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6-17-1999

Meeting Notes 1999-06-17 [Part F]

Joint Policy Advisory Committee on Transportation

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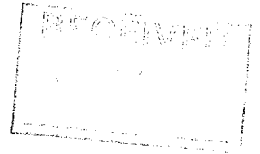
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Comments Received from the SPIRIT Organization



DATE: 6/1/99
TO: ROSS ROBERTS
METRO TRANSPORTATION DEPT.
600 NE GRAND AVE, PORTLAND, OR 97232
FAX #: 797-1929
RE: SPIRIT Y2K PLAN
FROM: RENEE SANCHEZ
PHONE: 493-3602
FAX #: 288-8416
MESSAGE:

Dear Ross Roberts,

I am writing to express my concern about your unwillingness to support SPIRIT's Y2K plan for students to get to school. I understand that \$55 million dollars is planned to be invested in the N. Interstate MAX.

While this may be a benefit to the community, It is much more costlier than the 4.6 million it would take to invest in the young people and future generations in this community.

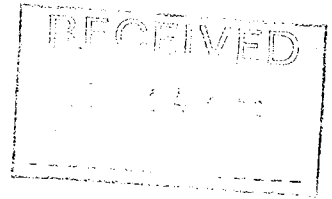
I fully support SPIRIT and their great work in this community and hope that you too will support this work by getting behind SPIRIT's Y2K plan to get kids to school.

Sincerely,

Renée Sánchez
1732 NE Sumner Street
Portland, OR 97211

Cc: SPIRIT

June 9, 1999



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

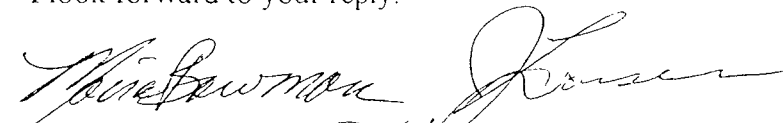
Dear Ross Roberts,

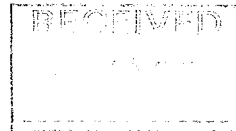
I am writing in support of students in Portland and the Y2K plan proposed by Sisters in Portland Impact Real Issues Together. As a strong ally of SPIRT, I share their commitment to making sure that students are able to attend school through the Y2K plan. This plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

I understand that Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

Metro must prioritize youth ridership through the Y2K program. It is a moral imperative that a solution is created that makes access to school possible for all students. I believe that this \$4.6 million plan must happen before investing \$55 million in the North Light Rail Interstate MAX. And, I believe this investment must happen now.

I look forward to your reply.


Moira Bowman and Jæ Larsen
5616 NE 26th
Portland, OR 97211

**FAX**

To: Ross Roberts @ Metro Transportation Department

Fax: 797-1929

From: Ian Singerland

Fax: 288-8416

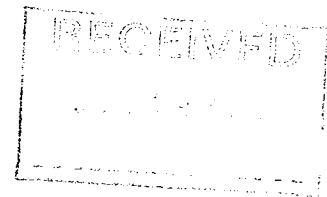
Re: Support SIRIT's Y2K plan!

Dear Mr. Roberts,

I am writing to ask you to make funding for SPIRIT's Y2K plan a priority. Metro should invest the 4.6 million needed for SPIRIT's plan so the kids can ride to and from school free before investing any money in the North/South Light Rail Interstate MAX.

These days education is clearly necessary for any real economic opportunity. It is unconscionable that we allow barriers to kid's ability to access educational opportunities. As a region we have done more than anywhere to purposefully make our community a livable place, but a strong physical infrastructure is meaningless without a strong social infrastructure. Our kids' education must be a priority.

Support funding for SPIRIT's Y2K plan!!



June 10, 1999

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

Dear Mr. Roberts,

As a member of the Portland community, I am writing to encourage Metro to fund a program which would allow students in Portland to ride free to school. The ability to attend public school should not be dependent on the ability to afford a bus pas. Sisters in Portland Impacting Real Issues Together has designed an effective plan to meet this need. SPIRIT's Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRIT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

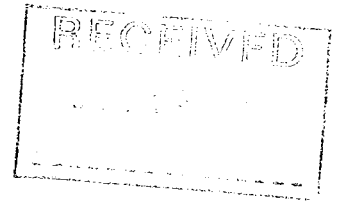
Metro must prioritize youth rider-ship through the Y2K program. This would be a commitment not only to our youth but to future rider-ship and our environment. It is imperative that a solution is created that makes access to school possible for all students. This comparatively small \$4.6 million plan must happen before investing \$55 million in the North Light Rail Interstate MAX. And, I believe this investment must happen now.

Thanks in advance for your time and for your response,

A handwritten signature in cursive script that reads "Brian Hoop". The signature is written in black ink and is positioned above the typed name.

Brian Hoop
10249 NW 109th
Portland, OR 97231

June 9, 1999



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

Dear Ross Roberts,

Metro must fund a program to allow students in Portland to ride free to school. I believe that Sisters in Portland Impacting Real Issues Together has designed an effective plan to meet this need. SPIRIT's Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

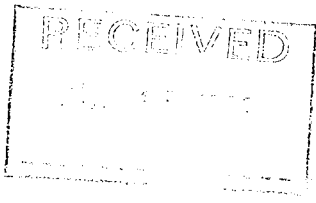
It is my understanding that Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRIT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

Metro must prioritize youth ridership through the Y2K program. It is imperative that a solution is created that makes access to school possible for all students. This comparatively small \$4.6 million plan must happen before investing \$55 million in the North Light Rail Interstate MAX. And, I believe this investment must happen now.

I look forward to hearing from you.

A handwritten signature in cursive script that reads "Staci Cotler".

Staci Cotler
4826 NE 22nd
Portland, OR 97211



Rich Dudder
315 N. Bridgeton Rd. #D
Portland OR 97217 8086
(503) 285 0088

Ross Roberts
Metro Transportation Department
600 N.E. Grand Ave.
Portland OR 97232

Many of us in the community have long sought ideas for getting and keeping our students in school. My own priorities have long been with "the least of us".

I do not have the study before me, but a very significant number of poor parents have indicated that the cost of transportation plays a great role in their ability to get their students to school.

The SPIRIT organization has put forth the "Y2K" program to provide free public transit to students in the metropolitan area. My understanding is that the estimated cost would be \$4.6 million per year.

Inasmuch as Metro has "found" \$25 million to invest as their share of the North Light Rail project, which as an aside I support, I would highly encourage you to dig around a bit more to find the Metro share of a project that could help keep students in school.

It may seem a stretch to link Metro to schools, but if Metro is not about the people and their best interests, then I fail to understand what government is about at all.

Yours for a more civilized society,

Rich Dudder

A handwritten signature in cursive script that reads "Rich".

DEBORAH KAFOURY
State Representative
DISTRICT 18



**HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310**

June 14, 1999

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

Dear Ross,

I would like to ask that you support the Youth 2000 and Beyond Investment plan (Y2K), developed by SPIRIT. This plan will address the transportation needs of high school students in the Portland area.

The majority of our discussions around education have focused on classroom size, teachers' salaries and adequate textbooks, which are very important issues. However, the reality is that if students cannot get to school, these other issues are meaningless.

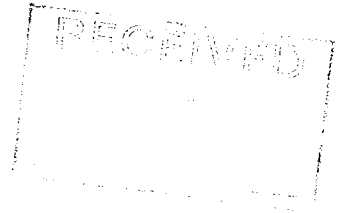
I urge you to invest \$4.6 million in SPIRIT's plan. Our community must embrace the responsibility of helping our children get to school. Please contact my office at (503) 986-1418 if I can be of any assistance at the state level in addressing this issue.

Sincerely,

Deborah Kafoury
State Representative



Jamie Drakos
1924 SE Ellis
Portland, Oregon 97202



June 14, 1999

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

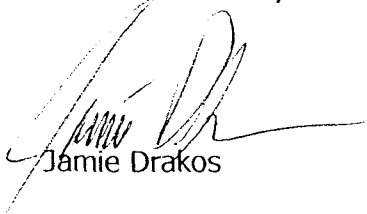
Dear Ross Roberts:

I am writing in support of the Y2K plan proposed by Sisters in Portland Impact Real Issues Together. As a parent and an advocate for social justice, I believe that everyone has the right to an education. The availability of transportation is key to accessing that education. The Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours.

I understand that Metro is currently discussing a North Light Rail project that would cost Tri-Met \$25 million, Metro \$55 million and the City of Portland \$30 million. Yet, SPIRIT's proposal has consistently been turned down for lack of funds. According to Tri-Met, it would cost approximately \$4.6 million to implement Y2K for Portland's youth.

