
 They have us beat hands down.

Information should have been
sent to each and every taxpayer
 in this district years ago. The input
 and satisfaction in knowing about
 where our tax dollar is going would
 have been well worth it.



I feel I am now aware
to payes but yet I never heard
about this transit project until
a year ago and did not realize
it is all over but the vote
counting.

Marilyn K. Overton
3714 S.E. Haig St.
Portland, Oregon
97202

MA PDM PDE TSE SPC
ODOT - METRO

APR 17 1978

AM PPS

April 2, 1978

ODOT - METRO

APR 5 1978

Dear Mr. Bothman,

I'm sure that your committee ^{AM PER} knows ^{FILE T/A} that this area is against transportation changes that will add a tax burden to the home owners. Many additional reasons have been brought out and I would like to refer to just a few.

1. Anyone knows that light rail and another traffic lane will increase the noise.
2. I live where I see the lanes converge to one less lane every day. The traffic comes to almost a standstill to say nothing of cars trying to avoid the outer lane for miles. You talk about 6 lanes and converging to 4. This is a big mistake and solves nothing for this problem.
3. The HOV lanes are a menace to traffic. We have stood on the 42nd. st. bridge many times and counted the cars in this lane with more than one passenger. They run about 4 without to 1 with 2 or more.
4. You won't get people to use mass transit by providing more highway space.

The people feel it is useless to voice our opinions but at least we have tried.

-239- Mr. & Mrs. Lynn Pass
1127 N. E. 42nd. Ave.

April 6, 1978

This is a typed statement in lieu of an oral statement on the subject of the Banfield Transitway Project.

Kenneth I. Peters
3737 S.W. 87th, Apt. 10,
Portland, Oregon 97225

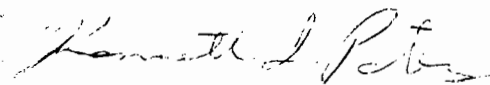
I would like to state my hopes that alternative 51b of the Banfield Transitway Project be approved along with the following specific recommendations:

The east end of the line running to the present end of The Portland Traction Company line near the intersection of Burnside & Powell Boulevard. At this point the line should cross Burnside Road and terminate at the Fred Meyer Shopping Center. If this is not done then a pedestrian overpass should be constructed to handle the inevitable pedestrian traffic over Burnside between the LRT terminal and the shopping center.

The west end of the line running by Union Station and the hopped for transportation center and then running along Broadway before ^{Ex}terminating at either Madison or Yamhill Streets.

The purchase of two or hopefully three internal combustion locomotives that could be used to haul the light tail trolleys with passengers inside in the event of a power outage or damage to the trolley wire so some service could be retained.

Respectfully,



MA PUM PDE TSE SPC
ODOT - METRO

26-1959
(240)

APR 10 1978

April 7, 1978

AM PPS *rbq* *FILE T/A*

Banfield Transitway Hearing Committee:

Dear Sirs:

We the organized East County Concerned Citizens wish to take this opportunity to make known our position on the Banfield Transitway Project.

We have collectively voted in favor of alternate 3 C , and opposed to the aggressive Light Rail proposal of Tri-Met.

We favor the alternate 3 C full well realizing that the Metropolitan area has a Traffic Problem, and this problem could be relieved by extending the 6 lanes and 2 additional bus lanes.

We oppose the Light Rail alternates because of the excessively high initial cost; the low ridership on Tri-Met to date, (particularly from east county) and the high impact on the residents along Burnside St. and or Division St. Emergency vehicle access would be severely impeded, because of the few crossings. Many homes would be severely impacted or removed due to the limited access and few areas of rail access. This would cause many to utilize Park and Ride facilities when previously the car sat in the garage.

Cars left in the Park and Ride areas will then be susceptible to vandalism.

Yours truly
Ray Phillips
East County Concerned Citizens

Copy:

Ray Phillips
2226 S.E. 142nd
Portland, OR 97233

TO WHOM IT MAY CONCERNE
OREGON DEPT OF TRANSPORTATION

I HAVE ATTENDED SEVERAL
MEETINGS & LISTENED TO
THE PROS & CONS ON THE
LIGHT RAIL TRANSIT
AS A TAXPAYER &
CONCERNED CITIZEN I
AM OPPOSED TO THE
LIGHT RAIL TRANSIT.

LETS WIDEN OUT SOME
OF THE STEETS LIKE
DIVISION & POWELL &
BURNSIDE TO GET US
INTO DOWNTOWN PORTLAND
ON TRI MET BUSES. THIS
WILL BE LESS COSTLY.

(OVER)

AGAIN I SAY MY VOTE
IS NO ON LIGHT RAIL TRANSIT

VERY CONCERNED CITIZEN
Lanora C. Pixler

LANORA PIXLER
3031 S.E. 174th Avenue
Portland 66, Oregon

AM PPS

APR 13 1978

ODOT - METRO

MA PDM PDE TSE SPC

I am opposed to a light rail system linking Gresham to Downtown Portland. There are too many obstacles involved such as ⁽¹⁾ parking along the route ^{at Depots} for ~~people~~ cars carrying riders for the Trolley.

#2 The desire to drive their own transportation

#3 The impossibility of debarking near their destination

It may be necessary to reactivate the old street car grid system in downtown ~~for~~ area most of the rails are still there

I have taken a survey of many people in the Centennial High school area 90% of those are against the light rail as too costly for a trial run. So why not try the rail system that is already ~~at~~ along

Johnson Creek from Gresham
to east Portland. or the
the light rail system from
Oregon City to Portland
I vote No Light rail system
Concerned Citizen
Ed Pixler

MA PDW PDE TSE SPC

ODOT - METRO

APR 13 1978

AM PPS

Ed Pixler
3031 SE 174th
Portland, OR 97236

MA PDM PDE TSE SPC
ODOT - METRO

APR 12 1978

AM PPS

5540 S.E. Hawthorne Blvd.
Portland, Oregon 97215
April 8, 1978

Banfield Transitway Project Office
Oregon Department of Transportation
5821 N.E. Glisan, Room 14
Portland, Oregon 97213

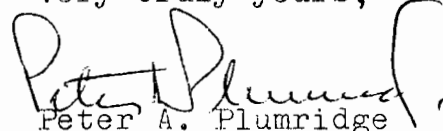
Dear Sirs:

On April 5, 1978, at its regularly called monthly meeting, the Executive Board of the Mt. Tabor Neighborhood Association approved by unanimous vote the adoption of Alternative 5-2b for the Banfield Transitway.

In our opinion, adoption of an alternative which includes Light Rail Transit along the Banfield with an extension along Division to Gresham will best assure maximum diversion of traffic around established neighborhoods and continuation of stable and livable conditions within neighborhoods such as ours.

Thank you for this opportunity to express our opinion on this important subject.

Very truly yours,


Peter A. Plumridge
Chairman, Mt. Tabor
Neighborhood Ass'n

BANFIELD TRANSITWAY
OFFICE

MAR 9 1978

MA PDM PDE TSE SPC
ODOT - METRO

MAR 09 1978

AM PPS

FILE T/A

536 N.E. Hazelfern Place
Portland, Oregon 97232
March 8, 1978

Banfield Transitway Project Office
Oregon Department of Transportation
5821 N. E. Glisan, Room 14
Portland, Oregon 97213

Gentlemen:

Regarding the Banfield Transitway Project, I am writing to let you know, regardless of what decision is made on this project, we oppose the closing of N.E. 37th. Please realize that N.E. 37th is the safest access pedestrians have to Grant High School, the Northeast YMCA, Hollywood Library, etc. This route is used by many, many students each day as they walk to these locations. There is a light for crossing at 37th and Sandy, whereas there is none near 39th, near Carmen's, and the next light eastward is a total mumble-jumble of traffic going everywhere.

Also, it is totally impractical for motorists not to be able to enter the Banfield westbound at 37th. I understand one official working on this project said motorists would be able to enter westbound at 33rd. It should be realized motorists coming from the south cannot turn left on the viaduct to get onto the freeway, but must go on across Broadway, either circle the block around Kienow's or Fernwood School or cut through the service station lot, re-cross Broadway, up the viaduct and then onto the freeway. This is a heavily traveled area and a hazardous way of getting to the freeway.

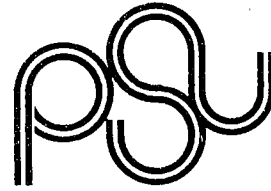
My personal opinion is the city and county officials really made an error when they scrapped the Mt. Hood Freeway. If that had been built, much of this traffic you are trying to move would be to the south, taking that route. Those of us who choose to be city dwellers because of the convenience should be considered. If people choose to live in the suburbs, they must expect to take a little more time to get to and from downtown.

Very truly yours,



Mr. and Mrs. Harold T. Potts

26-1959 (240)



MA PDM PDE TSE SPC
ODOT - METRO

APR 6 1978

AM PPS *elg* FILE T/A

PORTLAND
STATE
UNIVERSITY
p o box 754
portland oregon
97207
503/229 4043

School of
Urban Affairs

graduate program
in
urban studies

April 5, 1978

Robert Bothman
Oregon Department of Transportation
5821 N. E. Glisan
Portland, OR 97213

Dear Mr. Bothman:

I will be unable to attend the hearing concerning Banfield Corridor alternatives next week, but would like to register this testimony.

I favor a light rail transit option in the Banfield Corridor, both as a researcher and planner, and as a private citizen. Further, the Gresham terminus is the only reasonable extension beyond Banfield now that the redevelopment plans for Lents have been scrapped. I am somewhat indifferent to the "on-mall" or "cross-mall" downtown options. The "cross-mall" seems better for general circulation and overall downtown access; however, the planned terminal center around Pioneer Square seems to concentrate traffic excessively.

It is necessary that the development of transit options which do not directly use fossil fuels begin now. Here it is particularly important to the airshed. Ridership has increased and both the light rail line and bus system alternatives it should open will enrich service to continue this trend. Buses show such a minimal commitment to public transit and are so akin to the auto in technology that they seldom generate lasting public enthusiasm or cut heavily into non-captive markets. The light rail represents the only option open to Portland presently to create a lasting transit opinion and help solve some general environmental problems.

Clearly this is an expensive option. Its benefits, however, cannot correctly be discounted over the amortization period of buses; much longer time horizons should be considered. I would further view this as a first incremental step in developing a more complete system in the metropolitan area. The investments in light rail are likely in the long term to be more than offset by savings in highway maintenance and constructions costs and will add the benefit of allowing general economic development alternatives which cannot be considered with current and possible future auto-related pollutant levels in the airshed.

-248-

Robert Bothman
April 5, 1978

Page 2

The Banfield/Burnside light rail option has my support. If anything, I find it a conservative response to a series of important related issues.

Yours truly,

A handwritten signature in cursive script, appearing to read "William A. Rabiega". The signature is written in black ink and is positioned above the typed name.

William A. Rabiega
Associate Professor

249-

BANFIELD TRANSITWAY
OFFICE

MAR 13 1978

3724 N. E. Hassalo St.
Portland, Oregon 97232
March 7, 1978

Banfield Transitway Project
Oregon Department of Transportation
5821 N.E. Glisan Street
Room 14
Portland, Oregon, 97213

Dear Sirs,

We have attended a number of meetings held over the past year explaining the proposed Banfield Transitway alternatives. We are now exhausted with the explanations, and wish you would listen to some discussion concerning the fears that we citizens have on certain aspects of the proposals.

The main point we would urge you to heed is our pleading for you to not close off 37th Avenue south of Sandy Boulevard. All of the residents of Laurel-hurst neighborhood use this street daily as our main access north. It is not only our entry onto the freeway westbound, but crossing Sandy at 37th is the way all of us, especially our children, daily get to Grant High School. My children as well use 37th as their only possible route to go to the YMCA, the library, and shopping in Hollywood district.

We have a ten year old daughter that takes dancing lessons twice a week at Sally Mack's Studios, located on the corner of 37th and Sandy. There is no other safe route for her to walk to her classes, as the viaduct on 39th is too dangerous for a child to use, and there is no cross walk at 39th and Sandy. Both 33rd and 47th street viaducts are too far for her. This is but one example out of many of the vital uses we have for 37th street.

We are most upset that the possible closure of 37th is never mentioned in all of your literature distributed to the public. (ie., insert Sunday Oregonian, March 5, 1978) It is your duty to inform them of the ramifications regarding the different improvement choices.

Please consider our request when making your decision on the Banfield free-way improvement proposals.

Sincerely,

Mr & Mrs. James R. Rice

Mr. and Mrs. James R. Rice

MA PDM PDE TSE SPC
ODOT - METRO

APR 17 1978

AM PPS

April 14, 1978

Mr. Robert N. Bothman, Administrator
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

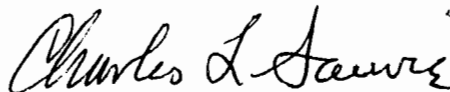
As a member of the Citizens Advisory Committee to the Banfield Transitway Project, I feel that the Committee's report is a fine product and accurately represents an amalgam of the individual views of its members. It is natural that there would be a divergence of opinions on a project with major long-run impacts at a time when there are so many uncertainties about the future.

You and your staff exhibited professional competence and objectivity, and I had a fair opportunity to have my views considered. On the CAC, I was the representative of Associated Oregon Industries as chairman of its Mass Transit Committee. I would like to express some personal views in this letter on two details of the project.

I believe that a separated transitway along I-205 would do little to attract transit ridership. It is a fact that the principal market for mass transit is people going to and from the Central Business District. Those living in southeast Portland and its suburban environs could reach the CBD faster by taking transit vehicles using Foster Boulevard or other east-west arterials used by transit. Any time saved by faster speeds in the Banfield would be lost by the indirect routing. What is needed is eight full traffic lanes on I-205.

There is no need for a bus station in the Hollywood District. It would be a wasteful expenditure and unnecessarily remove property from the tax rolls. My reason for believing this is similar to my opposition to a transitway on or along I-205. People living along 39th Avenue, for example, would find it faster to take direct routes, e.g., Glisan or Burnside, to the CBD rather than transferring to a transit vehicle using the Banfield Transitway. If light rail is chosen, but only if it is, there should be at least three stations, simple platforms, west of I-205 along its route in the Banfield. This would attract potential transit riders within walking distance to the stations. I do not see much reason to transfer from the bus lines going through the Hollywood District. For the few that might, a block or two walk to the Banfield Transitway rail stations would not deter ridership.

Sincerely,



Charles L. Sauvie
832 N. E. Laurelhurst Place
Portland, OR 97232

CLS/te2B18

- 251 -

BANFIELD TRANSITWAY PROJECT

PUBLIC HEARING

April 6, 1978

Portland, Oregon

STATEMENT OF THE LAURELHURST NEIGHBORHOOD ASSOCIATION

Submitted by:

Charles L. Sauvie, President

The Board of Directors of the Laurelhurst Neighborhood Association (LNA) has made a strong effort to obtain a representative opinion of the neighborhood on the Banfield Transitway Project. It has been the subject of four Association meetings. Representatives of the Oregon Department of Transportation (ODOT) and Tri Met described the alternatives in considerable detail, exhibited visual displays, and distributed printed material about the project. Members of the Association asked questions and discussed the project with the ODOT and Tri-Met representatives and among themselves. The LNA has publicized other opportunities to learn about the project, and individual members of the Association have attended many of these gatherings.

The main concerns of the Laurelhurst community in relation to the Banfield project are:

1. Preserving homes and other property in the neighborhood.
2. Maintaining the existing viaducts and on and off ramps to the Banfield "freeway" serving Laurelhurst.
3. Improving the safety and relieving the automobile congestion on the Banfield "freeway".

The LNA also distributed a questionnaire describing the alternatives to the members of the Association. The responses to the questionnaire represent a five percent (5%) cross-section of the opinion of the Neighborhood and provide the basis of this statement. The opinions expressed at the Association meetings are consistent with the results of the questionnaire,

which follow:

Ninety-five percent (95%) the INA membership use the Banfield.

One hundred percent (100%) want to keep to a minimum the removal of homes, and other property in the neighborhood.

The next strongest expression was an unwillingness to reduce the present number of on ramps and off ramps serving Laurelhurst to and from the Banfield. Specifically, 37th Avenue is widely and safely used by neighborhood residents for vehicle access from Laurelhurst to the Banfield going west and to cross Sandy Boulevard. Ninety-three percent (93%) want the freeway on and off ramps to remain "as is"; four percent (4%) would accept a change; and three percent (3%) did not express a preference.