Metro must prioritize access to school for Portland's youth through the Y2K program. I believe that this \$4.6 million investment must be made before Metro should even discuss the \$55 million investment in North Light Rail. Our youth should be the first priority of our city.

I look forward to your reply.



Jamie Drakos

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) good idea
to let Metro invest 4.6 million into
SPSRST's plan to ride Tri Met
to & from school for free before
investing 55 million in North
light Rail project

Date 6/9/99
Name Troy Hollins
Phone number 503 283-4607
Address 5255 WE 19th
City / State / ZIP PD X 97227

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) Kid's should be able
to ride tri-net to and from
school. Tri-net should in
vest spirit Y2K Plan
before they invest in
light rail Project

Date 6-9-99
Name Rose C. Lewis
Phone number 282-6064
Address 5119 NE 19th
City / State / ZIP Port Oregon 97241

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) If the City of Portland, Metro,
AND Tri-Met can find the funds for N/S
Light rail on Interstate Ave, then they should
surely be able to fund FREE transit for
students to help keep easier access to
school for those students who live beyond walking
distance. LETS HELP KEEP THE KIDS IN
SCHOOL!

Date 6/7/99
Name Rich Dudder
Phone number (503) 285-0088
Address 315 N. Bridgeton Rd #D
City / State / ZIP Portland, OR 97217-8086

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____
Metro should invest \$4.6 million into
SPRIT's plan to allow kids to ride
Tri-Met to and from school for free
Before investing \$55 million in the
North Light Rail Project

Date June 7, 1999
Name Brad Menninga
Phone number 283-8611
Address 6823 N. Albina
City / State / ZIP Portland OR 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) TPI MET CAN AFFORD
55 MILLION FOR MORE LIGHT RAIL BUT
CAN'T AFFORD TO ALLOW ^{KIDS} ~~ADULTS~~ SCHOOL
TPI FREE OR AT LEAST AT A REDUCED
FARE. HELP US

I AM LOW INCOME

Date 6-11-99
Name TERRY McLAIN
Phone number NO PHONE
Address 9069 N. Woolsey CT
City / State / ZIP PORTLAND OR 97203

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) we think Metro
should invest \$4.6 million into
Spirit's plan allow kids to ride
Tri met to and from school for
free before investing \$55 million
in North light Rail project.

Date 6/11/99
Name Johnson Doe
Phone number (503) 284-8435
Address 5705 NE 20th Ave
City / State / ZIP Portland, OR 97211

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) I think it would be
Nice to not have to look for change
to get on the bus if it could
be free it would really
be a good thing

Date June 11, 1999
Name Miranda Lobert
Phone number 289-8112
Address 9404 N Woolsey
City / State / ZIP Portland, OR 97203

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) B F think little
And big kids should
rid the bus free is
because we get so
cold And people call
Kids nap etc

Date 6/11/99
Name Miranda Lobert
Phone number 289-8112
Address 9404 N Woolsey ct
City / State / ZIP Portland, OR 97203

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

We at Spirit think that metro should invest \$4.6 million into the y2k plan from spirit which would allowed kid to ride tri-met to and from school for free, before investing \$55 million in North light rail project.

Date 6-11-99

Name Zenona Snyder

Phone number 503) 240-2663

Address 9524 N. Woolsey Ave

City / State / ZIP Portland OR 97203

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

We think Metro should invest \$ 4.6 million into SPIRIT'S plan allow kids to ride tri-Met to and from school for free befor investing \$ 55 million in North light rail project

Date

6/11/99

Name

Anna Pogorelov

Phone number

(503) 289-8542

Address

9540 N. Woolsey Ave

City / State / ZIP

Portland OR 97203

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) We think Metro should
invest \$4.6 million into SPIRIT's
Plan to allow kids to ride Tri-Met
to and from school for Free
before investing \$55 million in
North light rail project.

Date 6/11/99
Name Marguerite Brunt
Phone number 283-4253
Address 9627 N. Fiske Ave
City / State / ZIP Port, OR 97203

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I think Metro
should invest \$4.6 million
into Spirits plan to allow kids
to ride Tri Met to and from
school for free before investing
55 million in North light rail
Project

Date 6-11-99
Name Denise McIntosh
Phone number 735-4616
Address 9616 N. Woolsey
City / State / ZIP Port Or 97203

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I support the plan to allocate \$ to allow students to ride public transportation free of charge by diverting funds from the existing North Light Rail Project.

Date JUNE 11
Name ARNOLD BENSON
Phone number 284 4025
Address 5267 NE 20
City / State / ZIP PORTLAND OR 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

Dear Metro in an age when we claim to be so concerned about education as well as public mass transit, ~~I think~~ it is a crime that young students can't ride the trimet busses to school for free.

Date _____
Name JOEL WISMAN
Phone number (503) 870-8920
Address 5700 NE 26th
City / State / ZIP PDX 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I think metro should
help kids get to & from school ~~se~~ free
w/ an I.D card. You have no money yet
come up w/ \$ for light rail, hypocrisy IF you
ask me. It's free to ride in downtown
Seattle, (not Portland) tkp the children.

Date 6-9-99
Name Anne Middleton
Phone number 5136 NE. 19th Ave
Address 331-1091
City / State / ZIP Portland Or 97211

Anne Middleton

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) We believe that kids
should be able to get to school
safely. We believe that Tri-Met needs
to show kids that they are willing to
~~show~~ contribute to or invest in our
youth, as caring, responsible public
servants and members of society. They
need to do their part to show kids that
their education and safety is important
to everyone including big business and

Date 6/10/99
Name Desiree Rose
Phone number 289-8671
Address 8963 N. Woolsey Ct.
City / State / ZIP Portland, Or. 97203

government. In the future
kids will be in business
and government and will learn
future responsibility to

Comments due to Metro by June 14th at 5 pm
society by our example.

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) We feel that Metro
should invest 4.6 million
into SPIRITS plan to
allow students to ride
to & from school for free
before investing 55 million
in north light rail project.

Date 6-10-99
Name Susan Rose
Phone number 289 1552
Address 9610 N. Woodsegme
City / State / ZIP portland OR 97203

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) We think that Metro should
invest \$4.6 million into SPIRITS plan to
ride TriMet to and from school for free before
investing millions in North light rail project.

Date 6/9/99
Name Winters
Phone number 281-9115
Address 5226 NE 19th
City / State / ZIP PDX 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I think Metro
should invest \$4.6 million dollars
into SPSRST's Y2K plan to ride
TriMet to let students ride TriMet
to & from school for free
before investing \$55 million in
North high rail project

Date

Name

Phone number

Address

City / State / ZIP

Quinn Condliff
528-1475
5411 N.E. 19 Ave
97212

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I'm appreciative of the Work Spirit is doing
to raise concern for kids to regularly attend and
stay in school. Spirit's plan to allow kids to
ride Metro free is one I definitely support.
I believe if you have the will, the money can
be found. Investing in our kids education,
what can be important? Please do it.

Date

Name

Phone number

Address

City / State / ZIP

Joe Rastatter
6-7th 99
281-2538
2006 N.E. 50th
Portland Or. 97233

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print)

Before investing billions in light rail, invest in getting kids to school at no cost.

Date

6/7/99

Name

Chip Shields

Phone number

281-2663

Address

4839 NE MLK, #9

City / State / ZIP

Portland, OR 97211

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print)

Living just one block from Interstate Ave., and working downtown, I would stand to benefit from an Interstate light rail line. Beyond personal self-interest, I have been a longstanding supporter of light rail and other alternative transportation measures.

HOWEVER

I am losing my faith in Tri-Met's priorities. When school kids must pay bus fare to get to school - and many simply can't afford it - Tri-Met should be investing in SPIRT's Y2K plan (a modest investment compared to the proposed rail line) BEFORE expanding the

light rail system.

Don't pass the buck, and don't make kids pay the price!

Date

8 June 1999

Name

Lars Luis Ramos

Phone number

503-796-3367

Address

1653 N Alberta St.

City / State / ZIP

Portland, OR

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print)

I support light rail expansion -
but: also feel strongly that
before investing in the new line
metro should set aside additional
funds so that children can
ride Tri-MET to & from
school without having to
pay.

Date 6/8/99

Name Dan Petegorsky

Phone number 287-4913

Address 3133 NE 26th

City / State / ZIP PDx 97212

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print)

We think that Metro should invest \$4.6 million
into SPIRIT's plan to allow our students to ride
Tri-MET to and from school for free BEFORE
investing \$55 million in the North Light Rail
Project

Date June 8, 1999

Name Grant Frijl

Phone number 285-3605

Address 5706 N. Depanu St

City / State / ZIP Portland, OR 97203

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

We think metro should invest \$4.6 million into SPIRIT's plan to allow kids to ride Tri-Met to school for free. Before investing \$55 million in the North Light Rail project

Date

6/5/99

Name

Glenn Harris

Phone number

796-3361

Address

1423 NE 20th

City / State / ZIP

Portland, OR 97202

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I believe that Metro should be more responsive and responsible to the Portland community not just the business community. Metro should invest \$4.6 million into SPIRIT's plan to allow youth to ride Tri-Met to and from school for free. This should happen before investing \$55 million in the North Light Rail Project.

Date

6/8/99

Name

David Rogers

Phone number

493-3083

Address

4009 N Mississippi

City / State / ZIP

Portland 97227

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

Comments (Please Print) I believe that this
issue is long over due. We must put our
young people first. TriMet Needs to do their
part as a corporate partner. Please help
young people by providing Funds that support
free ridership.

Date 6-9-99
Name Tony Hopson
Phone number 503-249-1721
Address 1000 NE 13th
City / State / ZIP Portland OR 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

Comments (Please Print) Please provide funds
and support (free rides) for students of
P.P.S. on public transportation.

Date 6/8/99
Name Susita White
Phone number 535-1155
Address 1000 SW Vista Ave
City / State / ZIP Portland, OR 97205

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

Kids need to get to school
& Metro shd put money into
the free ride plan being
proposed by SPIRIT.

Date

Name

Phone number

Address

City / State / ZIP

6/7/99
Lorene Scheer
503/285 0558
14956 NW Mill Rd M-5
Portland, OR 97231

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

Metro should invest \$4.6 million
in SPIRIT's plan to allow children
to ride TriMet to & from school for free
before investing \$55 million in the
North Light Rail Project.

Date

Name

Phone number

Address

City / State / ZIP

6/7/99
Jamie Partridge
281-3951
4620 NE 7th
Portland, OR 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I support the max extension
through my neighborhood BUT it's important
to me to be sure our kids get to school
safely on TriMet. Many families in N/NE
can't afford to pay for bus fare, making it
harder for kids to actually get to school and
learn. PLEASE PRIORITIZE THE S.P.I.R.I.T.
plan for free bus transportation to
school for K-12.

Date 6/7/99
Name SUZANNE WALL
Phone number 283-4760
Address 6304 N. Commercial
City / State / ZIP Portland, OR 97217

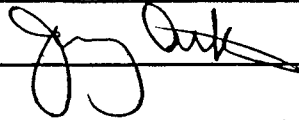
Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I believe that providing
free bus fare to students
should be a higher priority
than light rail funding. I think
SPIRIT'S plan is a good one.
If light rail is built, I
hope inner NE will be
adequately served.

Date 6/6/99
Name Jerry Atkin
Phone number 774-6047
Address 3814 SE Martins
City / State / ZIP Portland, OR 97202



Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) As a parent of two
children who use TriMet twice a day
each to reach Public Schools in the
Portland area I would like to see free
transportation on TriMet to & from school
for middle & high school students BEFORE
a decision is made to go ahead with
North-South Max line.

Peter Parker

Date June 7 - 1999
Name Peter Parker
Phone number 735-3802
Address 5728 N.W. 16th
City / State / ZIP Portland OR 97217

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

**Your
Opinion
Counts**

Comments (Please Print) I'd rather see money go to free bus passes
for all tri-county students before any
money is spent on light-rail.

Date June 7 1999
Name Melissa Rohs
Phone number _____
Address 3666 SE 37th Ave
City / State / ZIP Portland OR 97202

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I am generally in support
of rail transit, but light-rail construction
costs are no excuse for neglecting
other vital transit needs. For instance
Why can't local govt. find \$4 million
to let middle & high school students ride free
to school when there is no problem coming
up w/ a zillion for rail construction
I am also concerned that the experience
of the Gresham MAX line not be repeated:

Date 7 JUNE '99
Name BENJAMIN DAWSON
Phone number 235-6155
Address 2135 NE Couch St.
City / State / ZIP PDX OR 97232

If MAX goes through NINE PDX,
it must have closely spaced
stops, here, not just in the
suburbs.

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____
Sure. More MAX, more buses.
But before that we should abolish fares
& offer public transport without cost.
This would greatly increase ridership &
reduce congestion/pollution. And it would
underline the need to discourage car
driving & utilize public transport. As a
start you should agree to SPARTIC
proposal of free fares for students.

Date June 6th
Name Bill Resnick
Phone number 234-2306
Address 1615 SE 35th Place
City / State / ZIP Por Hall, OR 97214

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) Children are our future! They need to get an education!

Before investing \$55 million on the N. light rail project, a \$4.6 million dollar investment should be made to make SPIRIT'S plan for Kids a reality.

Date 6-7-99
Name Jeri Sundvall
Phone number 236-0825
Address P.O. BOX 12297
City / State / ZIP Portland, OR 97212

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____

I think Metro should invest \$4.6 million into SPIRIT'S plan to allow ~~free~~ school children to ride Tri-Met to and from school for free before spending \$55 million on North-South light rail. The money is there.

Date 6/7/99
Name Margaret BUTLER
Phone number 256-6738
Address 821 NE 70th Ave
City / State / ZIP Portland, OR 97213

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

Comments (Please Print)

Metro needs to invest 4.6 million annual dollars in SPIRITS Campaign to allow our city children ride Tri-met to and from school for free before committing to the new Interstate MAX project.

Date

June 8, 1999

Name

Joey Lyons

Phone number

282-6414

Address

223 NE Graham St

City / State / ZIP

Portland OR 97212

Comments due to Metro by June 14th at 5 pm

INTERSTATE

MAX

SDEIS

Your
Opinion
Counts

Comments (Please Print)

I strongly feel that Metro should invest \$4 to 6 million into SPIRITS plan to allow school children to ride to school FREE ON TRI-MET. This should be done before investing \$55 million in the Light Rail project

Date

Name

Bob Marshall

Phone number

282-2911

Address

133 NE 58th

City / State / ZIP

Portland 97213

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) We think Metro
should invest \$4.6 million
into SPIRIT's plan to allow
and kids to ride Tri Met to
and from school for free before
investing \$55 million in the North
Light Rail Project.

Date June 7, 1999
Name Nancy Hague
Phone number 236-5573
Address 1054 NE Rodney
City / State / ZIP Portland, OR 97212

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I am outraged
that Tri met does NOT
provide free bus service
for kids to and from school.
can you seriously claim
that you don't have 4-5
million for school kids transport
when you have hundreds
of millions for suburban
max commuters.

Date 6/7/99
Name Bill Bradley
Phone number 236-6948
Address 2218 SE Clinton St
City / State / ZIP Portland OR 97202

If you won't do the
right thing I will
personally advocate
a region wide fare strike

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) Ju-Met needs to
balance better their investment
in North light rail (65 mile)
and their investment in
Portland's low income kids to
attend school by providing
monetary support for S.P.I.R.I.T.'s
campaign for free bus rides
to school? Can you fund
them at or near their request
level.

Date 6/8/99
Name Shirley Roberts
Phone number (503) ~~589-90~~ 256-1025
Address 2154 NE 78th
City / State / ZIP PORTLAND OR 97213

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____
JuMet Youth Programs contacts 2-3,000 At Risk
youth annually. Support for youth attending
school is crucial to successful transition to
adulthood. We urge your investment of resources
to support free transportation to school for
children & youth as a primary goal of
resource allocation planning.

Date 6-6-99
Name Dennis MORROW
Phone number 233-6896
Address 707 NE Couch
City / State / ZIP Portland 97232

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I fully support
some dollars being made available
to youth to secure transportation
via tri-met. This is something
that will provide youth with an
opportunity to avoid an additional
barrier.

Date 6-8-99
Name Bennie N. Boggan
Phone number (503) 280-1058
Address 1704 NE 26th
City / State / ZIP Portland, Or. 97212

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) _____
FUND SHOULD BE
PROVIDED FOR THE
BENEFIT OF CHILDREN

Date 6/8/99
Name HONGSA CHANTHAYONG
Phone number 235-9396
Address 4424 NE 5th
City / State / ZIP Portland, OR 97213

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

Your
Opinion
Counts

Comments (Please Print) I support Metro's
allocation of funds to the
SPIRIT project which will
provide students with
bus passes to get to &
from school.

Date 6-8-99
Name B Leathers
Phone number 535-1185
Address 4411 NE Emerson
City / State / ZIP Portland 97218

Comments due to Metro by June 14th at 5 pm

**INTERSTATE
MAX
SDEIS**

Your
Opinion
Counts

Comments (Please Print) We support funding
any and all initiatives which
allow students to have free transpor
or drastically reduced riding fare
for further info please contact
spirit 281-3613

Date 6-8-99
Name James Kent
Phone number 280-2600
Address 10 W Russell
City / State / ZIP Portland, 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) Please Re-think the
idea of dumping all transportation
allocated resources into the Light
rail project.