Eighty-two percent (82%) oppose exclusive bus lanes and removal of additional parking on arterial streets through Laurelhurst (the "Low-Cost Improvements"). Seven percent (7%) did not express a preference.

Seventy-five percent (75%) disapprove of the present HOV lanes in the Banfield. Seven percent (7%) did not express a preference.

Seventy-one percent (71%) want road shoulders on the Banfield. Eleven percent (11%) did not express a preference.

Fifty-six percent (56%) said the present Banfield traffic lanes are not wide enough; thirty-four percent (34%) thought they are; and ten percent (10%) did not express a preference.

In response to a question asking to express a choice among HOV lanes, Separate Busway, or Light Rail, forty-one percent (41%) preferred light rail, eighteen percent (18%) separate busway and fourteen percent (14%) HOV lanes. This adds to only seventy-three percent (73%). The rest supported "no build" or removing of the present HOV lanes and having six full width lanes with shoulders in the Banfield as far East as I 205.

- 253 -

Charles L. Sauvie
c/o Portland General Electric Co.
121 S.W. Salmon
Portland, OR 97201

LETTER RETYPED

March 30, 1978

Banfield Transit Project

Analyzing the sketches, questions and answers, we believe the No. 4 separated busway is the way to go, due to the auto and truck congestion, and it is convertible to light rail for the future.

Walt and Emma Schacher
2749 S.E. 67th
Portland, OR 97206

2933 NE 16th Ave
Portland, OR 97212
April 1, 1978

PDM PDE TSE SPC
ODOT - METRO

APR 4 1978

Mr. Robert Bothman, Administrator
Banfield Transitway Project
Oregon Department of Transportation
5821 NE Glisan
Portland, OR 97213

AM PPS

FILE T/A

Dear Mr. Bothman:

This letter is written for inclusion in the public testimony at the Formal Hearing on the Banfield Transitway Project to be held at Floyd Light School, Thursday, April 6, 1978.

At previous hearings, some members of the public have opposed the light rail option for various reasons. I'd like to go on record in favor of the light rail proposal, and offer the following rebuttal to common arguments against it:

1. It will displace housing and businesses. True, but most of the displacements are due to simultaneous freeway improvements. As I suspect most of the opponents of light rail favor freeways, they'd probably not be as upset if they knew this. I would gladly forego the auto lane improvements if light rail is built.
2. It costs too much. Not true. What we get for our money is nonpolluting, oil-independent commuter and shopping transportation. Businesses will flourish along the right-of-way. Less car lanes will have to be built for peak travel hours. More land will stay on the tax rolls, and property values will increase.
3. Auto drivers pay their own way. So should transit riders. The first of these statements is not true. The second would be poor public policy. Government should stimulate mass transit in the interest of national security (less reliance on imported fuels), economic development (preserves and encourages more dense commercial areas, conservation (of fuel, land, and air), and social equality (folks who can't afford to drive or choose not to drive can still get where they need to go).
4. It will be noisy, obstruct traffic, etc. These are engineering considerations. A properly-designed light rail system will do none of these, especially if the design process incorporates public ideas.

Thanks for your attention to this letter.

Sincerely,


Charles P. Schade



PORTLAND PUBLIC SCHOOLS
909 Northeast 5th Avenue Portland, Oregon 97213
Phone: (503) 281-0115
NORMANDALE SCHOOL

April 4, 1978

Mr. Bob Bothman
Metropolitan Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Sir:

The Normandale Local Citizens Advisory Committee wishes to register its opposition to alternative #2 of the Banfield Transitway Project. Within alternative #2 the proposed Broadway-Halsey cuplet would destroy the neighborhood from which Normandale students come.

We believe this is counter productive to both the city's and the Portland School District's desire to maintain and upgrade existing neighborhoods. It is apparent to us that alternative #2 will not provide the type of service that the community will be needing in the near future. Even if Broadway was eliminated, as has been mentioned, from the Broadway-Halsey cuplet, the limited nature of this alternative still does not warrant the destruction of a progressive neighborhood.

We believe that in terms of future population trends and energy conservation that alternative #5 would be in the best interest of our community and provide the most effective use of tax dollars.

Sincerely yours,

Patricia Schleiger
Normandale LCAC Chairperson
1731 N.E. 50th Avenue
Portland, Oregon 97213

DEL:hp

cc: Carlos Taylor, Area III Administrator, Portland Public Schools
Greg Baldwin, Facility Planner, Portland Public Schools
Joy Pruitt, Principal, Normandale School

April 13, 1978

MA PDM PDE FSE SPC

ODOT - METRO

APR 18 1978

Mary Ann Schwab
605 SE 38th Avenue
Portland, Oregon 97214

AM PPS

FILE 2/A

Robert Bothman, Metro Engineer
OREGON DEPARTMENT OF TRANSPORTATION
5821 NE Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

SUBJECT: THE BANFIELD TRANSITWAY, written testimony

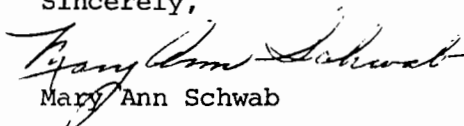
After reading your newspaper flyer, studying the questions and answers, I see a trade off. We take our outer-southeast Gresham and Lents traffic off the Banfield—only to replace the same heavy traffic with Washington State commuters, zipping over the new I-205 freeway bridge.

It is my understanding the bridge has been designed without light rails but the actual construction has not yet started. I feel it is not too late to re-design the bridge to accommodate future light rail transportation, even though that may not take place for a number of years. It is just a matter of time, when we will be looking to light rail as a primary means of transportation as in the larger cities of Europe. With inflation so great a factor, let's look to tomorrow's needs realistically.

For example, the Lions Gate Bridge in Vancouver, British Columbia, Canada, was built in the late twenties-early thirties, at a time when automobile traffic was not a major problem. In fact, few owned cars. Yet Designers looked to the future by adding a third land, much to citizen outrage due to its high cost. Today's utiliziers of the Lions Gate Bridge greatly appreciate the foresight of yesterdays designers. Let's learn from their experience.

It is simpler to discard a bridge on paper, than to purchase land and design a "special" bridge at a later date. Your time and consideration to this suggestion will be appreciated by tomorrow's commuters.

Sincerely,


Mary Ann Schwab

P.S. Please acknowledge receipt of this letter as public "input".

-257-

26-1959 (240)

April 5, 1978

MA PDM PDE TSE SPC
ODOT - METRO

Oregon Dept. of Transportation
5821 N.E. Glisan St.
Portland, Ore. 97213

APR 6 1978

AM PPS *dyg* FILE T/A

Dear Sirs:

I would like to express my opinion on the proposed Banfield Transitway alternatives. My choice for the best proposal is #5-1b, the light rail transit system running along Burnside to Gresham.

Although it is relatively expensive as far as initial capital and construction costs, the long range gains cause me to favor it. Also, the environmental impact seems to be significantly less with electrically powered LRT.

I would appreciate having you include my opinion with the other written and oral testimony.

Sincerely,

Linda J. Shanbeck
5825 SW. 54th Avenue
Portland, Ore. 97221

MAR 9 1978

MA PDM PDE TSE SPC
ODOT - METRO

MAR 09 1978

12507 NE Holladay Place
Portland, Oregon.

AM PPS

FILE T/A

Banfield Transitway
5821 NE Glisan.

Dear Sirs:

If you will look at a large map of the city of Portland as the city extends out into the area where it will grow: the following is easily observed by one who is honest with his eyes:

1. Portland will grow in the future in these directions:
 - a. Very little more to the East.
 - b. Much more to the Southeast.
 - c. Much more to the South beyond Oregon City.
 - d. More to the S.W. over Farmington Road and on 99W toward Newberg.
 - e. Much more West, and some N.W. on Highway 30.
 - f. None to the North because of river.

Therefore it is silly to add to the Banfield as it heads East and to bring people into it from S.E. of Portland is to transport them in a huge traffic jam up thru Gresham etc. to get into the Banfield.

It is very apparent that instead of doing the Banfield into a super Freeway- we need on to take care of travel from Clackamas County in S.E. of Portland into the City, and from S.W. a wider route into the city than Highway # 26. It is already a rat race, and we need more space to get people in from Oswego and further out on I 5.

Leave Banfield as it is except for a rail track on U.P. lines with parking spaces on route East for cars, and do the routes which serve people where PORTLAND IS GOING TO GROW.

Stevens
A light rail line on Burnside is a mad
man's folly - think of the mess on Burnside
and the mess at intersections.

ODOT - METRO

MAR 31 1978

AM PPS

FILE VIA

Route 1, Box 255
19505 S.W. Heiney Road
Gresham, Oregon 97030

March 30, 1978

METROPOLITAN BRANCH
Room 14, Transportation Bldg.
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Robert N. Bothman

Subject: BANFIELD FREEWAY ALTERNATIVES

Gentlemen:

I am writing this letter to submit my views for the April 6 public hearing on the above subject. I live near S.E. Powell at 190th and am employed 8 a.m. to 5 p.m. in the Northwest Industrial Area.

After reviewing the five alternatives, I've concluded that 3C is the best compromise, but modified to eliminate the high-occupancy restriction proposed for the inside lanes. This modification results in the Banfield consisting of four full-width lanes from I-5 to I-205. Below are my reasons for this choice:

1. Mass transit should be available to those who can use it. A complete schedule of express and conventional routes is most important to attract people to the system. With this kind of service, people will use the system to reduce fuel bills, car maintenance, and eliminate parking problems. But I question the benefit provided by the high-occupancy lane. I do not believe such a lane is significant in attracting people to the system. My observation of the current arrangement shows that very few people take advantage of the lane by car-pooling. The high-occupancy rule results in reduced freeway capacity and is not effective in reducing commuter traffic. The high-occupancy lane is not a reasonable trade-off when the adverse effects are considered:
 - a. Increased lane changes by all types of vehicles.
 - b. Average vehicle speed for the majority is determined by minimum number of unrestricted lanes. The high-occupancy lane reduces this number by one.
 - c. Law enforcement attention must be increased.
2. The current situation on Banfield is proof enough that lane mergers involving main traffic flow should be avoided. Mergers invite excessive car lane change and create uneven traffic flow.

METROPOLITAN BRANCH

Attention: Mr. Robert N. Bothman

Page 2

March 30, 1978

3. Law enforcement of the restricted lane with regard to the minimum occupant rule provides another dangerous aspect to the freeway. To insure that such a lane is used as intended, heavy policing is required. Enforcement involves a significant number of pursuits which require maneuvering through congested lanes, further aggravating traffic flow.
4. The light rail alternative would not develop an adequate volume of ridership to justify the risk of cost overruns from original estimates. This option also limits the freeway width to three lanes.
5. Alternatives providing less than four full-width lanes will soon prove to be inadequate when one considers the east county growth rate and added load from I-205. I do not believe any form of mass transit will significantly eliminate the four-lane requirement.

In addition to the above comments, I bring to attention the poor 80N access situation that exists for Southeast Portland and Gresham residents. The 181st on and off ramps are grossly inadequate for the existing traffic load. The situation is long overdue for improvement.

Also demanding attention is congestion on 181st. With recent signal revisions on 181st to the left-turn priority type, through traffic is stopped at nearly every intersection. Greshamites commuting on the Banfield need good north-south through street access between 162nd and 201st.

Sincerely,



Michael Train
PEO, ME

MT:pd

cc: BANFIELD TRANSITWAY
Metro Section
Room 2, Transportation Bldg.
Salem, Oregon 97310

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APR 14 1978

TRANSIT RESEARCH of OREGON

Forum for the Study of Present and Future Transportation Technology

AM PPS

President:

WALTER M. MASON

Secretary:

H. LARRY GRIFFITH

Business Office:

~~+++Tel: 204-6236+++++~~
 4839 N. E. 42nd Ave.
 Portland, Oregon 97218
 643 2428 (503)

Banfield Transitway Project Office
 Oregon Department of Transportation
 5821 N. E. Glisan, Room 14
 Portland, Oregon 97213

**BANFIELD TRANSITWAY
 OFFICE**

APR 17 1978

Gentleones:

Portland's builder of heavy duty trucks, Freightliner Corporation has prospered because the management of trucking companies know that the original high cost of a heavy duty truck that costs less to operate means lower total cost. It is therefor a good investment and a good buy.

A like situation exists for the people of Portland. Light Rail for the Banfield project has been represented too often as "high cost" because the initial investment is high like a Freightliner. Often ignored is the lower operating cost and therefor the lower total cost. A local newspaper was noticeably guilty of this in a recent editorial comment. The current figures also are based only till 1990. Light Rail's economy in operation and its total cost would be more fairly judged over a longer operating period, say till year 2000.

One newspaper man figured the cost of light rail by taking the cost of the alternative and dividing by the light rail miles. He did not seem to know this figure included widening part of the Banfield Freeway to six lanes and rebuilding certain overpasses to accomodate those six lanes. I am sure many people have been misled by such fictional data.

When I saw the above writer's figures at \$10,000,00.00/mile I compared them to similar figures from the Montreal-South Shore study. It was also about ten million ~~per~~ mile. However the people of Montreal being users and better acquainted with rail transit have opted for a more sophisticated system. It uses elevated structure, overpasses and underpasses variously for cars or light rail cars, exotic stations, etc. far beyond Portland's plan. Were Portland better acquainted with light rail they likely would consider a more extensive sophisticated system also.

Through 1990 projections show the bus plan to develop a deficit of \$10.4 to 12.1 millions, light rail only \$8.6 millions. If these figures were projected to say the year 2000 teh spread in favor of light rail would be greater as well as more equitable figures.

More freeway has shown to be self defeating, they fill and choke far faster than even their projections show. This has been proven in many cities and is true of the Marquam Bridge to cite one local example. 6 lanes do not carry one and a half times 4 lanes. 8 lanes do not carry one third more

traffic than 6 lanes. Per mile costs of freeways are high. The Mt. Hood freeway was estimated at \$50,000,000.00 per mile, a seven mile link of the new I-205 at \$24,000,000.00. Add to this the energy losses and pollution problems of auto traffic, the result plainly states Portland needs light rail. (Other cities are currently making the same decision in Canada and the U. S.)

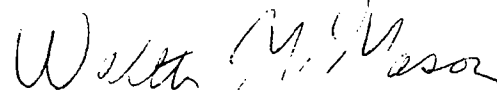
Freeways and buses have capacity limits, local planners have found that these limits will be exceeded in Portland. Therefor another mode must be sought. The practical economical mode has been proven to be light rail. Portland is fortunate to have a number of corridors that other cities would envy for light rail conversion. Displacement of people and costs are most advantageous under Portland's considerations.

A new possibility exists soon to be given some study. I have submitted to Tri-Met a plan called Tri Mode Transit. Experiments have been made for at least forty years to adapt buses to rails so they could share the right of way with light rail vehicles, yet disperse through business and neighborhood areas. None have been entirely successful. Tri Mode Transit is different from these, has problems but viability is indicated. This would give new dimension to the use of light rail cars and new utility to a railed right of way.

There is much more to be said concerning the "now" of light rail, of course inflation and the effect of light rail on the growth control of certain areas are the most obvious.

Having worked for a street car manufacturer, a street car operator whose operations included light rail, worked with transit systems using street cars and light rail and attended a number of transit conventions, local and national I felt I should express my views and those generally of the Transit Research of Oregon.

Respectfully submitted,



Walter M. Mason, Prsident

3604 SE Clinton St.
Portland, OR 97202

R.N.Bothman, Admin.
Metropolitan Branch
Oregon Dept. of Transportation
5821 NE Glisan
Portland, OR 97213

MA PDW PDE TSE SPC
ODOT - METRO

APR 14 1978

April 12, 1978

Dear Mr. Bothman,

AM PPS

I attended the information session on the Banfield Transitway, and as I was unable to get to the formal public hearing on April 6, I wish to make my views known.

Both my husband and I commute to work by bus. We also live in the inner city area in the part of town that was originally scheduled for demolition by the defunct Mt. Hood Freeway. As a result of this, plus the fact that we are relatively ecologically minded, we have fairly definite views on the proposed Banfield Lightrail system and its alternatives. (I was informed at the information meeting to be positive in any reactions I have to the proposals. I think that is asking quite a lot when one has property value at stake.) So, to be negative, we and our neighbors do not want option #2, the express lane down Division. It may be the cheapest alternative at the present time, but it could not be accomplished without ruining a neighborhood that has made incredible strides towards improvement and liveability in the past few years. Furthermore, we do not see how an express lane down Division could possibly handle the anticipated ridership from the East County, not to mention the fact that those of us who live in the core area would no longer be able to easily board buses. Please keep our area as it is.

On the positive side, I feel that using/improving the Banfield is the best solution (besides moving downtown Portland to Gresham). The impact on

the immediately surrounding neighborhoods would be the slightest. I am in favor of any of the #5 alternatives. In the long run, it seems to me, an electrically powered light rail transit system would be the cheapest, the most sound ecologically, and the quickest means of transportation.

Thank you for reading this. I, for one, am extremely interested to know what the final outcome will be.

Sincerely,

Deborah Van Orden-Smith

4 April 1978

Banfield Transitway Project Office
Oregon Department of Transportation
Room 14
5821 N.E. Glisan
Portland, Oregon 97213

Subject: The Banfield Transitway

Gentleman:

I submit the following priorities for actions to reduce commuter problems, existing and future, in East Multnomah County.

<u>PRIORITY</u>	<u>ALTERNATIVE</u>
1	Combination of 2b & 3a
2	2b
3	3a
4	5-1a

This recommendation is based upon a composite of both my thoughts and concerns as identified below:

- a) For any plan to receive general approval it cannot disrupt homelife and neighborhood district by re-location of home or business. The average person is much more willing to accept inconvenience in commuting rather than displace his home or business.
- b) Any selected plan must recognize the need for private auto commuting. The selected plan must also provide incentives for CAR POOLS. I think it is imparitive to reduce traffic into the downtown business district. This action will have a secondary effect of reducing travel times for those individuals where mass transit is unavailable.
- c) Ridership of mass transit must be increased. We must also maximize the existing large capitol investment in TriMet and the downtown mall.

MA PLM JNF JMF SCS
OOO - METRO

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- d) The selected plan must be implementable in the shortest possible time. The least-cost alternative which satisfies the basic need should be undertaken first; more costly options should be reserved for later needs and after basic assumptions of the plan have been tested. No first implemented plan should preclude development of a wide range of potential alternatives.

The planner and decision-maker must recognize that the underlying factors of the trade-off between private auto and mass transit is time and convenience. I submit that time is the greatest factor. If mass transit requires 1 hour of additional commuting time the individual will seek an alternative. This 1 hour represents a 12.5% increase in job related time -- ie. a 12.5% reduction in daily wage! Mass transit costs are important but minimized when you compare trip costs with the relative loss in wage. Therefore, I believe reduced commuting times to be a first priority goal.

The solution to commuting problems of East Multnomah County is challenging but solvable. I hope residents of the Portland area respond with a solid mandate to the decision-maker. Public dissent and agency mistrust will serve no useful purpose in resolving this important issue.

Thank you for the opportunity to share my views regarding the solution to immediate and future problems of commuting from East Multnomah County. Please place this letter in the formal record of your 6 April 1978 hearing.

Paul R. Wemhoener
Paul R. Wemhoener
2104 S.E. 184th
Portland, Oregon
97233



Neighborhoods West/Northwest
 817 Northwest 23rd Avenue
 Portland, Oregon 97210
 223-3331

BANFIELD TRANSITWAY
 OFFICE

MAR 16 1978

WA 100 100 100 SPC
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MAR 16 1978

Mr. Bob Sandman
 Banfield Transitway Project Office
 Oregon Department of Transportation
 5821 N.E. Glisan Street
 Portland, Oregon 97213

March 10, 1978

AM PPS

FILE T/A

Dear Mr. Sandman:

The Neighborhoods West/Northwest Inter-Neighborhood Transportation Committee adopted a resolution on the Banfield Transitway at the committee's regular meeting of March 8, 1978. The committee consists of representatives of the six neighborhood associations in the West/Northwest area: Arlington Heights; Forest Park; Goose Hollow Foothills; Hillside; Northwest Industrial Neighborhood; and Northwest District Assoc.

The committee's goals include the improvement of transportation in and for our area, and the expansion of citizen participation in transportation decisions. These efforts often require the committee to consider issues of regional scope, in order to fulfill the committee's prime function: to analyse problems and make recommendations.

Mr. Patterson of your office gave a presentation at the committee's February 8 meeting, following which the matter was referred to subcommittee for discussion March 8.

The Inter-Neighborhood Transportation Committee on March 8 adopted these resolves:

- A. That the Committee shall present its position on the Transitway to ODOT on April 6, finding this issue within the Committee's responsibilities because:
 - 1. a Banfield modal decision potentially would guide modal decisions in this area;
 - 2. this area is vitally affected by the health of the Portland Region and thus has a legitimate interest in regional transit facilities, wherever located.

- B. That the Committee position on the Transitway is as follows:
 - 1. the Committee believes that the Transitway is not proven to be either necessary or desirable. The Committee doubts the wisdom of further radial, down-town-to-suburbs facilities.
 - 2. to the extent large capital intensive projects (such as the Transitway) are avoidable, the Committee believes resources should be redirected to meet the neighborhoods' transit needs. The Committee believes the developed urban areas should have priority, with neighborhood projects considered first.
 - 3. the Committee concludes that Light Rail Transit appears to be the most effective and least disruptive modal choice for arterial transportation corridors. The Committee believes that no present choice would be wise, which precluded the development of light rail in the future.

These resolutions represent the Committee's conclusions but have not at this time been endorsed by the area's neighborhood associations.

Yours very truly,

John Werneken

John Werneken, Vice Chairman

Inter-Neighborhood Transportation Committee

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9 April 78

Oregon Dept. of Transportation

Re: Banfield Transitway Project.

I could not attend the hearing, but I want to state that I believe the combination of light rail and freeway is the best design.

Sincerely,

Carleton Whitehead

3035 S.E. Martins

Portland OR 97202

Inter-Office Memorandum



Date: March 20, 1978

To: Miriam McClure

From: Roger Shiels

A handwritten signature in cursive script that reads "Roger Shiels".

Subject:

Attached please find a letter dated March 15, 1978 from Leo Williams setting out a joint position of the Portland Historical Landmarks Commission, Yamhill Historic District Advisory Council, and the Skidmore/Old Town Historic District Advisory Council with respect to the downtown aspects of the Banfield Transitway Alternatives. He has requested that this statement be made a part of the record of the April 6, 1978 hearing. Please take appropriate action to accommodate his request.

RS/pks

attachment

cc: Bob Post w/attach.
Denny Porter w/attach.

PORTLAND HISTORICAL LANDMARKS COMMISSION

15 March 78

RECEIVED
MAR 17 1978

Roger Shiels
Downtown Transportation Coordinator
Tri-Met
520 SW Yamhill
Portland, Oregon 97204

Dear Roger—

On March 13, 1978 in a joint meeting, the Portland Historical Landmarks Commission, the Yamhill Historic District Advisory Council, and the Skidmore/Old Town Historic District Advisory Council unanimously and collectively adopted the following position concerning possible light rail along First Avenue:

They view a light rail line along First Avenue as acceptable to the historic district if the following conditions are met:

1. There are an adequate amount of stops installed to make it worthwhile and advantageous to the historic district. There should be at least two stops in the Skidmore/Old Town District, and one at First and Morrison for servicing the Yamhill District.
2. That Yamhill St. not be used in the Yamhill District for light rail. They feel that since the District is so small, it would be detrimental to the historic qualities of this National Register Historic District.
3. That the low platform or "non-platform" access system be used.
4. That vintage trolleys be coordinated into the system during non-peak hours to act as a shuttle between the historic districts, transit mall, and retail core.
5. That vintage cars be purchased and operated by Tri-Met.

Additionally, the joint group advises that light rail service along First Avenue be extended to the South Auditorium Urban Renewal Area. As the area continues to develop, it will create a demand for a transit tie to the retail core and historic districts.

In conclusion, both of our downtown historic districts are on the National Register of Historic Places. The Skidmore/Old Town District is further distinguished by being a National Historic Landmark. Therefore, we are seeking a solution that is mutually sensitive to and supportive of the historic districts as well as functioning as a regional light rail route.

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Portland Historical Landmarks Commission
Tri-Met (Roger Shiels, Downtown Transportation Coordinator)
Policy regarding Light Rail on First Avenue
15 March 78
page 2

We would appreciate being kept fully informed as the downtown routing alternatives are considered and evaluated. Of course, if there is any way that we can assist you, please let us know. Also, would you please see that the above is entered in the record of the Banfield Transitway Environmental Impact Hearing on April 6th.

Sincerely,



Leo Dean Williams
City Planner for
Portland Historical Landmarks Commission
Skidmore/Old Town Historic District Advisory Council
Yamhill Historic District Advisory Council

LDW/rle

copy: George McMath, chairman, Portland Historical Landmarks Commission
Bill Naito, chairman, Skidmore/Old Town Historic District Advisory Council
Dick Norman, chairman, Yamhill Historic District Advisory Council

PROVIDENCE
CHILD CENTER

830 N.E. 47TH AVENUE
PORTLAND, OREGON 97213
PHONE: (503) 234-9991



SERVING IN THE WEST SINCE 1856

April 14, 1978

BANFIELD TRANSITWAY
OFFICE
APR 14 1978

Mr. R.N. Bothman
Administrator, Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

I am writing on behalf of Providence Child Center, its Community Advisory Board, and the Board of Directors of the Sisters of Providence in Oregon with regard to the proposed expansion of the Banfield Freeway.

Providence Child Center is located adjacent to the freeway at the 47th Street overpass, with the northeasterly boundary of its property bordering the freeway. The Center is the location of three programs: A nursing home for long term care of 54 severely physically and mentally handicapped children, ages birth to seven; a preschool for 180 non-handicapped children; and a preschool for 12 to 24 mentally retarded children, for a total of 258 children. Plans for the expansion of the Center call for the number of children to reach more than 300.

Our concern in regard to any expansion of the Banfield Freeway is two-fold: 1) the amount of land which would be taken from the Center which would result in limiting our ability to expand the building to the north of the present facility, in the loss of playground space available for children, and the potential increase in safety hazards; and 2) the increase in air pollutants and other environmental factors detrimental to the health of the children - particularly those severely ill residents in the nursing home, who are extremely susceptible to health hazards, as well as those normal children who spend many hours in outside activities.

Upon review of the several alternatives for expansion with a member of your design staff, it appears that under the alternatives with the widest right of way (3C,4A,4B,Light Rail), the Child Center would lose an estimated 30 feet at one end of property to 10 feet at the opposite end, plus that portion of land required for overexcavation for the retaining wall. The Child Center would also be 43 feet closer to the nearest traffic lane.

We realize that your design plans are not finalized and will not be until a specific alternative is selected. We understand from Mr. Adams of your office that certain considerations in the design phase will be given to the elimina-

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Mr. R.N. Bothman
April 14, 1978
Page two

tion of a shoulder (8 feet) of the freeway at the point of the Center property (see attachments). In addition we understand up to 10 feet can be eliminated on the north side of the freeway (under alternative 4A), where allowance is being made for a bus exit lane, under the widest alternative. Because of our particular circumstances we request that you consider the above and any other methods to minimize the amount of our property which must be taken.

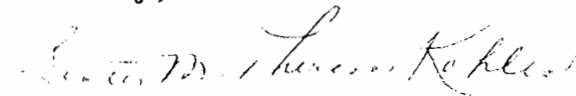
It would also be important that the retaining wall, which will be erected on our side of the freeway, be of sufficient height to serve as noise and safety barrier for our children. Foliage in front of the wall, on the Center side, would be an additional factor for reduction of air and noise pollutants.

We understand that the State Department of Transportation will retain ownership of approximately 10 feet of land required for overexcavation. It would be to the advantage of the Center that we have access to such space for the playground.

One of the alternatives being considered in expansion of the Child Center is movement north toward the site of the present Doctor's office building at 910 N.E. 47th. We would also request that minimum amount of land be taken from the property on which the building is located.

We encourage you in your deliberations and planning to consider the special needs of Providence Child Center for use of its property. We request that air studies be conducted to determine specific health hazards for the children in our care. Further, we ask that the Child Center administration be kept informed and consulted in the design phase of that alternative which is elected. Thank you.

Sincerely,



Sister M. Therese Kohles
Director

enclosures.

cc: J. Barrett Marks
William Conley

MILLER, ANDERSON, NASH, YERKE & WILNER
ATTORNEYS AND COUNSELORS AT LAW

900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204

CABLE ADDRESS "KINGMAR"

TELEPHONE (503) 224-2222

W. H. MILLER
MILLER
ANDERSON
NASH
YERKE
WILNER
O. W. HAGER
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J. M. O. GILCHRIST
A. C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
DONALD R. HOLMAN
KENNETH W. HERRICKMAN
WILLIAM B. EDOW
HARVEY C. BAREFAGAR
M. H. D. A. FROESE
R. HADL MOORE
BLAN E. DICHAMNE
E. ALAN WRIGHT
DAVID W. WORTLAND
DOUGLAS M. HADEN

J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MURPHY
JOHN R. BARKERSEN
LOUIS B. LIVINGSTON

G. TODD NEWELL
ANTON C. KIRCHHOFF, JR.
J. DAVID PETERSEN
DONALD A. HURNE
RICHARD A. CANNADY
SMUEL E. SPEDDEL
PETER C. RICHIE
CHRISTIE H. WALTER
ROY F. GOSKILL
JAMES R. WESTWOOD
GRAHAM M. HICKS
DAVID C. CULPEPPER
RICHARD A. CARTLIN, JR.
HUGH C. DOWNER, JR.
JOHN B. WARRS
HENRY C. BRECHHAUPT

Attachment to Sister M. Therese Kohles'
letter

Mr. Donald R. Adams
Project Engineer, Transit Ways
Highway Division
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Subject: Expansion of Banfield Freeway

Dear Mr. Adams:

You have requested a copy of the resolution passed on the above subject. The following resolution was unanimously adopted by the Governing Board of the Sisters of Providence in Oregon on June 22, 1976.

"WHEREAS it has come to the attention of the Governing Board that the State Transportation Commission is considering the expansion of the Banfield Freeway in such a manner as to necessitate the taking by eminent domain of a portion of the property of Providence Child Center, and

"WHEREAS it has been reported that there are several alternative programs under consideration by the State Transportation Commission, some of which would involve less or no interference with the Providence Child Center property, now, therefore, it is

"RESOLVED that the appropriate officers and representatives of SISTERS OF PROVIDENCE IN OREGON be and they hereby are authorized and instructed to consult with the State Transportation Commission and to urge that Commission to take no action which will involve the taking of any significant portion of the property of Providence Child Center, and

Mr. Donald R. Adams

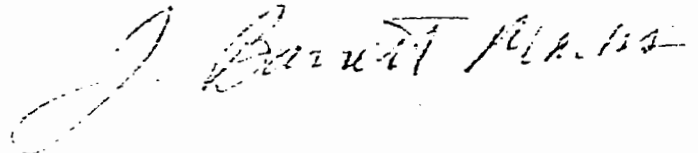
- 2 -

"RESOLVED that legal counsel are hereby instructed to give this matter study with a view to ascertaining the extent of consequential damages which may properly be recoverable in the event the State Transportation Commission persists in a remodeling program which results in the loss of Providence Child Center property and in increased air pollution and environmental damage."

Sister Esther DuFault and Dave Rianda, representing Providence Child Center, have expressed interest in your suggestions that it would be possible to reduce the width of the shoulder on the south side of the proposed freeway expansion adjacent to the Providence Child Center property, and that the height of the retaining wall could be raised to provide increased protection against noise. Please indicate if such design features will be included in any of the alternatives being prepared.

You requested the environmental section of the Highway Division to perform tests on the projected ambient noise level and on the additional air pollution, including the levels of lead. Please inform our office of the status of these tests.

Very truly yours,



RECEIVED

SEP 28 1976

MILLER, ANDERSON, NASH,
YERKE & WIENER

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

September 27, 1976

Telephone 238-8235

J. BARRETT MARKS
Miller, Anderson, Nash, Yerke & Wiener
Attorneys at Law
900 Southwest Fifth Avenue
Portland, OR 97204

Attachment to Sister M. Therese Kohles'
letter.