I like the idea of allowing youth
to ride Tri-met free of charge
what about dollars for that?

Date 6/8/99
Name Greg Montague
Phone number 288-8562
Address 3802 NE MLK
City / State / ZIP PDX / OR / 97217

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print) I support Metro's
Max Initiative, however I'd
like to see Metro invest in
Spirit's campaign to get
youth to get from school
for free - please allocate
funds to support Spirit's
Initiative. It is truly
an investment in our
community that will have

significant pay back
for our entire
community

Date 6/8/99
Name Mary Munn
Phone number 287-2795
Address 2612 NE 31st
City / State / ZIP PDX OR 97212

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I would like you to review
the option of finding appropriate
resources for students to ride to
school on Tri-Met -

I would like you to review
this approach prior to using or investing
additional funds in the MAX system -

I believe school transportation
is a more immediate need.

I support the

S.P.R.I.T. Recommendation.

Date

6/8/99

Name

Michael H. Butler

Phone number

503-775-0970 H

Address

7421 SE Reed College Pl.
222 9661 W

City / State / ZIP

Portland OR. 97202

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

We think Metro should
invest \$4.6 million into S.P.R.I.T.
plan to ride TriMet to & from
school for free before investing
investing \$55 million in north light
rail project.

Date

6-9-99

Name

Janis Mitchell

Phone number

331-7472

Address

5034 NE 19th

City / State / ZIP

Portland 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Comments (Please Print) I agree with the spirit
plan - that TriMet should support the
program

Your
Opinion
Counts

Date 6-9-99
Name RONALD E. ROSENLOFF
Phone number 817-7225
Address 5431 N.E. FIT
City / State / ZIP PORTLAND, OR 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Comments (Please Print) I think investing
money into SPIRITS plan is a
Wonderful Idea since I have
2 teenagers & we live 1.3 miles
from ~~from~~ JR High & the nearest
Bus STOP IS 10 BLOCKS from our
house. I think people ought to think
about kids more.

Your
Opinion
Counts

Date June 9th 1999
Name Michelle Hoopel
Phone number 503 249 1043
Address 5103 NE 19th ave
City / State / ZIP Portland, OR 97211

Comments due to Metro by June 14th at 5 pm

INTERSTATE
MAX
SDEIS

Your
Opinion
Counts

Comments (Please Print)

I agree that the operation (spirits) should receive help from the Metro funding for the kids to be able to ride TriMet for free during school hours.

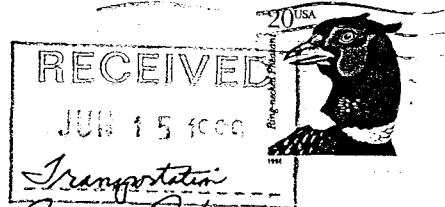
Date 6/9 1999
Name Gregory Man
Phone number 493 9223
Address 5265 Ne 19th #
City / State / ZIP Portland OR 97215

Comments due to Metro by June 14th at 5 pm

Before investing in
light rail North/South
invest in our youth
with free rides with
F.D's during the school
year - that is metro wide.

Chris Poole-Jones
1206 NE Knott
PO 97212

NATURAL RESOURCES DEFENSE COUNCIL
40 W. 20th Street, New York, NY 10011
Photo: Carr Clifton / Minden Pictures



Ross Roberts
Metro Transportation Dept.

600 N.E. Grand Avenue
PO 97232

Invest in our Future -

Recycled paper

Addendum to

Email Comments Received Through June 14, 1999

(Received at Tri-Met)

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or.us...>
Date: Mon, Jun 7, 1999 8:03 AM
Subject: FW: Interstate Max comments

-----Original Message-----

From: Kathy Armstrong / Jim Anderson [mailto:jka@easystreet.com]
Sent: Thursday, June 03, 1999 8:30 PM
To: interstatemax@trimet.org
Subject: Interstate Max comments

June 3, 1999

Greetings:

As a North Portland resident who used to make the commute to downtown daily, I'm very supportive of a North Portland light rail line -- in concept. I voted for the ballot measure and am quite sorry it failed. However, I don't think I can support the current proposal for two main reasons:

1. It's far too short. Rose Quarter to the Expo Center is hardly a commuter route, and switching at Rose Quarter to get downtown negates the greatest appeal of light rail: speediness. I feel fairly confident in saying I'd never use that route.
2. It's a big mistake to take two of the lanes from Interstate Ave. As I'm sure you're aware, Interstate is a major commuter corridor, and it's already beginning to experience the strain of the growing population. Reducing Interstate to two lanes would make that road a nightmare during rush hour, and extremely busy other times.

I'd love to see light rail in North Portland. Improving the atmosphere along Interstate Ave. would make a huge difference in the livability of North Portland, as would improving the Kenton business district (my neighborhood); however, something like this needs to be done correctly, not haphazardly for the sake of doing something.

I'd like to know, if this proposal goes through (and I imagine it will), how many of the people who drafted this plan live in North Portland, or regularly use Interstate Ave. I doubt I'll be surprised at the answer.

Please keep me updated about the status of this project.

Sincerely,
Kathryn Armstrong
2033 N. Terry St.
Portland 97217

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or...>
Date: Mon, Jun 7, 1999 8:07 AM
Subject: FW: Interstate MAX

-----Original Message-----

From: Frank Opila [mailto:franko@teleport.com]
Sent: Friday, June 04, 1999 10:57 AM
To: interstatemax@trimet.org
Subject: Interstate MAX

Hi,

I am a resident of the Overlook neighborhood.
I SUPPORT having a MAX line on Interstate.
I like having MAX stops at Killingsworth and Going.

Here is a suggestion:

It would be great if some trains went from the Interstate route directly out to Hillsboro and some to Gresham and even the Airport.
I think the the transit center at the Rose Quarter should be designed so that this is a possibility (even if it is not implemented initially).

Thanx,
Frank Opila

2234 N. Wygant St.
Portland, OR 97217
283-1145

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or.us...>
Date: Mon, Jun 7, 1999 8:10 AM
Subject: FW: Interstate Light Rail

-----Original Message-----

From: CARVMIL@aol.com [mailto:CARVMIL@aol.com]
Sent: Friday, June 04, 1999 4:31 PM
To: Interstatemax@tri-met.org
Subject: Interstate Light Rail

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

First of all, the people have voted twice against the North/South Light Rail.

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

Notg only will it restrict the usage of Interstate Avenue for the people living in the area and for the people getting off of Interstate 5 when it is

backed up, but it is going to be horribly dangerous. Have you folks thought

about the three elementary schools that are in the area? In case you haven't, they are Beech School, Ockley Green School and Kenton Grade School.

For crying out loud. think about the safety of teh children.

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

Blocking off the streets to Overlook so the only entry and exit is Overlook and Shaver Streets and who knows how many other streets will be locked along

the way. What about the safety of the people in the area? How many more minutes will it take the fire department, the police and the ambulances to respons? It is true that not everybody will need the fire department, the police and the ambulance, but it sure would be nice to know that they would be getting to you on time instead of being hampered by light rail.

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

I do not know who has been attending the meetings but I am certain that the

majority is not from North Portland area. They are probably from Vancouver and wanting their usual freebee. You are going to have a nice parking lot for them so they can park and ride and basically that is what the Light Rail

is for. It is not for the people of Portland but it is for the Vancouverites who voted down the Light Rail in the first place.

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

Please reconsider your decision to build this light rail down Interstate Avenue. It is just a dangerous project for the convenience of the people of Vancouver and nor for North Portland.

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

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

Sincerely

Carol Miller

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or...>
Date: Mon, Jun 7, 1999 8:12 AM
Subject: FW:

-----Original Message-----

From: drwhimsy@teleport.com [mailto:drwhimsy@teleport.com]
Sent: Friday, June 04, 1999 6:11 PM
To: shearerj@tri-met.org
Subject:

to=shearerj@tri-met.org
nexturl=<http://www.tri-met.org/interstatemax/imaxthanks.htm>
name=T.J. Hester
from=drwhimsy@teleport.com
dayphone=503 326-2123
evening=503 735-1118
Comment=As a resident of the area that will be served by the proposed light rail line, I want to express my enthusiastic support for the project. We reside in the Overlook area. Currently, my wife and I, who both work in downtown Portland, commute by a mix of bicycle, bus, and automobile. If light rail is built as proposed, it will significantly increase our use of mass transit.

My primary reservation about the Interstate alignment, was a concern that the design might not include bicycle lanes. I recently obtained and read the SDEIS and was very pleased see that bike lanes are included in the design. My wife has stopped commuting by bicycle due to the traffic on Interstate Avenue and concerns over safety. If bike lanes are developed with light rail, it will increase our comfort and frequency of our bike commuting. Additionally, during the darker months and on inclement days, we will opt for light rail over driving downtown. I also believe that light rail will have a very positive impact on development in the neighborhoods along Interstate Avenue between Edgar Kaiser and Lombard.

I have read with interest, many of the published criticisms of light rail. I find it disturbing and disingenuous that the public discourse on transit alternatives routinely involves cost comparisons that ignore the tremendous secondary costs associated with automobile usage (i.e., pollution and health effects). I also believe that there is a social benefit to people sharing a rail car as opposed to remaining in the isolation of their cars. Accordingly, I feel that dollars spent on practical dedicated mass-transit

infrastructure, are a sound investment. Light rail is such a system.

I have repeatedly voted for light rail and I remain an ardent supporter. I hope to see it come to my neighborhood. I would welcome any opportunity to communicate with, and voice my support to, the folks who will make the ultimate decision.

Sincerely,

T.J. Hester
2410 N. Blandena Street
Portland, OR 97217
reply=phone

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 7, 1999 8:14 AM
Subject: FW: Support and Caution RE Interstate MAX

-----Original Message-----

From: NNPortland@aol.com [mailto:NNPortland@aol.com]
Sent: Friday, June 04, 1999 8:01 PM
To: interstatemax@trimet.org
Subject: Support and Caution RE Interstate MAX

I strongly endorse the Interstate Avenue MAX project, and hope that the project proceeds.

In subsequent engineering, the following issues should be addressed:

1. It's obviously problematic to have two downtown-bound platforms so far apart at Rose Quarter, where passengers at one platform can see the train go

by at the other, but can't get there in time. It is also unclear how passengers will transfer from the Interstate line to go east on the Gresham line. Consider routing the line from Russell station south via Larrabee (crossing Broadway at grade), Winning Way, Wheeler so that the Interstate platform is adjacent to the Gresham-Hillsboro platform. This will permit Interstate-Gresham transfers to happen easily at Rose Quarter. It would also provide a more useful station at Broadway.

2. If the two Rose Quarter platforms are too far apart, then design of Rose Quarter Station must incorporate a "Next Train" automatic signage system similar to that used in many multiple platform rail stations, so that downtown-bound passengers know which way to walk to catch the next train to downtown. Such signs should be placed at the bus transit center between the

two stations, and also convenient to major egress paths from the sports venues.

3. The Expo Center and PIR sites are inadequate to justify the extension north of Kenton, and Park-and-Ride potential at these sites is minimal. If the line is not going to Vancouver at once, these stations should not be built until development is adequate to support them. Alternatively, the stations could be built as "shells" but not completed pending an extension to Vancouver. Under the current proposal, the routine sight of empty trains along I-5 within full view will work against the MAX program in the long term, by putting the lowest-ridership segment of the system on the most prominent public display. If you must do this, at least build a wall to hide the line from the view of motorists.

Thank you for the opportunity to comment.

Jarrett Walker
Partner
Nelson\Nygaard Consulting Associates
503/227-3463

(Title for identification purposes only)

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or.us>
Date: Mon, Jun 7, 1999 8:15 AM
Subject: FW: Light Rail

-----Original Message-----

From: Deborah Yates [mailto:daypubs@imagina.com]
Sent: Saturday, June 05, 1999 8:49 AM
To: interstatemax@tri-met.org
Subject: Light Rail

To Anyone Who Cares (yeah right) at the evil empire of Tri-Met:

I have yet to figure out why we as Oregonians even bother to vote. We voted down the North-South Light Rail. We have told you through our VOTES and opinion surveys that WE DON'T WANT A NORTH-SOUTH LIGHT RAIL. But Tri-Met refuses to listen to the citizens as it own agenda which is constantly forced down our throats. To quote Earl Blumenhauer after the results of the election was in: "The voting down of the North-South Light Rail is a mere inconvenience to us. It will just slow us down some."

It has been proven through studies, observation and calculations that Light Rail is not cost efficient. It is extremely expensive to build, maintain and it does not carry (due to the geographical constraints and limited number of trains) enough people during the commuting hours to make it worthwhile. Only the construction contractors and Tri-Met benefit from light rail. The VOTING (remember we told you we did not want north-south light rail) public and citizens of Portland have to suffer from the financial burden of light rail.

I don't know what it will take to get it through your thick heads: WE DO NOT WANT NORTH-SOUTH LIGHT RAIL---let alone on Interstate!!!!!! If you are so hell bent and determined to put a north-south light rail in, go put it on 205 where the freeway and bridge which was designed for light rail. GET REAL!!!!

I know that I am wasting my time and energy expressing my opinion on this matter. Tri-Met does not care what I, or anyone else, has to say. You will get your agenda met no matter what. But, for the record WE DO NOT WANT LIGHT RAIL ON INTERSTATE!!!!

Deborah Yates

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 7, 1999 8:15 AM
Subject: FW: I support Interstate MAX

-----Original Message-----

From: cotrell@teleport.com [mailto:cotrell@teleport.com]
Sent: Saturday, June 05, 1999 3:22 PM
To: interstatemax@trimet.org
Subject: I support Interstate MAX

The Interstate MAX proposal is a very effective and cost-efficient plan that would serve the N/NE community, as well as the entire area, quite well. I support this excellent project. I am quite happy to have any of my tax dollars going to it, even though I live in SE Portland and would rarely have use for this particular line.

Chris Cotrell
1720 SE Poplar Av
Portland, OR 97214

Sent using MailStart.com (<http://MailStart.Com/welcome.html>)
The FREE way to access your mailbox via any web browser, anywhere!

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 7, 1999 8:17 AM
Subject: FW: light rail

-----Original Message-----

From: RNarode@aol.com [mailto:RNarode@aol.com]
Sent: Thursday, June 03, 1999 12:02 PM
To: interstatemax@tri-met.org
Subject: light rail

I believe that the light rail should be routed along I5 and NOT along N. Interstate Ave.

This will be safer for traffic and for reducing residential crime. It will also permit Fire truck entry much more easily to neighborhoods whose access will be limited by light rail on N. Interstate Ave.

These considerations, in addition to preventing the disruption of neighborhood life during construction on N. Interstate, provide ample justification for light rail to be relegated to the I5 corridor ONLY.

Thankyou,

Ronald Narode
4005 N. Concord Ave.
Portland, OR 97227 503 282-3857

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 7, 1999 8:18 AM
Subject: FW:

-----Original Message-----

From: douglas.j.hepburn@exgate.tek.com
[mailto:douglas.j.hepburn@exgate.tek.com]
Sent: Thursday, June 03, 1999 12:44 PM
To: interstatemax@tri-met.org
Subject:

6-3-99

I wish to briefly express my objection to running the North South Lightrail up Interstate Ave in North Portland.

- * Interstate Ave. is a major North South traffic artery, especially when there is any type of traffic problem on I-5. Loosing two lanes of this street will make traffic problems on I-5 even worse.
- * Loosing two lanes of Interstate will disrupt neighborhood transportation and adversely affect local merchants.
- * I perceive that down grading Interstate Ave. from 4 to 2 lanes will not help any revitalization efforts of this N. Portland neighborhood.
- * North Portland is the wrong place for the light rail. It is an old and fully developed part of town bounded on the West side by the Willamette River.
- * There is little potential for future growth or an expanding rider base. I don't believe that W. Vancouver provides much more potential.
- * This light rail would be much better placed along Hwy. 205 connecting Clackamas Town Center area, the Portland Air Port and East Vancouver.
- * East Portland and East Vancouver provide a much greater population base and is where the population growth of the area is at.
- * I believe that for the effort to do this project, money invested and potential usage and disruption to the involved neighborhoods involved I-205 is a much better route for this light rail project.

Thank you

Doug Hepburn
2114 N. Skidmore ct.

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 7, 1999 9:06 AM
Subject: FW:

-----Original Message-----

From: ekerner@uswest.com [mailto:ekerner@uswest.com]
Sent: Monday, June 07, 1999 8:48 AM
To: shearerj@tri-met.org
Subject:

to=shearerj@tri-met.org
nexturl=<http://www.tri-met.org/interstatemax/imaxthanks.htm>
name=Leanne Kerner
from=ekerner@uswest.com
dayphone=
evening=
Comment=DO IT! The Interstate MAX is a good proposal. It should advance
sooner rather than later. I would not be a daily user but definitely
weekly.
reply=noreply

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 7, 1999 11:17 AM
Subject: FW: Interstate Project.