This is in response to your letter received September 23, 1976 regarding the Banfield Transitway project and its possible effect on the Providence Child Care Center.

As requested, this is to advise the status of the project. In particular, the environmental data gathering for both noise and air pollution has not yet begun. Noise data collection will not begin until sometime in October and will extend probably through the month of November. Noise measuring for ambient levels should begin as soon as possible.

Design modifications, such as the reduction of the taking in the vicinity of the Child Care Center by elimination of the highway shoulder and extension of the retaining wall high enough in elevation to provide a sound barrier, are ideas of variations that are developed as the process begins. These ideas or concepts are kept in mind as the design progresses for possible incorporation into the final design. Before any commitment can be made to adopting such modifications to our plans, the total impacts of the project must be measured and known for both environmental and economic justification.

// At this time I can only say that the two options cited are possible ways to mitigate problems at the Child Care Center and will be considered as the design develops.

If you have any further questions, please don't hesitate to contact me at my new phone number, 238-8235.

D. R. ADAMS
Transitways Project Engineer

mb

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PROVIDENCE
MEDICAL CENTER

700 N. E. 47TH AVENUE
PORTLAND, OREGON 97213
PHONE: (503) 234-8211

VIA FDM PDE TSE SPC

ODOT - METRO

APR 17 1978



SISTERS OF
PROVIDENCE

SERVING IN THE WEST SINCE 1856

AM PPS *WJ*

April 14, 1978

Mr. R. N. Bothman
Administrator
Metropolitan Branch
Oregon Department of
Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

The following comments are in response to the request for written testimony to supplement the public hearings on the Banfield freeway project.

Providence Medical Center would like to go on record in support of the 45th Street off ramp for the west bound lanes in lieu of the present 42nd Street off ramp. This would provide better emergency access to our facilities. Surface access must be maintained on 45th Street from Halsey south to the Banfield right-of-way.

Providence owns the medical and dental office building at 910 N. E. 47th, which is immediately south of the Banfield. In the practice of medicine today, it is becoming increasingly important, both for the patient and the physician, to have the physician's office located adjacent to a major medical center. Due to the shortage of physician office space convenient to Providence Medical Center, we would like to request that the medical and dental office building be spared if possible. In any event, we would request that a minimal amount of that property be taken for freeway right-of-way.

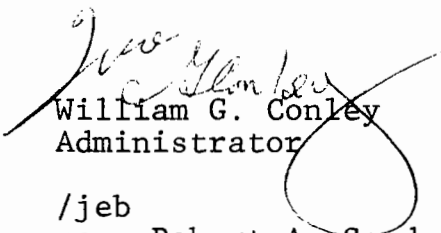
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Mr. R. N. Bothman
April 14, 1978
Page Two

The present plans for all alternatives indicate that Irving Street remain open from 49th to 52nd. Irving is necessary for deliveries to Providence Medical Center, and it is also essential that it be maintained for a fire lane to protect Providence property which now borders Irving as well as the entire east portion of our facilities. It is also necessary that the fire lane be maintained to protect the apartments and single family dwellings which now border Irving.

In addition to the above, we request that your design staff keep our Director of Facilities Services, Mr. Jerry Milstead, informed as design of the new Banfield freeway project progresses.

Very truly yours,


William G. Conley
Administrator

/jeb
cc: Robert A. Sandmann

MILLER, ANDERSON, NASH, YERKE & WIENER
ATTORNEYS AND COUNSELORS AT LAW

900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204

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KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAIINE
R. ALAN WIGHT
DAVID W. MORTHLAND
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BARKENSEN
LOUIS B. LIVINGSTON
G. TODD NORVELL

CABLE ADDRESS "KINGMAR"

TELEX 36-4462

April 14, 1978

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ANTON C. KIRCHHOFF, JR.
DONALD A. BURNS
RICHARD A. CANADAY
PETER C. RICHTER
CHRISTIE H. WIATER
ROY F. GORSKI, JR.
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THOMAS C. SAND
MICHAEL E. ARTHUR
THEODORE T. LONG, JR.
JEREMIAH A. DENTON III
ELIZABETH G. PATTERSON
JOHN A. LUSKY

Mr. R. N. Bothman
Administrator
Metropolitan Branch
Oregon Department
of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

AM PPS

abg

Subject: Banfield Transitway

Dear Mr. Bothman:

We are attorneys for Sisters of Providence in Oregon which does business as Providence Child Center and as Providence Medical Center.

This letter is written for the purpose of being entered into the record of the public hearing on the above subject which was conducted April 6, 1978. The following resolution was unanimously adopted by the Governing Board of Sisters of Providence in Oregon on June 22, 1976:

"WHEREAS it has come to the attention of the Governing Board that the State Transportation Commission is considering the expansion of the Banfield Freeway in such a manner as to necessitate the taking by eminent domain of a portion of the property of Providence Child Center, and

"WHEREAS it has been reported that there are several alternative programs under consideration by the State Transportation Commission, some of which would involve less or no interference with the Providence Child Center property, now, therefore, it is

Mr. R. N. Bothman

-2-

April 14, 1978

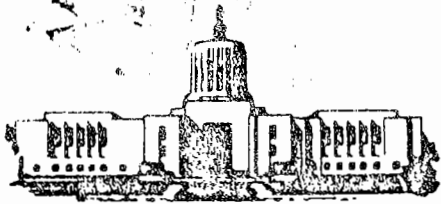
"RESOLVED that the appropriate officers and representatives of SISTERS OF PROVIDENCE IN OREGON be and they hereby are authorized and instructed to consult with the State Transportation Commission and to urge that Commission to take no action which will involve the taking of any significant portion of the property of Providence Child Center, and

"RESOLVED that legal counsel are hereby instructed to give this matter study with a view to ascertaining the extent of consequential damages which may properly be recoverable in the event the State Transportation Commission persists in a remodeling program which results in the loss of Providence Child Center property and in increased air pollution and environmental damage."

We understand that representatives of Providence Medical Center and Providence Child Center are communicating their views to you under separate cover. Sisters of Providence in Oregon requests that its representatives be periodically consulted, during the design phase of whatever alternative is selected, so that the environmental impact of the transitway on its property can be minimized.

Very truly yours

A handwritten signature in cursive script that reads "Frank Nash". The signature is written in dark ink and is positioned below the typed name "Frank Nash".



OREGON HIGHWAY USERS FEDERATION

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HIGHWAY USERS FEDERATION FOR SAFETY AND MOBILITY

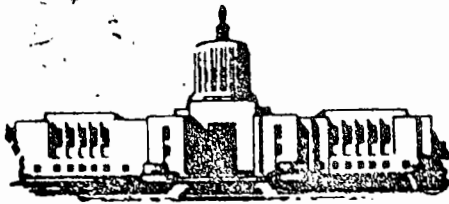
OFFICE OF PRESIDENT

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

POLICY STATEMENT

The Oregon Highway Users Federation is made up of citizens, business, agricultural, and industry groups working together for a safe and efficient highway transportation system. The Federation is alarmed and concerned that our states highways and those of the nation are deteriorating at a rate fifty percent faster than we are able to re-build or reconstruct them. With the problem of inflation, our highway dollars are buying less and less each year.

Accordingly, highway users are united in the conviction that our national welfare requires continuing programs to keep our streets, roads and bridges in good condition and upgraded where necessary to meet changing needs and expanding activities.



OREGON HIGHWAY USERS FEDERATION

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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

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

HEARING AND PROJECT REPORT

Section C

CITIZEN ADVISORY COMMITTEE

INVOLVEMENT AND RECOMMENDATION

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

CITIZENS ADVISORY COMMITTEE INVOLVEMENT AND RECOMMENDATION

Organization

The Citizens Advisory Committee (CAC) was formed in December 1975.

Reorganization of the CAC occurred in September 1976. Letters asking for representatives to serve on the CAC were sent to affected neighborhood associations, service organizations, civic clubs, city council members, county commissioners and state legislators. The CAC evolved into an organization of more than 120 representatives.

The CAC was established to work with technical advisors and the public to study the positive and negative impacts of the project. The committee was also charged with identifying special problems, defining public attitudes and concerns, and advising in the development of the various alternatives. Members were encouraged to make suggestions for improving public information programs and to make proposals for involving the general public.

Involvement

It became apparent that the various alternatives and impacts were too diverse to be effectively studied by one committee. The decision was made to form subcommittees to intensively investigate the various aspects of the project. The subcommittee formed were: Low Cost Improvement; Howowners; East County; General Interest; Hollywood; Downtown; and Holladay Street/Lloyd Center.

Meetings of the full CAC were held the first Thursday of each month with subcommittees meeting separately the third Thursday of the month. This meeting schedule continued throughout the project analysis phase which lasted approximately two and one-half years. During that time period the full CAC and subcommittees looked at all proposals, discussed strong and weak points, questions assumptions, costs, funds and routes. Nothing was sacred and the CAC made a thorough study of all aspects of the project. Their concerns and comments were considered in working out acceptable solutions to issues raised.

At the conclusion of the project analysis phase five of the subcommittees prepared reports on their activities and recommendations. These reports were summarized and incorporated into a report for the full CAC by the General Interest Subcommittee. In developing the several reports many meetings were held. Some of the subcommittees met as often as once a week with others meeting no less than twice a month.

Recommendations

At the end of two and one-half years of thorough investigation of the various aspects of the Banfield Transitway Project the members of the CAC came up with the following ten recommendations:

1. The Citizens Advisory Committee sees the Banfield Project as the first step in developing an improved regional multi-modal transportation system.
2. They are in near unanimous agreement that the "No Build" alternative is completely unacceptable.
3. They are in general agreement that the "Low Cost Improvements" alternative is not an adequate solution for today's congestion problems, and it would definitely not be feasible in view of the impacts of the projected increased flow of traffic by 1990.

4. The CAC strongly recommends that the Banfield be upgraded to a full 6-lane freeway with standard width lanes and shoulders from I-5 to I-205 in conjunction with any alternative selected. They feel this is necessary to insure minimum traffic safety in the corridor.
5. The majority of the CAC members were in favor of the LRT alternative.
6. CAC membership favors a Burnside LRT alignment, which was also recommended by the Majority Report of the East County Subcommittee of the CAC.
7. LRT should go to the downtown core area, on or across the transit mall, in the vicinity of Pioneer Square.
8. Should no LRT alternative be chosen, a majority of the CAC membership favors a busway alternative as a second choice.
9. Should a separated busway alternative be chosen, the CAC is in general agreement that the decision between a median alignment and a northside busway alignment should be based upon the recommendations of technical staff.
10. Design effort should be made to take as few homes, businesses, and structures as possible on whichever design option is chosen.

The full CAC report is part of the hearing record and can be found in the transcript starting on page 47.

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

HEARING AND PROJECT REPORT

Section D

PUBLIC PARTICIPATION/INFORMATION SUMMARY

BANFIELD TRANSITWAY PROJECT
MULTNOMAH COUNTY

PUBLIC PARTICIPATION/INFORMATION SUMMARY

A public participation and information program on the project has been a continuous process beginning with the initial formation of the Citizens Advisory Committee and culminating in an extensive mass media pre-hearing information effort.

The challenge in the public participation/information effort was two fold: 1) to gain public awareness and participation and 2) to inform the public. It is estimated that the information effort reached over 300,000 persons in the project study area.

The effort to involve citizens in the project began in the fall of 1975 when the project was initiated. Four public meetings were held to tell people about the project, solicit names of interested persons for a mailing list and citizens advisory committee membership and establish two-way communications with citizens in the most affected neighborhoods. Over 15,000 letters to individuals and area businesses were sent for these first project meetings. The CAC was a major part of the public participation efforts and is explained elsewhere in this report.

From September 1975 through April 1978 twenty four public information meetings were held with a total of over 1000 people attending. A mailing list of interested persons has been established with almost 2000 names.

A newsletter was developed as a vehicle to keep people on the interested parties mailing list informed on the progress of project development and the activities of the citizens advisory committee. The monthly newsletter was also used to inform of upcoming project meetings.

A slide show was implemented in April 1976 as an attempt to better explain the project. Citizen input helped revise the slide show twice with the final version completed in September 1977. More than 90 slide show presentations were made to groups totaling more than 2,300 people. Presentations were made to such groups as: civic clubs, senior citizen organizations, neighborhood associations, chambers of commerce, elected officials and their staff, business affiliated organizations, labor councils, candidates for public office, high school classes, and news media.

A project office was established in the fall of 1975, open to the public with displays of the project alternatives as they developed. In 1978 the office was highly advertised encouraging the public to drop in. The response was good.

As time grew near for the official public hearing on April 6, 1978, an accelerated program was developed to publicize pre-hearing information meetings, slide show availability, the project information office, and detailed project information.

The pre-hearing information program that was developed involved all forms of the news media, increased slide show presentations, local government briefings, public information meetings, rider reminder notices on Tri-Met buses, information display booths, special newsletter issues, and a project information newspaper supplement.

Beginning in January 1978, the news media played an essential part in getting information to the public. Editorial briefings were held with editorial boards and representatives of the area radio, television stations and newspapers.

Contacts with the local television stations resulted in project staff appearing on several discussion programs including the type structured for questions called in by viewers. All the area television stations had programs featuring the project. Some of the stations featured the project as many as three times. This was in addition to frequent public service announcements immediately preceding the public hearing.

A multitude of news releases served to notify the news media as well as the public of the status of the project. Media briefings were held to inform the public of pre-hearing information meetings and to release the final report prepared by the Citizens Advisory Committee.

A four page newspaper supplement was prepared for wide distribution to give people an informational document that could be read easily. It provided basic and background information, a description of each alternative and answers to common questions asked about the project. A summary matrix that displayed environmental impacts, transportation benefits/impacts and cost analysis data for each alternative was also included and contained a wealth of information.

The news paper supplement was inserted in the Oregonian March 5, 1978 and the Gresham Outlook March 8, 1978 with 300,000 being distributed. In addition, another 13,000 copies of the supplement were handed out at

display booths, public information meetings, slide show presentations and special mailings to interested parties.

To determine level of awareness of the project a professional survey organization was hired to obtain before and after data that in part would be a measure of the effectiveness and success of the accelerated pre-hearing information effort.

The professional survey showed a project awareness of 29% at the beginning of the accelerated information program in late January 1978. By the formal public hearing on April 6, 1978, that awareness had increased to 59%.

Following is a summary of the results of that survey.

- Fifty-six percent of those surveyed did not travel on the Banfield Freeway during the morning or evening rush hour in the last month.
- Twenty three percent travel on the Banfield Freeway seven or more times per month.
- Over sixty percent of the respondents favor increasing the capacity of the Banfield to carry more people.
- Almost sixty percent of those surveyed (59%) are aware of specific alternatives to improve the Banfield's capacity. This represents a significant increase in awareness from Phase I results (29%).
- Light rail alternative awareness has increased (10% Phase I vs 29% Phase II)
- Nearly equal numbers favor or oppose widening the Banfield to carry public transportation (45% vs. 41%).
- More respondents prefer building light rail compared to additional bus lanes (45% vs 30%).

-In addition to building public transit along the Banfield half of those surveyed favor adding more car lanes (51% favor vs 37% oppose).

The whole public information effort was considered in an editorial in "The Oregonian" on April 17, 1978 as "...the best attempt in recent times (and perhaps ever) to see that the area's residents - some of them motorists, some of them bus riders, and virtually all of them taxpayers - had an opportunity to learn about this major transportation project."

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

HEARING AND PROJECT REPORT

Section E

PROJECT SUMMARY

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

PROJECT SUMMARY

Project Purpose

An improved transportation facility including a transitway, operating within the Banfield corridor has been part of areawide transportation planning since at least the early 1970's. The final report of the Governor's Task Force on Transportation, released in 1975, discusses the potential for both busway and light rail options in the Banfield. The regional Interim Transportation Plan (ITP), adopted by the Columbia Region Association of Governments (CRAG) in June of 1975, describes the proposed 1990 transportation system for the greater Portland area as being one in which public transit will play a major role. One of four principle transit facilities recommended for early implementation is the Banfield Corridor project.

The Banfield Transitway would essentially consist of an exclusive pathway for some form of high-occupancy vehicles (HOV's), bus, auto, or light rail, which would permit fast, relatively congestion free travel through the corridor. The existing Banfield Freeway presently serves the East Portland and East Multnomah County areas as a primary commuter arterial to and from the major employment centers of downtown Portland and the north Portland business/industrial complex. Completed in 1958, the facility presently experiences the heaviest volumes of concentrated traffic in the Metropolitan Region.

The Oregon Department of Transportation (ODOT), in conjunction with the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) began initial

inquiries into the feasibility of locating a transitway in the Banfield Corridor in the summer of 1975. Direction for the project study came from the Interim Transportation Plan formulated by CRAG.

The purpose of the Banfield Transitway Project is to provide a multi-modal facility to accommodate projected increases in commuter trips originating in the Central East Portland - East Multnomah County area, with emphasis on improved public transit service. The intent is to provide such a facility within the environmental constraints that are consistent with local and regional goals, while having a minimum disruption on local communities. They range in complexity from a "No-Build" to a Light Rail Transit alternative, operating on both city arterials and in exclusive rights-of-way.

List of Alternatives

The five project alternatives, and their various design and location suboptions, described as follows and shown in the sketch following page E-3 are:

- 1) No Build - the condition where the Banfield freeway reverts to its original design (the current High Occupancy Vehicle-HOV demonstration project lanes are removed).
- 2) Low Cost Improvement (LCI) - provision for express bus lanes on selected city arterials and selected traffic improvements on arterial streets. Suboptions (a) provides for a reversion of the Banfield Freeway to its original 6 and 4 lane configuration with full shoulders; suboption (b) provides for a 6 lane section the entire length of the Banfield Freeway, but with narrow lanes and no shoulders east of 37th Avenue.
- 3) High Occupancy Vehicle Lanes (HOV) - the HOV alternative and its three design variations provide two preferential lanes for use by high occupancy autos and other mass transit vehicles from the downtown transit mall to

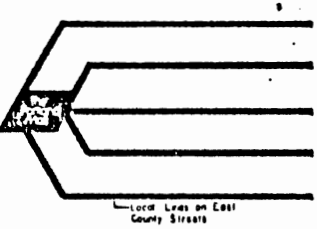
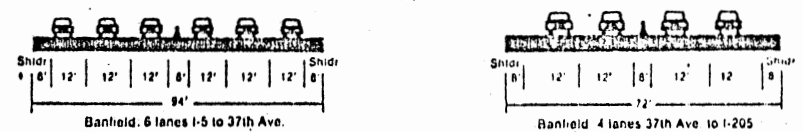
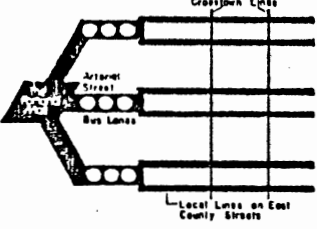
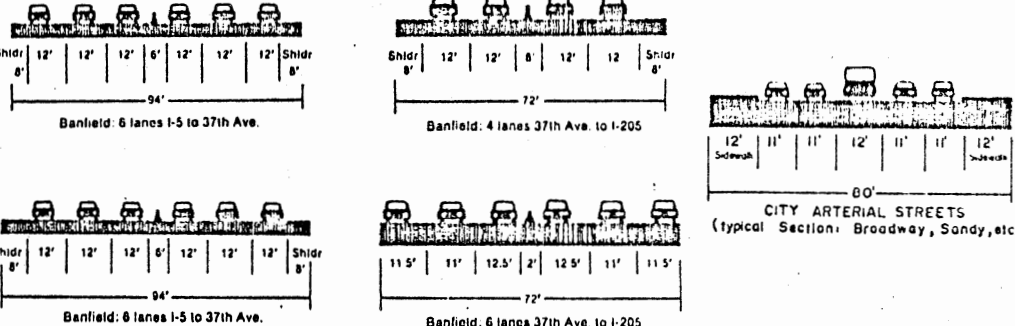
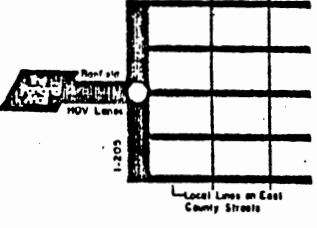
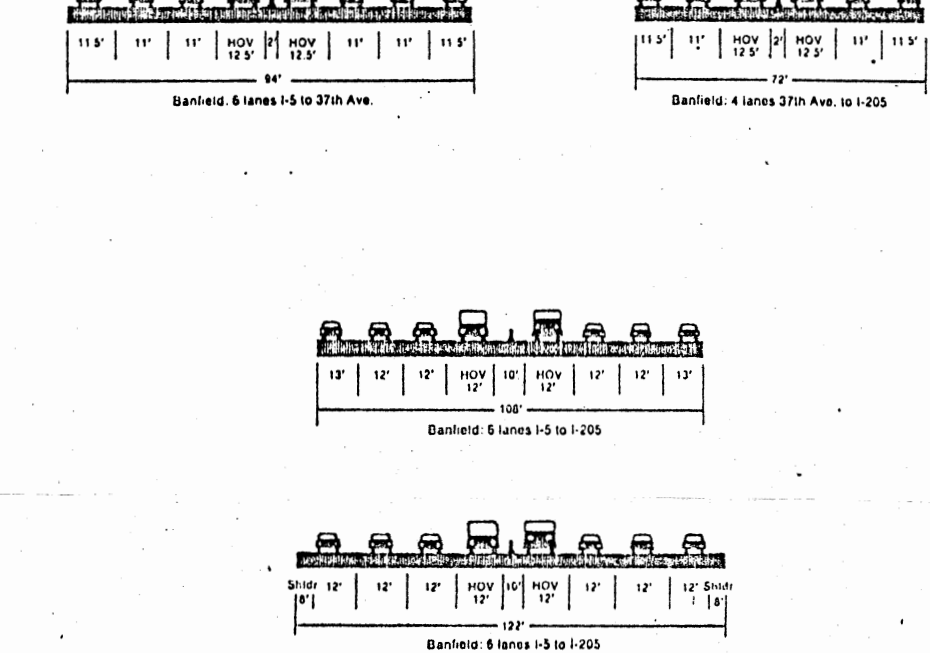
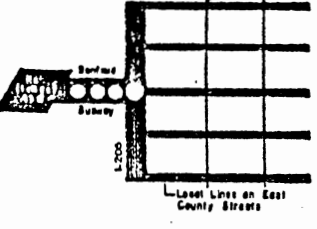
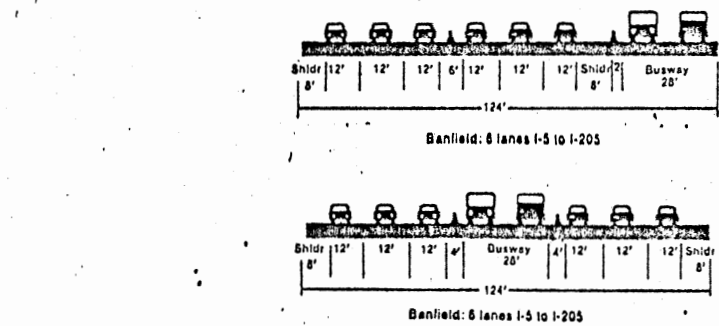
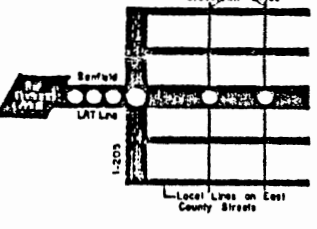
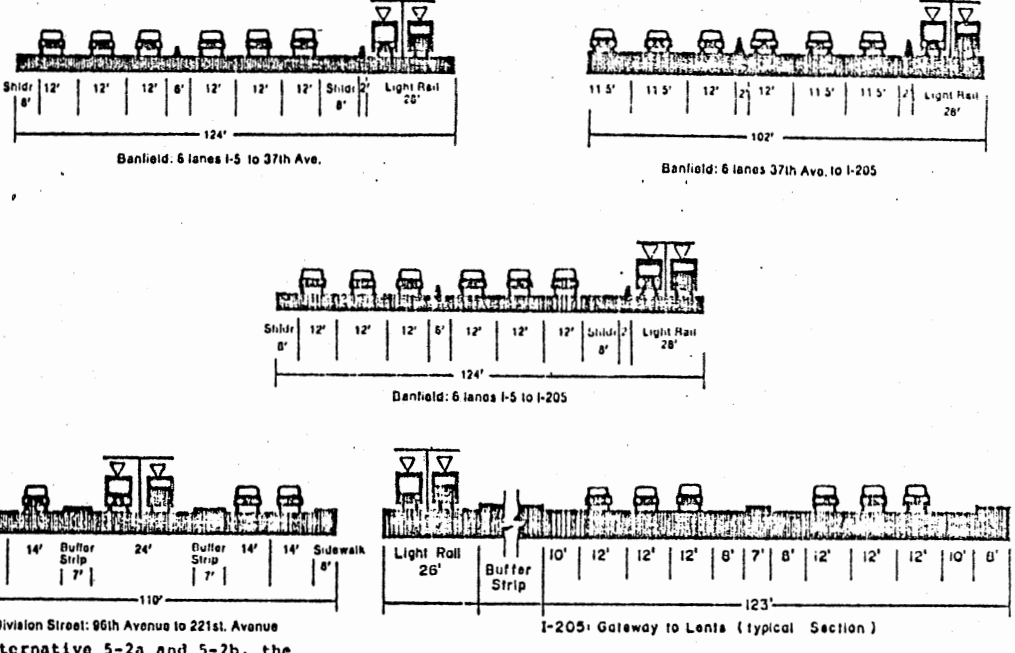
I-205. Suboption (a) would maintain a substandard 6 and 4 lane configuration on the Banfield. Suboption (b) would provide 6 standard-width freeway lanes without shoulders. Suboption (c) would provide 6 standard lanes with full shoulders the length of the facility.

- 4) Separated Busway - this alternative provides an exclusive two-way busway from the downtown Portland Mall to the I-205 busway, with six standard freeway lanes plus full shoulders on the Banfield. Suboption (a) would place the busway on the north side of the existing facility (between the freeway and the Union Pacific Railroad), while suboption (b) would place the bus lanes in the median of the freeway.
- 5) Light Rail Transit - the LRT mode would provide electrically-powered vehicles on a fixed rail facility between East Multnomah County and the downtown Portland Mall. From the mall to the Banfield at the Holladay Street exit the alignment is on city streets. Along the Banfield the alignment is on the north side between the freeway and the Union Pacific Railroad. Service east of I-205 would be on one of three alternate routings: (1) from the Banfield south in the I-205 corridor to East Burnside Street, then east, in the median of East Burnside to the Old Portland Traction Company rail alignment, to Gresham; (2) from the Banfield south in the I-205 corridor to Division Street, then east on Division to Gresham; (3) from the Banfield south in the I-205 corridor, to Foster Road.

The (a) and (b) suboptions, which could be provided under each of the three alternate LRT routings in the East County, are primarily design variations on the common LRT section within the Banfield Freeway.

Suboption (a) would provide six minimum freeway lanes with no shoulders east of 37th Avenue, while (b) would provide six standard freeway lanes on the Banfield with full shoulders.

FIGURE BANFIELD TRANSITWAY PROJECT ALTERNATIVES

Transit System Concept	Name and Description of Alternative	Cross-Sections of Alternatives
<p>NO BUILD</p> 	<p>Alternative No. 1: "No Build"</p> <p>The Banfield Freeway would be operated the way it was prior to 1976, with six traffic lanes west of 37th Avenue and four lanes east of 37th.</p>	
<p>LOW-COST IMPROVEMENTS</p> 	<p>Alternative No. 2a: Low-Cost Improvements</p> <p>A series of reserved bus lanes would be established on city streets; in addition, traffic improvements would be made at the Burnside/Sandy/12th and the Broadway/Sandy/12th intersections. The Banfield Freeway would revert to its pre-1976 condition, with the HOV lanes removed and four traffic lanes reestablished east of Hollywood.</p> <p>Alternative No. 2b: Low-Cost Improvements plus Minimum 6-Lane Banfield</p> <p>In addition to the bus lanes on city streets, the existing HOV lanes on the Banfield Freeway which are east of 37th Avenue, would be converted to general traffic lanes. This would result in six continuous lanes on the freeway from I-5 to I-205; the portion east of 37th would have narrow lane widths and no shoulders.</p>	
<p>HOV LANES</p> 	<p>Alternative No. 3a: HOV Lanes plus 6/4 Lane Banfield</p> <p>This is a minimum improvement option in which the present eastbound HOV lane would be extended back to the new ramp at Lloyd Center, and both HOV lanes would be extended easterly to the new ramp at I-205. General traffic would continue to use only four freeway lanes east of Hollywood during peak hours; there would be minimum lane widths and no shoulders in this section. Improvements at the Burnside/Sandy/12th and Broadway/Sandy intersections would also be required to improve the flow of traffic on city streets.</p> <p>Alternative No. 3b: HOV Lanes plus 6-Lane Banfield</p> <p>Under this scheme, the Banfield Freeway would be rebuilt to allow 6 standard width traffic lanes between I-5 and I-205 with two additional HOV lanes in the center. Provisions would be made for converting these HOV lanes to a separated busway or a light rail line with stations at some future date. There would be no shoulders on the freeway in this section.</p> <p>Alternative No. 3c: HOV Lanes plus 6-Lane Banfield with shoulders</p> <p>This alternative is identical to 3b above, with the addition of 8-foot shoulders for the full length of the Banfield to improve operational safety.</p>	
<p>BUSWAY</p> 	<p>Alternative No. 4a: Northside Busway plus 6-Lane Banfield with shoulders</p> <p>The busway would be constructed between the freeway and the Union Pacific Railroad. The Banfield would be rebuilt to allow six standard width traffic lanes between I-5 and I-205, with 8-foot shoulders for its full length.</p> <p>Alternative No. 4b: Median Busway plus 6-Lane Banfield with shoulders</p> <p>The busway would be constructed in the center of the freeway where existing HOV lanes are located. The Banfield would be rebuilt to allow six standard width traffic lanes with 8-foot shoulders.</p>	
<p>LIGHT RAIL TRANSIT</p> 	<p>Alternatives No. 5-1a, 5-2a, 5-3a: LRT plus Minimum 6-Lane Banfield</p> <p>Two light rail tracks would be constructed along the Banfield between the freeway and the Union Pacific Railroad. The existing HOV lanes on the freeway, east of 37th Avenue, would be converted to general traffic lanes. This would result in six continuous lanes on the freeway from I-5 to I-205; the portion east of 37th would have narrow lane widths and no shoulders.</p> <p>Alternatives No. 5-1b, 5-2b, 5-3b: LRT plus Standard 6-Lane Banfield with Shoulders</p> <p>These alternatives would be identical with their counterparts listed above, except that the Banfield Freeway would be reconstructed to allow six standard width traffic lanes between I-5 and I-205, with 8-foot shoulders.</p>	 <p>E. Burnside: 96th Ave. to 181st Ave.</p> <p>In Alternative 5-1a and 5-1b, the light rail line would continue south from Gateway along I-205 to E. Burnside Street and then east to Gresham in a reservation in the center of E. Burnside Street. Burnside would be constructed to provide one traffic lane and shoulder on each side of the light rail reservation.</p> <p>Division Street: 96th Avenue to 221st Avenue</p> <p>In Alternative 5-2a and 5-2b, the light rail line would follow I-205 to Division Street, then continue to Gresham in a reservation in the center of Division Street. Division would be modified to provide two traffic lanes and a buffer strip on each side of the light rail reservation.</p> <p>I-205: Gateway to Lents (typical Section)</p> <p>In Alternatives 5-3a and 5-3b, the light rail line would continue south from Gateway in a reserved right-of-way along I-205, terminating at Foster Road.</p>

Summary of Impacts

Introduction

Potential impacts on the natural and human environment resulting from the various alternatives are summarized in the "Matrix of Impacts" which follows page E-12. These impacts are summarized by subject matter as follows: Economics; Traffic and Transit; Land Use; Sociocultural; and Natural and Environmental Resources. The following summary addresses only the major similarities and differences of project alternatives. More detailed information can be obtained from Volume 1 and 2 of the Draft Environmental Impact Statement.