-----Original Message-----

From: JSTRIPN@aol.com [mailto:JSTRIPN@aol.com]
Sent: Tuesday, May 25, 1999 7:15 AM
To: Interstatemax@trimet.org
Subject: Interstate Project.

I don't see how you can still be pushing the "Lightrail" project after the public voted it down. You would have less opposition if you were to run it down MLK Blvd. instead of trying to shove it down the throat of the residents

who live along Interstate Ave. There are too many schools with young children present in the area of Interstate Ave, who cross Interstate. Plus traffic in

the area is bad enough, we don't need a train cutting two lanes each direction into one lane...That would just push traffic to nearby Denver Ave where there are less traffic stops, and would add to more speed zone violators and danger to the kids along Denver. MLK is a wider street with no

schools or residents along the road. MLK in my mind would benefit more having the Lightrail system then Interstate would. Or Just run it along side the Freeway Like you've done before...Stay away from Neighborhood's with elementary schools OK!

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Tue, Jun 8, 1999 7:47 AM
Subject: FW: Plea for South Light Rail

-----Original Message-----

From: JAY AND RACHEL BROWN [mailto:beebeard@uswest.net]
Sent: Monday, June 07, 1999 6:23 PM
To: interstatemax@tri-met.org
Subject: Plea for South Light Rail

Dear Mr. Roberts,

I write this the day before a neighborhood meeting with Clackamas County Planners—we will be viewing the "final plans" for the 92nd Avenue Frontage Road/Monterey Overpass Project. We were recently informed that a change in the plans means a rather drastic encroachment on our property, and are now working things out with county planners.

As I envision the future in our neck of the woods, the only thing I can be sure of is cars.....cars.....cars, as far as the eye can see..... Both my husband and I supported Ballot Measure 74-26 and were heartbroken when it was voted down. It is my belief that the vote nevertheless reflected some pretty significant support for light rail in Clackamas.

What are we going to do without it?! It does not solve the problem to build more roads and increase bus service. Has that EVER worked? We will simply fill the new roads with more cars (as history has shown), and all those spanky, new buses will be stuck just as surely as the rest of traffic.

I believe that the naysayers have taken advantage of a traditionally silent, apathetic community, and I fear that you hear only their carping voices and will leave Clackamas stranded. I feel stranded enough in Clackamas, thank you very much! It's not fun being the ugly stepchild of Portland. It particularly galls me that those with their sparkling new light rail system (west side) voted down approval for ours! Ugh. Shameless!

Please, please, pretty please.....TRY AGAIN! I know you are all battle-weary, and I am eternally grateful for all that fighting of the good fight. But it's not over, yet....at least, I hope not. Please try for light rail in Clackamas again. Please! We will need it desperately with all the development going on out here. I cringe at the thought of losing all that hard-won federal funding, too.

Try again! This is an unusual area with a lot of disconnected, wary people. Even so, didn't a significant number of people support light rail? Please try again! I can only imagine the nightmare we will find ourselves in a few years, without it.....shudder.

Yours, with fingers crossed and ever hopeful.....Rachel Taylor Brown

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Tue, Jun 8, 1999 7:50 AM
Subject: FW: Light Rail on Interstate Ave.

-----Original Message-----

From: Pete Langston [mailto:petelangston@compuserve.com]
Sent: Monday, June 07, 1999 10:08 PM
To: Jan Shearer
Subject: Light Rail on Interstate Ave.

Dear Jan,

There is too much commercial truck traffic traveling south on Interstate Ave. from Going St. and the I-5 exit to be accommodated with only one lane of traffic. There either needs to be two lanes along the light rail, or the light rail should cut back toward I-5 before it gets to Going St. as was the plan on one of the earlier votes. This is a safety issue for everyone living in the area.

Thanks to the great bus service we already have here, we have easy access to the Rose Garden & downtown and will not benefit from light rail.

Thanks for considering other options...

Erika Reiber
4038 N. Castle
Portland, OR 97227

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Tue, Jun 8, 1999 1:36 PM
Subject: FW: North Interstate Max

-----Original Message-----

From: Michael C. Marino [mailto:110433.1445@compuserve.com]
Sent: Tuesday, June 08, 1999 1:05 PM
To: Tri Met/Interstate Max
Subject: North Interstate Max

I support the North Interstate Light Rail Project and hope that the current plans, or something very similar, will be carried through by the organizations overseeing its implementation. I look forward to seeing a project that enjoys much public support going into place and I believe it will be of service to the communities in which it is placed, and to which it connects.

Michael C. Marino

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or...>
Date: Tue, Jun 8, 1999 4:04 PM
Subject: FW: North Light Rail Interstate MAX Testimony

-----Original Message-----

From: Sasser, Stephen [mailto:SSasser@nwppc.org]
Sent: Tuesday, June 08, 1999 2:43 PM
To: 'Mayor Vera Katz'
Cc: 'interstatemax@trimet.org'
Subject: North Light Rail Interstate MAX Testimony

Dear Mayor Katz and the Portland City Council,

I received a post card / announcement regarding the North Light Rail Interstate MAX hearing coming up on June 15th.

After examining the map, I had to wonder:

Why are there no stations at Portland Meadows and Portland International Raceway? It seems to me that a lot of traffic congestion relating to events at these two venues could be avoided with direct MAX service. And, it is passing right by them, so no additional tracks would be required.

If you accept e-mail testimony, please consider this as such.

Stephen Sasser
Portland

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or.us...>
Date: Wed, Jun 9, 1999 2:13 PM
Subject: FW: Testimony for June 1 Interstate Max Public Hearing

-----Original Message-----

From: cdn@teleport.com [mailto:cdn@teleport.com]
Sent: Wednesday, June 09, 1999 2:07 PM
To: Jan Shearer
Subject: Testimony for June 1 Interstate Max Public Hearing

Dear Jan,

I had to leave the Tuesday June 1 Interstate Max Public Hearing before I had a chance to testify. I was told that I could testify via e-mail before June 14th, so please enter the following testimony into the hearing record. Thank you!

COMMUNITY DEVELOPMENT NETWORK TESTIMONY:

Thank you for this opportunity to testify. My name is Amanda McCloskey, and I work for the Community Development Network, a trade association of nonprofit housing developers in the Portland area. We are also a member of the Coalition for a Livable Future. Our testimony today is in support of the proposed Interstate Max line, as it will benefit North and Northeast Portland by providing needed investment in low-income neighborhoods and better transportation services and thus access to jobs for residents. However, we have some concerns:

Our top two concerns are redevelopment effects and funding issues: The bottom line is that the residents of the neighborhoods through which the light rail travels should benefit from this redevelopment, not be harmed by it. Many of those current residents are low income.

1) Redevelopment Effects: Displacement through Gentrification?

The N/S light rail line can either be yet another force of displacement in these previously affordable neighborhoods or it can part of a process of redevelopment without significant displacement. The latter will only be possible if policy makers are willing to focus on this issue and put some tools in place. Specific issues/tools include:

(a) Redevelopment of housing around station areas **MUST** be targeted at a real mix of incomes, and must in particular address the needs of current NE residents who are being displaced by gentrification. It should be noted that low income people use transit far more than high income people in general, and so providing housing for lower income people close to light rail would probably also do a better job of increasing transit ridership as well. Tools to accomplish this mix of incomes should include: a clear commitment of tax increment dollars (see below), strategic purchase of particular sites by the City for redevelopment by nonprofits (perhaps as

part of the proposed citywide Community Land Trust), inclusionary zoning in all urban renewal areas (inclusionary zoning requires that private developers include a certain number of simpler, more moderately priced units in all developments over a certain size), and long-term/permanent affordability requirements attached to ALL local subsidies used in the area (including tax abatements).

(b) The Housing Preservation Ordinance should help us preserve the existing project-based section 8 buildings (which house very low income people) in the neighborhoods, but we have no existing tools to address the preservation of existing, unsubsidized affordable housing in the neighborhoods around the light rail. To this end, the City can make some strategic purchases (putting key properties in the hands of nonprofits before the rents go up too much); do a careful inventory so we will know what we are losing; and make a binding commitment to replace the units lost. (Right now the City probably does not have the funds to do this, but tax increment funds might be used -- see below.) Strong education programs for existing low-income homeowners who may fall prey to speculators will also be important.

(c) Local business owners will face many of the same speculative pressures that owners of currently affordable housing will in the area, and they will face the additional problems associated with trying to run a business during light rail construction. Without a clear strategy to address their needs, the most likely scenario is that people with deeper pockets from outside the neighborhood (and probably outside of Portland) will buy most of the key business sites near the station areas and it will be they, rather than existing local business owners who will reap the benefits of all this public investment. PDC needs to look at ways they can support local businesses during construction and afterwards so that at least some of these owners can stay. Another important strategy that should be considered is purchase by the City (and placement in the citywide community land trust) of other key parcels that could be leased back to local business people for development as neighborhood-oriented businesses.