Economics

In general all of the alternatives except the No-Build and 2a would support employment growth forecast for the study area. In this respect there is little difference between these alternatives through 1990, although Light Rail options 5-1 and 5-2 offer the greatest long-term potential. The No-Build alternative and Alternative 2a pose potential constraints to long-term employment growth in the study areas.

Total project costs (construction, transit vehicles and I-205 related costs) are greatest with the Light Rail alternatives and least with the No-Build and Low Cost Improvements (LCI). The LRT-Division option is significantly more costly than other options, as are all Light Rail alternatives compared with the Bus or High Occupancy Vehicle (HOV) options. The Separated Busway alternatives are approximately 6 to 10 million dollars (5-7 percent) more expensive than the comparable HOV option, 3c.

In contrast, 1990 annual transit operating costs for build alternatives are least among the LRT options (13.8-14.4 million dollars) and greatest with a Separated Busway. The LCI and HOV options fall in between at 15.3 million

dollars and 15.9 million dollars, respectively. Light Rail is less expensive to operate because of lower labor, energy and maintenance requirements.

Net operating costs in 1990 (cost minus farebox revenue) for build alternatives are least with the LRT options, being only slightly higher than the No-Build (\$8.2 million - \$8.6 million versus \$8.0 million). The comparatively low net operating costs of the No-Build item is a product of fuller utilization of the existing service potential. The Separated Busway alternatives have the highest net operating costs since transit ridership (and revenue) is approximately equal to LRT options, but operating costs are substantially higher. The LCI and HOV options have similar net operating costs at \$10.7 million and \$10.4 million, respectively.

On the basis of 1990 total annual costs, which includes capital costs amortized over a 40-year service life, the LRT-Burnside Street (5-1) and HOV options 3b and 3c have the highest cost-effectiveness (lowest cost per passenger served) of alternatives which include a transitway between downtown Portland and I-205 (\$1.40 and \$1.41, respectively). The No-Build and LCI alternatives are most cost-effective, but have significantly lower transit and traffic service levels.

Traffic and Transit Operations

The No-Build alternative would provide the least opportunity to improve traffic mobility in the study area. 1990 peak-hour traffic volumes under no-build conditions would be approximately 23 percent higher than 1975 levels. Other alternatives offer some relief to increased traffic due to the combined effects of reduced auto-trips from increased use of public transit, and/or increased capacity on the Banfield Freeway. Alternatives 2a and 3a, which do not include additional traffic lanes on the Banfield Freeway, would offer comparatively

poorer traffic service due to severe capacity deficiencies on the Banfield and greater use of arterials in East Portland. HOV options 3b and 3c offer the greatest potential to improve peak-hour traffic mobility, due to the use of carpools in HOV lanes and the attendant increase in auto-capacity on the Banfield.

The Separated Busway options and LRT-Burnside option are predicted to generate the highest 1990 annual transit ridership (19.2 million passengers). Among the build options the least effective transit-trip generator would be the LCI alternatives, (15.3 million passengers). No-Build transit service would attract approximately 70 percent (13.5 million passengers) of the highest patronage alternatives. HOV option would generate somewhat less transit patronage than other options (18.3 million passengers) which include a transitway, since service to East Portland is somewhat less. The least effective of the HOV, Busway or LRT options would be LRT: I-205, with 17.5 million 1990 annual passengers.

Changes in traffic circulation would occur with each of the alternatives. With the No-Build, greater use of east-west streets in East Portland would result from insufficient capacity on the Banfield Freeway. The HOV and Separated Busway options would affect present traffic patterns in the Lloyd Center area more than other alternatives.

In East Multnomah County, out-of-direction travel with either the LRT-Burnside Street or LRT-Division Street alternatives is unavoidable. This stems from left-hand turn restrictions across the light rail tracks from abutting property and certain cross streets. These restrictions are necessary to maximize safety and operating conditions for the light rail facility.

Accident potential and safety relationships also vary between the alternatives. The greatest accident potential exists under the No-build for both auto traffic and transit vehicles, due to increased auto use and transit operation on streets in mixed traffic. Projected accident levels under the LCI are four to five percent less than the No-Build for auto traffic, through transit vehicles operating in exclusive on-street bus lanes are considered generally safer. The HOV and Busway options are similar in this respect with transit safety on the Banfield itself very good. The LRT option presents a good operational safety picture in its separated right-of-way on the Banfield, Burnside Street or Division Street in East Multnomah County. The street alignments are considered less safe due to the decreased maneuverability of the fixed rail vehicles.

Land Use

All project alternatives, with the exception of the No-Build and Low Cost Improvement options, generally conform with local plans and policies regarding land use and transportation. The Light Rail Transit alternative on either Burnside Street (5-1) or Division Street (5-2) offer the greatest potential for secondary land use changes which concentrate population and employment in East Multnomah County in support of a more efficient public transit network. This stems from the extension of the fixed rail service into Gresham and associated developmental potentials around the transit stations.

Similar developmental opportunities exist in the I-205 segment of the transit route, and to a similar degree among the HOV, Busway and Light Rail Transit options. Separated realization of more concentrated land use would require application of land use controls in the vicinity of transit stations. Secondary land use changes in downtown Portland and East Portland would be minor due to the type and extent of existing development.

Sociocultural

Population change in the various study areas is assessed for each alternative. The No-Build and LCI options are consistent with CRAG population forecasts. Under the HOV and Separated Busway options, some population redistribution in the immediate vicinity of the proposed transit stations, principally along I-205, could take place as minor land conversions occur. With the LRT alternative a redistribution of some of the forecasted increase in population would also occur, particularly around the major transit station locations in the East County area. Fixed rail facilities contribute to higher density, more compact development along these routes, and adjacent to stations servicing them.

The effects of the various alternatives on neighborhoods is varied. Under the No-Build, increased congestion would create some traffic spillover into neighborhood streets. Under the LCI minor proximity impacts would affect residents and institutions along its routes from operational changes in the transit traffic system. The major build alternatives would beneficially affect the vitality of the East Portland neighborhood by funneling more traffic through the Banfield corridor and not along city arterials. LRT construction in the East County could adversely affect the Burnside and Division Streets residential and institutional areas, primarily through restricted access, out-of-direction travel and on-street parking removals.

Right-of-way requirements are nonexistent under the No-Build. The LCI necessitates very minor acquisitions, totaling less than one acre. A wide range of right-of-way needs are present in the HOV options, as a result of design variations in the reconstruction of the Banfield Freeway. Option 3a would displace 98 households and 4 businesses, requiring 2.4 acres at a cost of 1.4 million dollars. Options 3b and 3c require the removal of between 145 and 175 households, 13 businesses, involving 20.5 acres at

a cost of 12.0 to 13.2 million dollars. This greater impact is attributable to the extra widths necessary to accommodate the widening of the Banfield Freeway to a full six-lane facility.

The Busway alternative, would displace between 168 to 175 households and 12 to 13 businesses, occupying 22.7 acres at a cost of between 12.9 and 13.2 million dollars. The LRT routes share the same alignments in the Banfield Freeway corridor. The wide variation in right-of-way impacts occur in the different alignments in the East County area. The Burnside Street route (Option 5-1) would remove between 27 to 70 households, 5 to 11 businesses and 43.6 to 47 acres at a cost of 11.9 to 14.7 million dollars. The Division Street alignment (Option 5-2), would remove between 151 to 194 households, 57 to 63 businesses and 67.8 to 71.2 acres at a total cost of 30.6 to 33.4 million dollars. The primary reason for the greater cost of this route over the Burnside route is due to a greater right-of-way width (110 feet) required along Division where there presently exists a great deal of commercial and residential development. Option 5-3, the Lents LRT route, would require only minimum additional right-of-way outside the Banfield Freeway corridor, since the majority of the alignment exists within the boundaries of the I-205 Freeway. Some 16 to 59 households would be displaced, 4 to 10 businesses affected on 18.4 to 21.8 acres at a cost of 10.0 to 12.8 million dollars.

Impacts to cultural resources are primarily concentrated in the downtown area. Under the No-Build and LCI options, no major historic impacts have been identified. Alternatives 3, 4 and 5 would require the removal of some historic buildings. The most significant removal is that of several 19th century brick

structures in the block bounded by NW Glisan, Flanders, Fourth and Fifth. Though not currently listed in the Federal Register, they are considered of local historic significance.

The LRT alternative will have the most significant visual impact with its overhead power system. The wires are conspicuous in silhouette to the pedestrian on the sidewalk, or to auto occupants on the street.

Natural Elements

The natural or physical impacts of the transitway project are minimal. Geological impacts are concerned primarily with soil erosion potential in areas where large amounts of earth would be disturbed during project construction. In the Summary Matrix, this is defined as "acres of potential slope erosion." In general, the major build alternatives are nearly equivalent in their erosion potential, with the exception of the HOV option which would extend the existing HOV lanes (3a). The maximum projected acreage of slope disturbance for any alternative is only 9.6 acres under Alternative 3b.

Impacts on water quality are also considered to be minor. Some floodplain encroachment would occur under the Light Rail options (5-1 and 5-2). Between 1.5 and 10.8 acres in the Fairview Creek floodplain would be impacted under these two options. The alteration of the hydrological character of the urban watershed would result from implementation of any of the build options. Increases in pavement area create additional impermeable surfaces, which in turn change the amounts of water which percolate to the groundwater table. A minimum of 1.2 acres of pavement surface would be added under the LCI alternative. From 2.3 to 27.6 acres of additional paved surface would be added under the HOV options. The Busway alternative would require 25.8 acres, while the LRT alternative would add 15.9 to 29.8 acres to added pavement surface.

Noise

With the exception of a few isolated locations, it can be stated that there are no significant noise impacts with any of the alternatives. The few isolated noise impacts identified with the LCI or LRT options can not be mitigated because of constraints at those immediate locations. Some reduction in noise will occur along the Banfield Freeway as a result of barrier and berm construction incorporated in the project design.

Air Quality

Air quality changes resulting from implementation of the transitway project on the regional level are the function of the project decrease in vehicle miles traveled (VMT) under all of the build options. Reduction of VMT is a key to cleaner air quality in the overall region. For this reason, slightly decreased pollutant levels in relation to the No-Build, would occur under all of the build alternatives with the LRT options exhibiting perhaps the greatest reduction. The only significant reduction in air pollutants will be the result of existing and future clean air strategies including motor vehicle emission controls. Some of these strategies are already in effect at the local level.

The selection of any alternative, other than the "No-Build," will lend to additional reduction in pollution potential in East Portland and areas adjacent to the Banfield Freeway, as well as the Central Business District. Concentrations of emissions for local impact areas should not result in future violations of ambient air quality standards. None of the build alternatives show a significant impact on air quality.

Energy

Energy requirements for the project have been summarized, by alternative, under the two subject headings: 1990 Total Fuel Consumption and 1990 Total

Energy Requirements. As can be seen from the Summary Matrix, total energy requirements only vary by 6% between the alternatives. The No-Build is the most fuel consumptive of all alternatives, while the Burnside alignment of the LRT option represents the best alternative with regard to the amount of 1990 energy required and fuel consumed.

SUMMARY IMPACT MATRIX

ALTERNATIVES		ECONOMICS								TRAFFIC AND TRANSIT									
		PROJECT CONSTRUCTION COSTS (\$ MILLIONS)	TOTAL SYSTEM COSTS (MILLION \$)	1990 ANNUAL OPERATING COST (MILLION \$)	1990 NET OPERATING COST (MILLION \$)	1990 TOTAL TRANSIT ANNUAL COST (MILLION \$)	1990 TOTAL TRAFFIC SAVINGS (MILLION \$)	1990 TOTAL ANNUAL TRANSIT COST PER PASSENGER (\$)	1990 NET OPERATING COST PER PASSENGER (\$)	GENERAL ECONOMIC CONDITIONS	1990 PEAK-HOUR TRAFFIC CHARACTERISTICS	1990 VEHICLE MILES TRAVELED (MILLIONS)	1990 PREDICTED TRAFFIC ACCIDENTS	1990 EAST SIDE TRANSIT PASSENGERS (MILLIONS)	TRANSIT SAFETY	TRANSIT ADAPTABILITY	DOWNTOWN TRANSIT OPERATIONS	TRANSIT SERVICE QUALITY	
No-Build	1	0.0	13.0	12.1	8.0	13.7	0	0.59	1.01	Would not support area economy	Greatest increases on Banfield Freeway and arterial streets. Greatest number of overcapacity lane miles.	985.0	Greatest number of traffic and transit accidents	13.5	Street operation subject to traffic accidents	Flexible to changes in operations Not a long-term transit investment	Up to 400 buses downtown in peak hour Up to 55 buses routed off mall in peak hour	Good area coverage, but low connectivity, much duplication of routing	
	2a	7.1	27.0	15.3	10.7	18.1	6.4	0.70	1.18	2a would generally not encourage economic activity	Most arterial traffic of build alternatives in East Portland.	942.0	4 to 5% less accidents than no-build but similar to HOV(3a)	15.3	Generally safe in exclusive bus lanes	Flexible to changes in operations	Up to 585 buses downtown in peak hour	Improved connectivity and schedule frequency	
2b	9.7	29.4	8.7				2b would generally support area economy			Similar to bus alternatives 4a, 4b and LRT options 5-1 and 5-2.	942.1	Cannot insure long-term transit use				Up to 215 buses routed off mall in peak hour	Possible delay to non-peak suburban buses		
High Occupancy Vehicle Lanes	3a	13.7	71.8	15.9	10.4	21.1	7.4	0.57	1.21	3a would support area economy but not as well as 3b or 3c	More arterial street traffic in E. Portland than 3b or 3c.	942.9	Slightly higher than (3c) or (3d)	18.3	Generally safe on Banfield segment	Not flexible to changes in operations	Up to 609 buses downtown in peak hour	Improved connectivity and schedule frequency	
	3b	67.1	125.2				25.8			9.2	1.41	Would support area economy	Least increase in traffic of all alternatives on Banfield Freeway and city arterials.		945.4	Lowest of all bus options	Possible convertibility to busway or LRT (3b and 3c)	Up to 230 buses routed off mall in peak hour	Much duplication of service on Banfield
	3c	75.4	133.5															Cannot insure long-term transit use	
Separated Busway	4a	83.3	143.3	17.9	12.1	28.6	8.3	0.63	1.48	Would support area economy	Would reduce growth in traffic slightly more than LCI and LRT options.	947.7	Similar to HOV (3b) and (3c)	19.2	Very safe on Banfield, but high annual mileage increases chance of accidents	Flexible to changes in operations	Up to 630 buses downtown in peak hour	Improved connectivity	
	4b	79.6	139.6				28.3									1.47	Possible convertibility to LRT	Up to 230 buses routed off mall in peak hour	High schedule frequency
Light Rail Transit	5-1a,b	119.7	159.0	14.4	8.6	27.0	10.1	0.45	1.40	Would support area economy	Would reduce growth in traffic. Approximately as effective as LCI and Separated Busway options.	927.5	Lowest accident level of all alternatives	19.2	Rail system high in safety Feeder buses safe due to low annual mileage	Rail lines limited in flexibility	Up to 500 buses downtown in peak hour	High level of passenger comfort, but more peak-hour standees	
		129.9	169.2													Feeder buses very flexible to changes in operations	Up to 150 buses routed off mall in peak hour (as few as 345 buses would be routed downtown if LRT lines are developed in two additional corridors)	Transfers required for many downtown trips	
	5-2a,b	144.6	188.3	14.4	8.8	29.3	8.5	0.47	1.57	Would support area economy		940.7	Higher than (5-1)	18.6		High assurance of long-term transit use		High connectivity	
		154.8	198.5															Low route duplication increases efficiency	
	5-3a,b	108.5	151.7	13.8	8.2	25.8	6.3	0.49	1.48	Would support area economy	Least effective of build options in reducing traffic growth.	971.4	Highest accident level of all build alternatives	17.4				Good travel speeds	
		118.7	161.9																

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

HEARING AND PROJECT REPORT

Section F

RIGHT-OF-WAY REPORT

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

RIGHT-OF-WAY REPORT

Overview

A general summary of project impacts appears in Table 1. It must be remembered that figures given are estimates in every case, and that they are based on maximum right-of-way needs for each alternative.

Property Requirements

While alternatives 1, 2 and 3a require no land, or only a small amount, the other choices need between twenty and seventy acres. The largest parcels are generally needed for park-and-ride lots, and are mostly unimproved. A sizable portion of the acreage needed for alternatives 5-1 and 5-2 consists of land for maintenance and storage of transit cars (ten or fifteen acres). Most of the land needed for the project is vacant with some residential use, although the Division Street route (5-2) would affect many businesses.