2) Funding Issues.

We believe strongly in the importance of funding the light rail initiative. However, the affordable housing infrastructure of the city as a whole, and of the neighborhoods this line runs through, are desperately under-funded. We routinely talk about funding for transit or roads in increments of tens or hundreds of millions of dollars, while in the affordable housing world we fall on our swords over a half million dollars here and 5 million dollars there when dealing with problems that require infrastructure-level investments (\$500 million might solve the affordable housing problem for the poorest people in Portland).

There are several important funding issues we should have a position on in this particular discussion:

(a) If tax increment funds from the Lloyd Center area urban renewal district (or any other URD) are to be committed to the light rail project, it should not reduce the amount of funds available in the district to do affordable housing work -- PDC needs to make a clear statement about which

budget areas in the TIF plan for the given district it intends to take these funds out of, and this should hold affordable housing harmless. Otherwise, light rail will be adding quite directly to the affordable housing problems in NE.

(b) If more land is to be declared part of the NE urban renewal areas in order to help fund light rail and/or the redevelopment around it, strong commitments need to be made about the use of the tax increment funds generated to address displacement/gentrification and ensure that current low-income NE residents are not pushed out of their communities by this redevelopment effort.

Two other issues that others probably are already addressing are accessibility and safety issues:

3) Accessibility of light rail to neighborhood residents -- planning needs to address any barriers to local residents making good use of light rail (the freeway, for example, may be a barrier that needs to be bridged in some areas), the goal should be to create a system that many local people will use (not just a commuter line for people in Vancouver).

4) Safety issues -- (a) redevelopment around the stations should emphasize uses that provide eyes on the street at all hours (housing, mixed use, etc.) so that people getting on or off at odd hours are not walking through areas abandoned at that time of day; (b) station design should emphasize connection with surrounding areas, and be open/high visibility.

Thank you for your consideration of these issues.

Community Development Network
2627 NE MLK Jr. Blvd., #202
Portland, OR 97212
503/335-9884
fax 335-9862

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Thu, Jun 10, 1999 9:41 AM
Subject: FW: Continue the vision for Interstate Max

-----Original Message-----

From: Kay Dannen [mailto:dannen@portlandstreetcar.org]
Sent: Thursday, June 10, 1999 9:13 AM
To: interstatemax@tri-met.org
Subject: Continue the vision for Interstate Max

Light rail is a great thing for this community, and it's absolutely essential to the future of this region. Let's be smart about population growth and plan for our future now with a good regional transportation network. Getting around the Portland metropolitan area is all about options, so continue the work, continue the vision. I implore all transportation officials to continue the dialogue and not divert from our land use and transportation goals for this wonderful metropolitan area many of us call home.

Kay Dannen
Property owner in Washington County

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Thu, Jun 10, 1999 10:19 AM
Subject: FW: Shoving Light Rail Down Our Thoats

-----Original Message-----

From: Shearer, Jan
Sent: Thursday, June 10, 1999 9:42 AM
To: 'faracaj@metro.dst.or.us'
Subject: FW: Shoving Light Rail Down Our Thoats

-----Original Message-----

From: robertsp [mailto:robertsp@coho.net]
Sent: Monday, August 27, 1956 4:10 PM
To: interstatemax@tri-met.org
Subject: Shoving Light Rail Down Our Thoats

Since Tri-met & ODOT seem hell-bent on shoving light rail down our thoats, I thought I should at least voice my opinion before I choke to death.

I think the money would be better spent on adding more buses and bus services that would actually make it easier for people to take the bus. Light rail is not a very flexible commuter traffic solution. (I lived in Hawaii for two years without a car because I could get anywhere I needed to go on the whole island, and do it conveniently--most buses came every 10 to 15 minutes! Maybe you could learn something from the folks in Honolulu about their bus system; and what a better place to do a little research yah!?)

The new proposal on the North/South light rail supposedly "solves" a lot of the "problems" from earlier versions, but how is cutting down on car lanes going to "solve" the commuting dilemma? I ask you, have you ever driven down Interstate during peak business hours? Currently with two lanes going both directions, it can still be congested. How is cutting Interstate Avenue down to one lane each way going to solve the traffic congestion again???? I think it will be a nightmare! As local residents & business drivers are stuck in bottleneck traffic, are we supposed to smile and wave to the few using light rail?

And what about the Going Street/Interstate intersection that is so heavily used by truck traffic & workers getting to Swan Island. I'm wondering how having a "light rail" crossing is going to bog down the traffic there during peak hours.

I don't know all the details on the Federal money being obtained for this project, but if it can be used to put more buses and bus services on-line, I think that's the most cost effective way to cut down on traffic congestion. The easier it is for people to catch a bus THAT GOES WHERE YOU NEED IT TO, WHEN YOU NEED IT (without having to wait too long, walk too far or transfer too many times) the more people will ride the bus. I know, I've been there.

I don't think light rail is the solution we are looking for to cut down on commuter traffic on I-5. The only people I've ever talked to who are in favor of light rail, are people who don't use it and/or don't live near it.

I seriously hope that this new North/South light rail project is derailed. We, the people, have already voted NO on this proposal TWO TIMES! What part of NO don't you understand?

P.Roberts
Overlook Neighborhood

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Thu, Jun 10, 1999 4:09 PM
Subject: public comment rec'd at Field Office

Comment from:

Judy Griffen
3022 N Ainsworth
Portland Or 97217

I do not want the track bed to be "unfinished" (i.e. gravel)

Cross lights for pedestrians: How long do I have to get across an intersection? Is finished surface safe for those in wheelchairs? No gaps to trap stroller wheels?

Please have some "get acquainted, free ride" days.

Please send all safety issue info. Need many, maintained adequately, waste bins and flower bowls, benches, etc. as in all other MAX areas.

Thank you.

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Fri, Jun 11, 1999 8:44 AM
Subject: FW: Support youth free fares to school before N-S Max

-----Original Message-----

From: Madelyn Elder [mailto:madelyn3@teleport.com]
Sent: Thursday, June 10, 1999 7:15 PM
To: interstatemax@trimet.org
Subject: Support youth free fares to school before N-S Max

Dear Ross Roberts,

I live 1 block away from Interstate, near Going St. North - South Max is of great interest to me. There are a lot of low-income youth who live in my neighborhood who would benefit far greater from SPIRIT's plan to allow students to ride to and from school on TriMet for free fares. Quite frankly, the bus service between downtown and Kenton is fabulous, and I don't quite see the need for MAX, unless one were to extend it to Vancouver--and in that case, why not just use existing rail for that??

Please reconsider spending all that money on a lightrail that won't truly meet anyone's needs.

Thank you. Madelyn Elder
4520 N. Colonial, Portland,OR 97217

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Fri, Jun 11, 1999 8:45 AM
Subject: FW: light rail

-----Original Message-----

From: Terleyg@aol.com [mailto:Terleyg@aol.com]
Sent: Thursday, June 10, 1999 9:27 PM
To: interstatemax@tri-met.org
Subject: light rail

To Whom It May Concern:

Subject: Light rail on Interstate Ave.

We have lived on Montana Ave for over 20 years, and have been very concerned

about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood.

The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on

side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true

when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What

do we, the Tax Paying Citizens get after the construction of the light rail?

A 4 way Interstate, reduced to a 2 Way Street which will result in total gridlock, especially at rush hour.

I refuse to believe that all this construction, Gridlock and inconveniences,

for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter.

THIS IS A NO VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY Teresa Cope

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Fri, Jun 11, 1999 8:46 AM
Subject: FW: light rail

-----Original Message-----

From: CBRENT@aol.com [mailto:CBRENT@aol.com]
Sent: Thursday, June 10, 1999 9:17 PM
To: interstatemax@tri-met.org
Subject: light rail

To Whom It May Concern:

Subject: Light rail on Interstate Ave.

We have lived on Montana Ave for over 20 years, and have been very concerned

about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood.

The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on

side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What

do we, the Tax Paying Citizens get after the construction of the light rail?

A 4 lane Interstate, reduced to a 2 lane Street which will result in total gridlock, especially at rush hour.

I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we the little people would like a voice in this matter.