Displacements

The number of residential properties required is highest for alternative 5-2b; almost two hundred households would be displaced. Many of the other options would affect one hundred or more. These figures include ninety tenants of the Athens Hotel, where it may be possible to reduce the impact. Most of the multiple-family displacements relate to partial purchases of apartment buildings. In the case of alternatives 1 and 2, no one would need to relocate. In all cases, the actual number of people affected would be higher than the number of households; probably over twice as many. Thus certain options might force over four hundred persons to look for another place to live, whether as homeowners or tenants.

Using the number of businesses affected is somewhat less valid as a measure of impact, because of the great variation in size. Nevertheless, Table 1 shows that only two options (5-2a and 5-2b) would displace more than a dozen business operations. Because of the well-established commercial nature of Division Street, and the need for considerable widening, about sixty firms would be forced to move. Only a few of these are in the Banfield and downtown areas. Businesses serving a sizable region would generally have fewer problems in finding another location than those which depend on a neighborhood clientele built up over time. The medical clinic on 47th Avenue might have a problem in relocating near the hospital with which it is now associated.

Among the three non-profit organizations being displaced by various project alternatives are two churches and a federal agency. Although more details appear under the specific alternatives, it should be mentioned that a church has difficulty in finding another suitable facility. This would be especially true for one serving a localized congregation; and in any case, the church must avoid overlapping into another church's "territory" (in the same denomination). The federal agency would probably have little difficulty in finding a building within the general area it serves.

Cost Estimates

These figures, as shown in Table 1, include the costs of buying property and helping with relocation. No construction costs appear under this heading. The property costs do include the purchase of easements where necessary.

Alternative 1 needs no land and therefore no purchases; and alternative 2 involves little expense. Option 3a would require over \$1 million, while all the other options would cost between \$10 million (5-3a) and \$33 million (5-2b). The largest single cost would be \$6 million for any of the options affecting the Union Pacific Railroad right-of-way (3b, 3c, 4a, 4b, 5a and 5b). This

figure is mostly related to the higher costs of constructing a future second track to the north of the present one, rather than to the south.

Reduction in Tax Base

Any transfer of property from private to public ownership may affect the property tax base. Usually these affects are negligible, unless there is a sizable project within a small tax district. To determine whether or not the Banfield project would have a significant impact on the tax base, the following procedures were used.

Estimates of the reduction in the tax base were made for each affected parcel, based on 1977 assessed values (obtained from the Multnomah County tax rolls). To determine if the tax base reduction would require an increase in the tax rates, the worst case---the Division LRT alignment---was examined. It was found that in this alignment, the largest percentage reduction for the fourteen taxing agencies along this alignment would be less than 0.4 percent of the total tax base. It was determined on this basis that no increase in the tax rate would be required as a result of the reduction in the tax base from right-of-way acquisition.

The tax base reduction with an LRT alignment would be offset by the future savings in the public sector by having concentrated development around the transit stations rather than sprawl in East County.

MITIGATION MEASURES

The impacts of right-of-way purchases have been discussed, in most cases, in terms of maximum needs. However, several procedures can be used to reduce the severity of these adverse effects.

Acquisition Process

The Oregon State Highway Division follows an orderly procedure in acquiring land. This involves public hearings, professional appraisals, personal contact, and allowance for appeals. Persons forced to sell their property can expect to obtain the market price, or compensation for any change in value if a portion is taken.

Relocation Assistance Program

This program aids all those who must move; the assistance is especially valuable for those with special problems, such as churches, businesses, and low-income tenants. Although monetary help is given, other types of assistance are important. A relocation agent can explain the types of help available and provide lists of suitable facilities. The Housing Authority of Portland manages 4,000 residential units, for low income persons. This agency can be of help for a large project, although there is always a waiting list.

Availability of Replacement Housing

A review of the classified ads shows that there is no shortage of homes, rental units, or business sites in the general area of the project. This refers to properties in average price ranges, but the picture is different for low-cost rentals. The supply of these is limited and is likely to decrease. Thus, finding suitable housing for those in the Athens Hotel would be more difficult than for other displaced groups. Probably subsidized housing under some federal program would be needed. If no other housing were available, "housing replacement as last resort" (Section 206) might be needed. In this case, suitable housing would be constructed with federal aid.

In general, finding replacement housing is easier in an urban area like Portland, than in an isolated small community. In a single month, almost 2,000 houses were advertised in the eastern suburban areas of Portland. And advertised rental

units were also plentiful.

Relocation of Businesses and Non-Profit Organizations

Businesses and non-profit organizations are eligible to receive moving expenses, as well as reimbursement for the cost of finding another location. In addition, relocation agents and the Portland Economic Development Committee have lists of commercial facilities available. Similar lists of properties suitable for a church or a government office (which might be displaced by this project) are also available.

Partial Acquisitions

In many cases, it has been assumed that an entire property would be acquired, because of the need for a small part of the land or building. Some of these purchases could no doubt be avoided by slight design changes. This is probably more likely to be feasible with commercial buildings, which are often built with no setback. Residences, on the other hand, generally need a setback from the property line.

TABLE 1
BANFIELD TRANSITWAY PROJECT RIGHT OF WAY

	1	2		3			4		5			1b	2b	3b
		a	b	a	b	c	a	b	1a	2a	3a			
New Right of Way Property (in acres)	-	0.4	0.4	2.4	20.5	20.5	22.7	22.7	43.6	67.8	18.4	47.0	71.2	21.8
Displacements:														
Residential														
Single Family Units	-	-	-	8	45	65	57	65	23	73	12	51	101	40
Multiple Family Units	-	-	-	90	100	110	111	110	4	78	4	19	93	19
TOTAL Residential Dis- placement #	-	-	-	98	145	175	168	175	27	151	16	70	194	59
Businesses	-	-	-	4	13	13	12	13	5	57	4	11	63	10
Non-Profit Organizations	-	-	-	-	1	1	1	1	-	2	-	1	3	1
Right-of-Way Costs														
Property Acquisition (\$1,000,000)	-	.01	.01	1.0	11.4	12.4	12.1	12.4	11.7	29.3	9.9	14.2	31.8	12.4
Relocation	-	-	-	.4	.6	.8	.8	.8	.2	1.3	.1	.5	1.6	.4
TOTAL Estimated Cost (\$1,000,000)	-	.01	.01	1.4	12.0	13.2	12.9	13.2	11.9	30.6	10.0	14.7	33.4	12.8
Estimated Tax Base Reduction (\$1,000,000)	-	-	-	0.1	2.4	4.1	4.2	4.3	ND	ND	ND	5.0	8.0	ND

SOURCE: Metro Office Design and Right-of-Way Sections, ODOT

#Includes both partial and entire acquisitions.

ND - No Data

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

HEARING AND PROJECT REPORT

Section G

CONSTRUCTION AND VEHICLE COSTS

BANFIELD TRANSITWAY PROJECT

MULTNOMAH COUNTY

CONSTRUCTION AND VEHICLE COSTS

The Construction and Vehicle Cost Summary (Table 1) shows the basic elements of the project for which funding would be required. Construction costs include costs for right-of-way. Funding is anticipated to come from one or more Federal programs administered by the Federal Highway Administration and Urban Mass Transit Administration with the major source being from the Mt. Hood Freeway transfer funds. In addition State and local agencies are expected to participate.

At this time the amount of funding from the various Federal, State, and local sources has not been determined. Federal programs range from 80% to 86% participation with state sources participating in the remainder from 0% to 100%. Local sources would be required to fund any amount not funded by Federal or State agencies. Basic policy decisions are necessary before any funding split can be made. The intention is to have the required policy decisions made and funding split determined before an alternative is to be selected.

TABLE 1
BANFIELD TRANSITWAY PROJECT CONSTRUCTION AND VEHICLE COSTS
(Million \$)

Basic Element	No Build 1	Low Cost Improvement		HOV Lane			Separated Busway		LIGHT RAIL TRANSIT					
		2a	2b	3a	3b	3c	4a	4b	Burnside		Division		I-205	
									5-1a	5-1b	5-2a	5-2b	5-3a	5-3b
Banfield Auto Lanes Improvement	0	0.6	3.2	0	4.6	12.9	12.9	12.9	2.7	12.9	2.7	12.9	2.7	12.9
City/County Streets	0	6.5	6.5	0	0	0	0	0	8.9	8.9	32.0	32.0	0	0
Banfield Transit Improvements	0	0	0	13.7	62.5	62.5	70.4	66.7	60.8	60.8	60.8	60.8	60.8	60.8
Transit Related Facilities	0	0	0	0	0	0	0	0	34.1	34.1	35.0	35.0	29.7	29.7
Stations	0	0	0	0	0	0	0	0	8.7	8.7	8.3	8.3	7.3	7.3
I-205 Constr. Cost for Alternative 5	0	0	0	0	0	0	0	0	4.5	4.5	5.8	5.8	8.0	8.0
Total Constr. Costs	0	7.1	9.7	13.7	67.1	75.4	83.3	79.6	119.7	129.9	144.6	154.8	108.5	118.7
Vehicle Costs	13.0	18.4	18.4	18.2	18.2	18.2	20.1	20.1	37.9	37.9	38.2	38.2	31.6	31.6
Total Constr. and vehicle cost	13.0	25.5	28.1	31.9	85.3	93.6	103.4	99.7	157.7	167.8	182.8	193.0	140.1	150.3

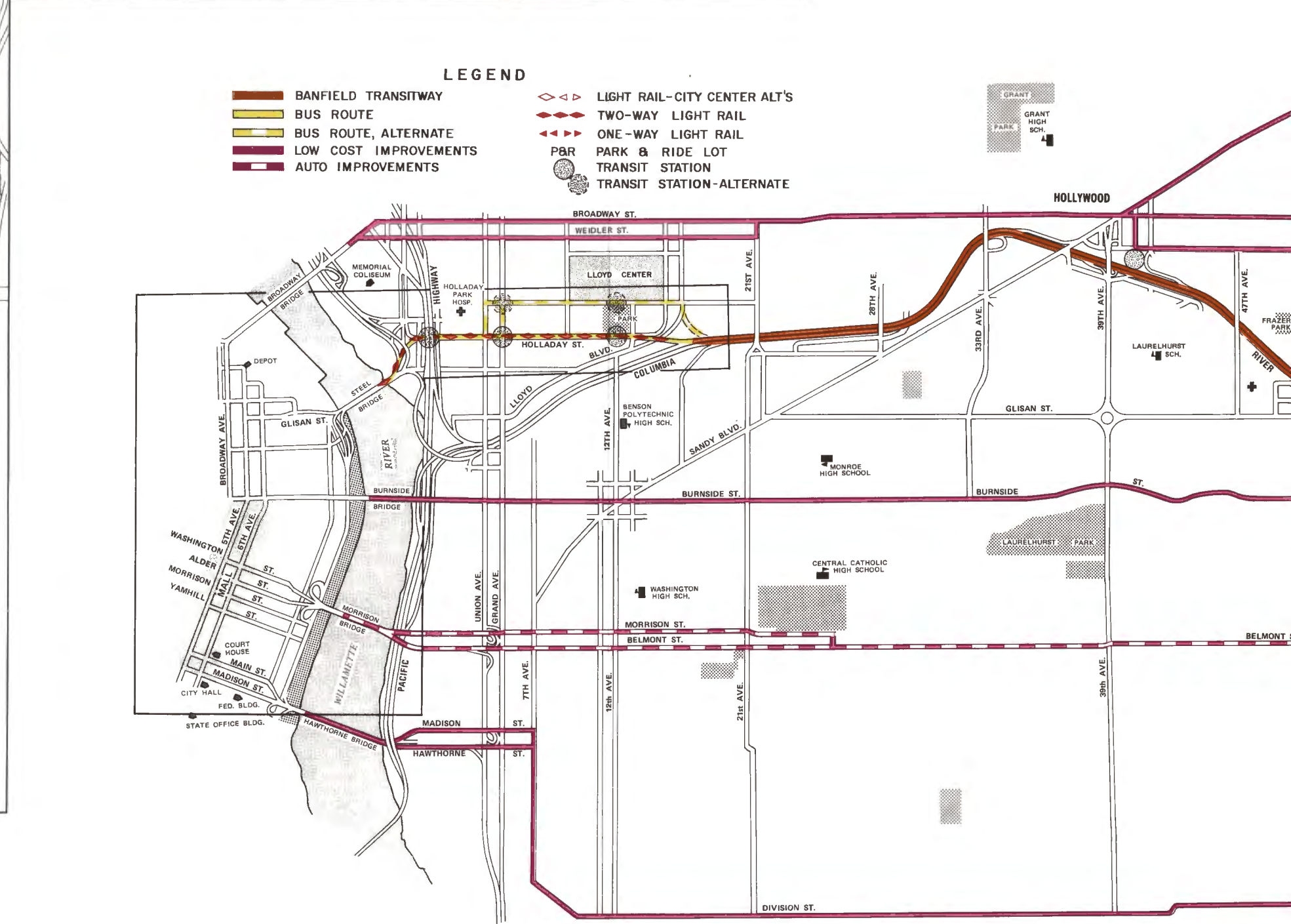
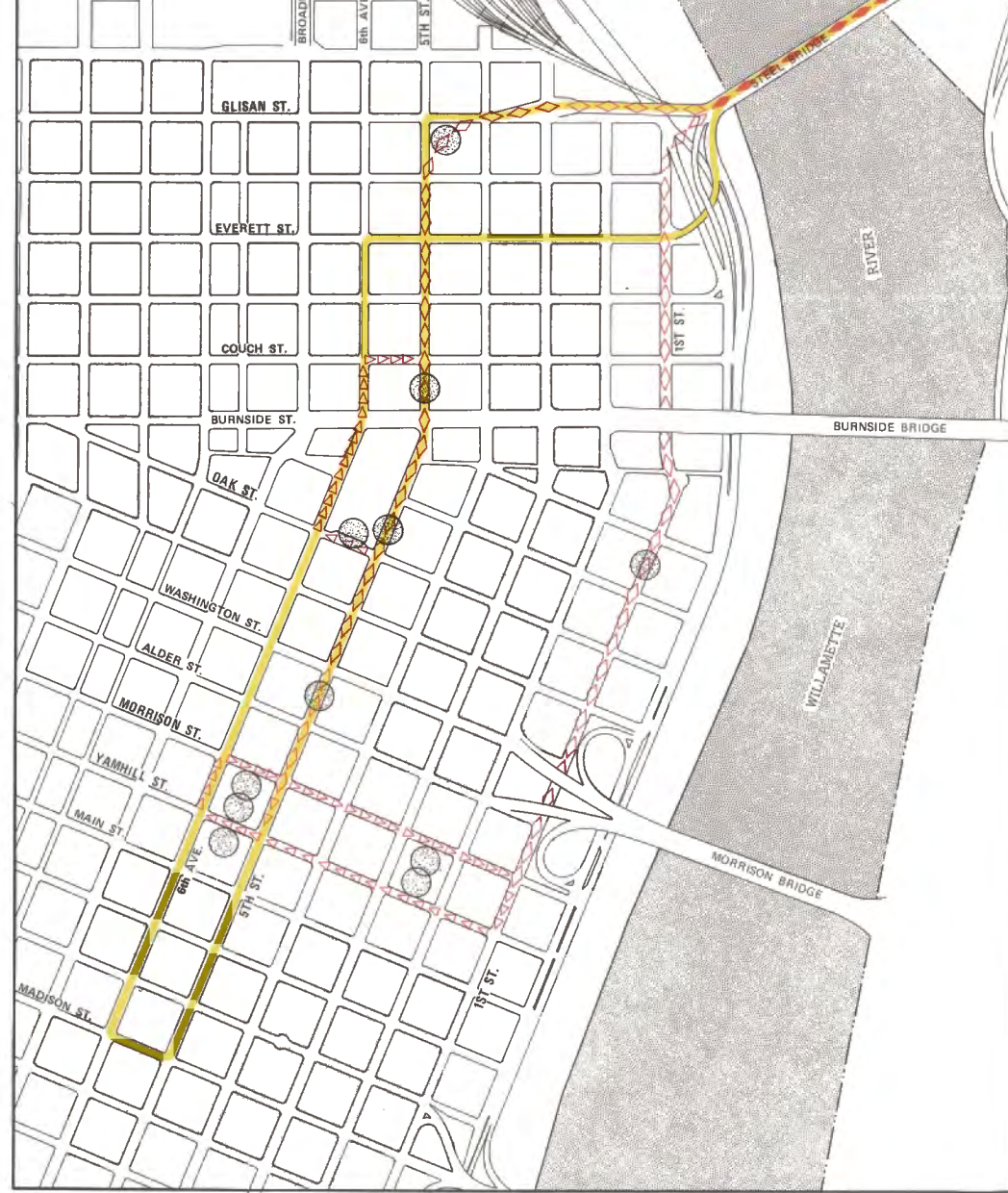
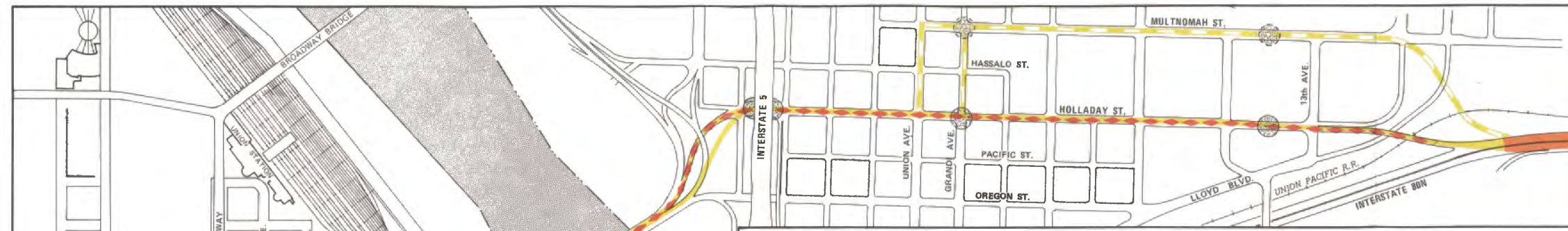
**BANFIELD TRANSITWAY PROJECT
MULTNOMAH COUNTY**

HEARING AND PROJECT REPORT

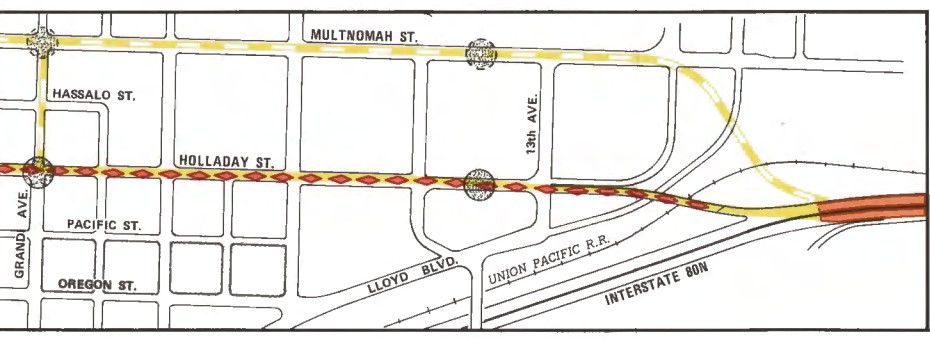
Section H

PROJECT SKETCH MAPS

OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
MULTNOMAH COUNTY
 APRIL 1978

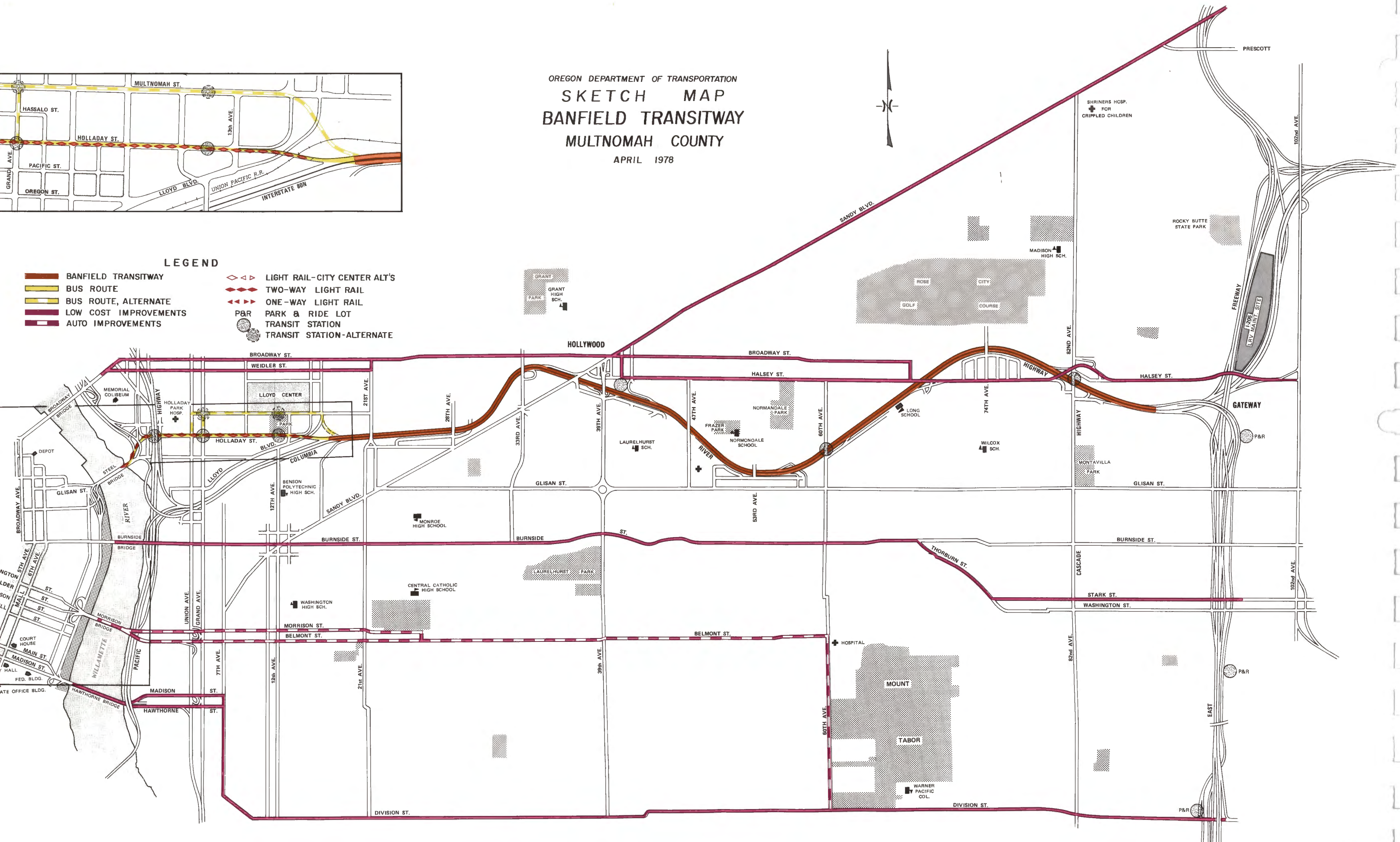


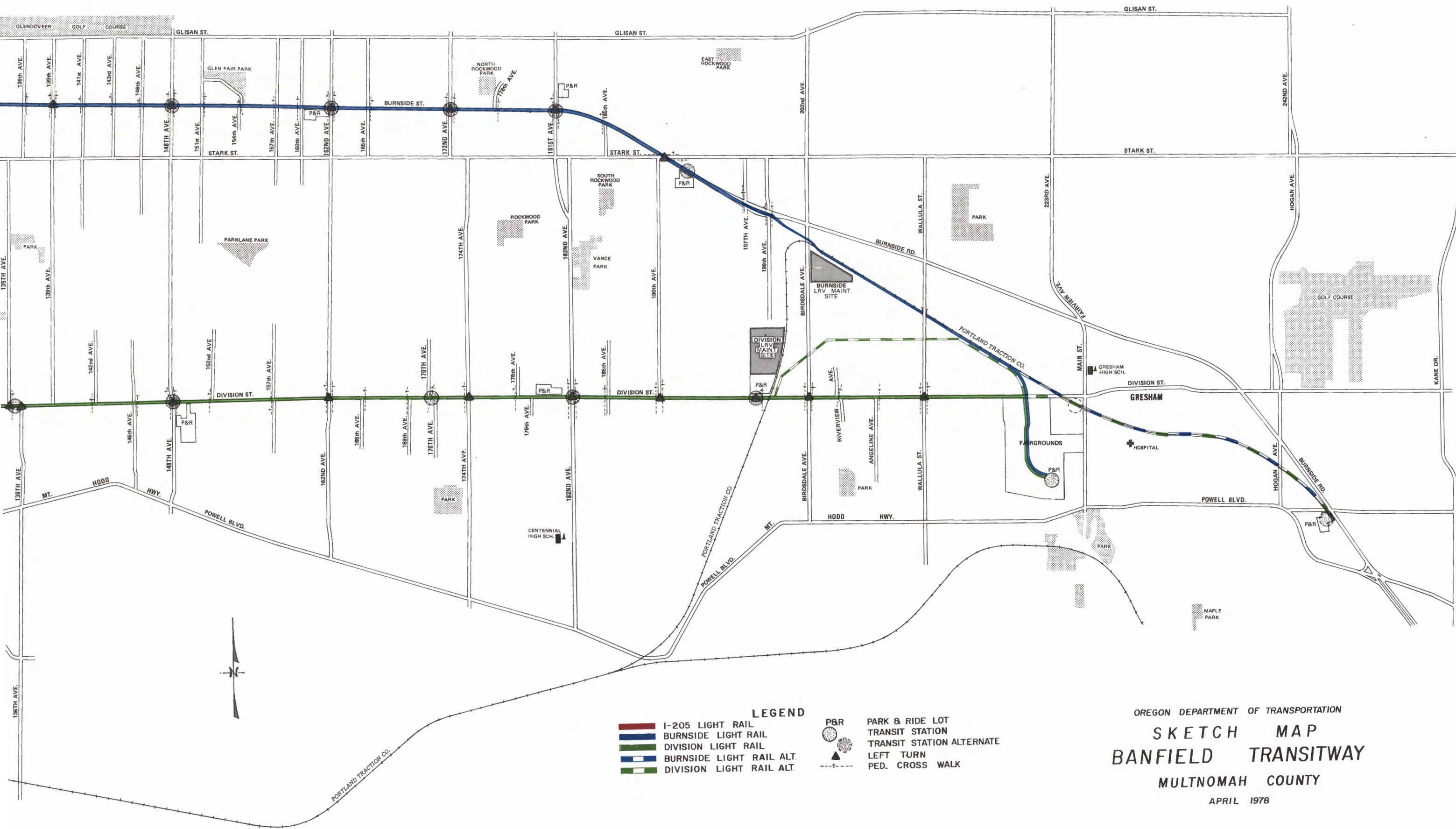
OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
 MULTNOMAH COUNTY
 APRIL 1978



LEGEND

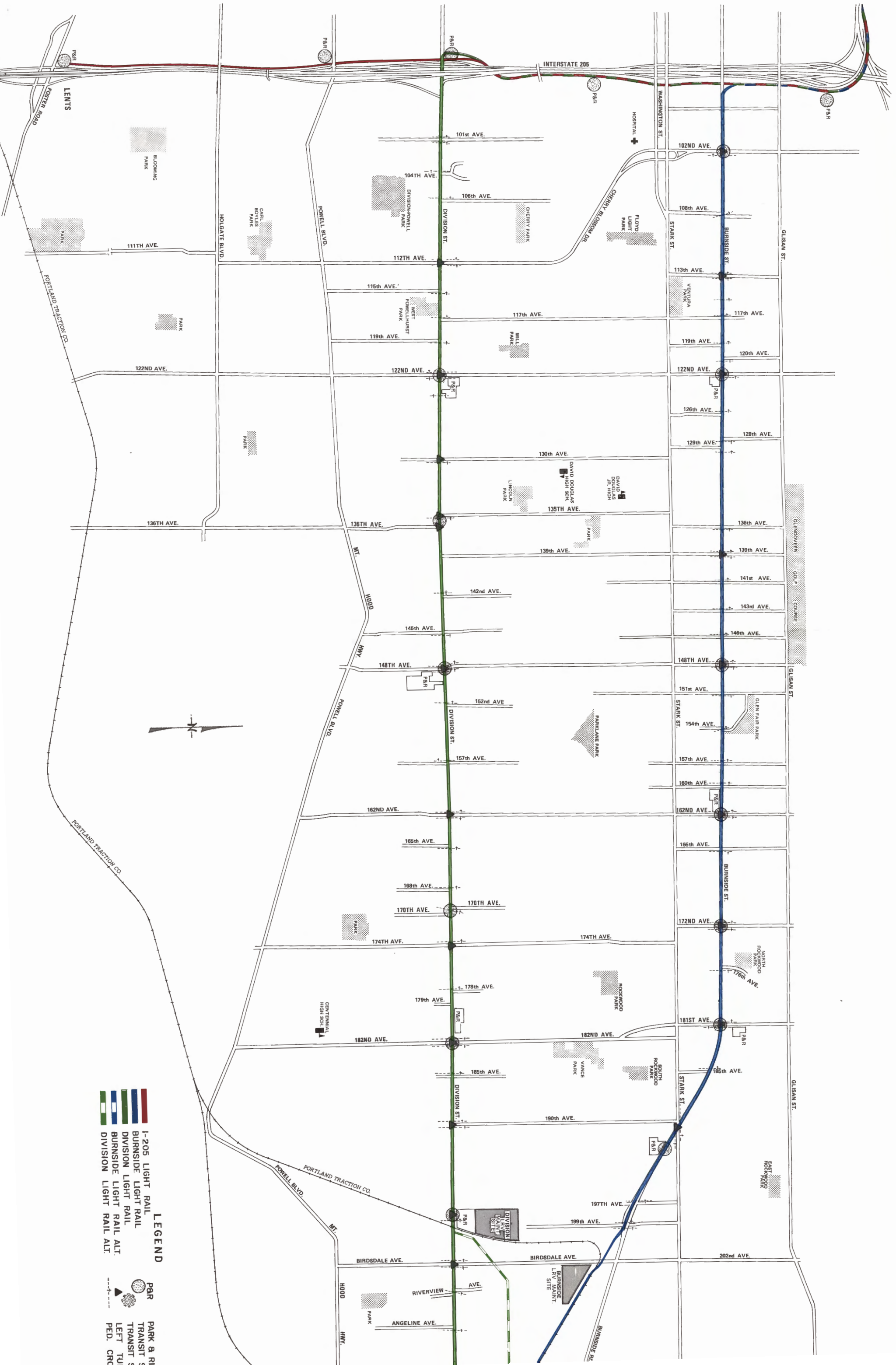
- BANFIELD TRANSITWAY
- BUS ROUTE
- BUS ROUTE, ALTERNATE
- LOW COST IMPROVEMENTS
- AUTO IMPROVEMENTS
- LIGHT RAIL-CITY CENTER ALT'S
- TWO-WAY LIGHT RAIL
- ONE-WAY LIGHT RAIL
- P&R PARK & RIDE LOT
- TRANSIT STATION
- TRANSIT STATION-ALTERNATE





- LEGEND**
- I-205 LIGHT RAIL
 - BURNSIDE LIGHT RAIL
 - DIVISION LIGHT RAIL
 - - - BURNSIDE LIGHT RAIL ALT.
 - - - DIVISION LIGHT RAIL ALT.
 - P&R PARK & RIDE LOT
 - T TRANSIT STATION
 - A TRANSIT STATION ALTERNATE
 - ▲ LEFT TURN
 - - - PED. CROSS WALK

OREGON DEPARTMENT OF TRANSPORTATION
SKETCH MAP
BANFIELD TRANSITWAY
 MULTNOMAH COUNTY
 APRIL 1978



LEGEND

- I-205 LIGHT RAIL
- BURNSIDE LIGHT RAIL
- DIVISION LIGHT RAIL
- BURNSIDE LIGHT RAIL ALT.
- DIVISION LIGHT RAIL ALT.

P&R

- PARK & RIDE
- TRANSIT STOP
- LEFT TURN
- TU
- PED.
- CRC