THIS IS A NO VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY

Brent Cope

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or...>
Date: Fri, Jun 11, 1999 8:47 AM
Subject: FW: Attention Ross Roberts

-----Original Message-----

From: SNakag2627@aol.com [mailto:SNakag2627@aol.com]
Sent: Friday, June 11, 1999 12:53 AM
To: interstatemax@trimet.org; spirit@cyberhighway.net
Subject: Attention Ross Roberts

Dear Mr. Roberts,

I am a supporter of the SPIRIT Y2K plan which would allow students to use public transit for free during school hours. I believe the plan will promote the use of public transportation among young people in our city, reduce the volume of traffic in school zones, and alleviate the financial stress low income families must bear in order to get their children to school on public transit.

I understand that SPIRIT has been told that while Tri-Met is supportive of the plan in theory, the 4.5 million dollar price tag is too dear. I am also

led to understand that the North Light Rail project that is slated to go shortly will cost the city, Metro and Tri-Met as much as 110 million dollars to build.

I don't understand why Tri-Met has chosen to deny youngsters the opportunity to use public transit for free because this will cost too much when the city, Metro, and Tri-Met have 110 million to spend on North Light Rail. It seems to me that your denial is really based in poorly considered priorities and not in a lack of funds.

I believe that accessibility should be the first priority in planning and managing public programs. As one who grew up in a family of limited means, I am acutely aware of the real barriers to accessing services that low income people face when public works come with a price tag. Until the system is financially accessible to everyone, I don't believe it is truly public, and as one member of the public here in Portland, I would like to ask that you reconsider.

I live in North Portland and I use public transportation as much as possible.

I'm concerned about our environment, and do what I can to avoid adding to problems of air pollution and traffic congestion. I would very much like to

see light rail come to my North Portland neighborhood. However, I believe

that the accessibility of our existing system are just as important.

Bus fare can be just as much of a barrier to accessibility to a low income family as an uncut curb or the lack of a lift may be to a person in a wheelchair. The barrier that financial hardship can present, particularly to children, is very, very real. Tri-Met has made room for bikes on public transit -- now I think its time we made room for low-income students.

I'm a long time political campaigner and community organizer. I've served in the past as the Executive Director of a statewide foundation here in Oregon that funds community activism; as the Field Director of the National Gay and Lesbian Task Force in Washington, D.C.; and currently serve on the Executive Committee of the World Council of Churches United States Urban Rural Mission, a partnership between church congregations, religious organizations, and community workers throughout North America and the Caribbean.

In the course of my work, I've witnessed communities across the United States and throughout North America as they have struggled to balance the needs of low income people with environmental considerations and the many issues associated with growth and economic development. I believe that Portland and the state of Oregon has done relatively well in trying to balance these sometimes disparate concerns. I hope that in this current process Tri-Met will choose correctly and support the SPIRIT Y2K plan. I believe that it is a plan that requires vision and leadership from Tri-Met. I also think it is entirely appropriate for Tri-Met, the City, and Metro to place considerations such as compassion, equity, and investing in future generations before the public.

Thank you very much for your time and for your consideration of these important issues. I trust the concerns expressed here will be taken very seriously and that Tri-Met will see its way clear to providing free access to our public transportation system to young people.

Sincerely Yours,
Scot Nakagawa

CC: "Young, Carolyn" <YoungC@tri-met.org>

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Fri, Jun 11, 1999 9:05 AM
Subject: FW: (no subject)

-----Original Message-----

From: Monica Kirk [mailto:hochkirk@inetarena.com]
Sent: Friday, June 11, 1999 6:49 AM
To: interstatemax@trimet.org
Subject: (no subject)

Dear Mr. Roberts,

Although we live in Tigard, and not NE Portland, our work (at a downtown government agency office, and with a NE Portland/downtown-based mental health agency) has exposed us to the transportation issues facing NE Portland residents, particularly children and youth. The recent Oregonian article profiling the 40% drop out rate from Portland high schools was particularly alarming to us. What is happening? If SPIRIT's research is correct, the lack of free public transportation (such as we had as children) is a significant contributing factor.

Tri-Met has a role--and a significant one at that--in promoting transportation equity in our community if for no other reason than to support kids in pursuing a fundamental (and legally mandated, to age 16) right to education. METRO needs to get engaged as well.

We support the SPIRIT transportation campaign, and the efforts of community leaders such as Fred Hansen, Vera Katz, Eric Sten and Serena Cruz, to ensure a transportation-education "safety net" for our youth. SPIRIT's Y2K plan would allow students to ride public transit for free by flashing their school ID cards during school hours. This needs to be Metropolitan Portland's #1 transportation priority. Don't you agree?

If there is any assistance we can provide vis-a-vis engendering support among elected officials in Washington county, don't hesitate to ask. This is not a Portland issue; it is a Regional issue.

Sincerely,

Monica Kirk, Esq.
Robin Hochtritt, RN, MSW

CC: "Young, Carolyn" <YoungC@tri-met.org>

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Fri, Jun 11, 1999 11:29 AM
Subject: FW: Action Alert!!!

-----Original Message-----

From: Shamsud-Din, Lurlene [mailto:shamsud-dinl@catlin.edu]
Sent: Friday, June 11, 1999 10:55 AM
To: interstatemax@trimet.org
Cc: Darlene Lombos
Subject: Re: Action Alert!!!

Dear Ross, I support SPIRIT's proposal for the Y2K Plan on Transportation support for students. Lurlene Shamsud-Din/President-elect, Oregon Alliance of Black School Educators (OABSE)

>LIGHT RAIL PROJECT TAKES PRIORITY OVER YOUTH

>

>For the past year, SPIRIT has been working on a campaign to promote
>transportation equity. Leaders and members of SPIRIT have had several
>meetings with key public officials, including Tri-Met General Manager Fred
>Hansen, Mayor Vera Katz and County Commissioner Serena Cruz to generate
>support for their Youth 2000 and Beyond Investment plan (Y2K). SPIRIT's
>Y2K

>plan would allow students to ride public transit for free by flashing their

>school ID cards during school hours.

>

>Time and again, SPIRIT has been told the Y2K Plan is a great idea, but no
>money exists for such a project. According to Tri-Met, it would cost
>approximately \$4.6 million to implement the Y2K plan. Now, there is a
>proposal for a North Light Rail project that would cost Tri-Met \$25
>million,

>Metro \$55 million, and the City of Portland \$30 million. The fact is, the
>money is available, but investment in youth as future riders, workers,
>voters and transit supporters does not rank high enough in regional
>transportation planning and prioritization.

>

>SPIRIT is asking you to send a strong message to Metro that they should
>invest \$4.6 million into SPIRIT's plan for students to ride Tri-Met to and
>from school for free BEFORE investing \$55 million in the North Light Rail
>Interstate MAX.

>

>Please call, write, fax or email by 5pm, June 14, 1999 to:

>

>Ross Roberts
>Metro Transportation Department
>600 NE Grand Avenue
>Portland, OR 97232
>Phone: 797-1900
>Fax: 797-1929
>Email: interstatemax@trimet.org

>

>
>SPIRIT is a multi-racial and intergenerational membership organization
>dedicated to strengthening and organizing low income communities and
>communities of color in Portland. Our central programs seek to develop the

>leadership of women and girls by challenging institutions to create
policies
>that promote social, economic, racial and gender equity. FOR MORE
>INFORMATION, contact Darlene Lombos at 503-281-3613 or
>spirit@cyberhighway.net.

>
>Thank you for your support!!!

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>
>
>

>Get Free Email and Do More On The Web. Visit <http://www.msn.com>

>

CC: "Young, Carolyn" <YoungC@tri-met.org>

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or...>
Date: Fri, Jun 11, 1999 2:31 PM
Subject: FW: YES

-----Original Message-----

From: Steven Napier [mailto:napiersv@jps.net]
Sent: Friday, June 11, 1999 2:28 PM
To: INTERSTATEMAX@TRI-MET.ORG
Subject: YES

YES : My wife and myself wat the max to come to North Portland.
Steven K. Napier & Victoria K. Napier
3974 N. Longview Ave
Portland,Or 97227
E-Mail Napiersv@jps.net <mailto:Napiersv@jps.net>

(503) 281-2143

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Fri, Jun 11, 1999 3:33 PM
Subject: FW: Support our student riders!

-----Original Message-----

From: jae kauffman [mailto:jaeshawn@hotmail.com]
Sent: Friday, June 11, 1999 3:02 PM
To: interstatemax@trimet.org
Subject: Support our student riders!

Dear Mr. Roberts:

I write you today as an advocate of public transportation and the education of our youth. Portland SPIRIT has been determined to come up with real solutions to some of the daily obstacles their members, friends, and families face.

I encourage you to support the funding of free Tri-met ridership to students during school hours. Tri-met estimated the cost of such an arrangement to be 4.6 million dollars. I ask you to actively support this initiative.

However simplistic, I would tend to believe that though the political forces for a North/Interstate lightrail is greater, enough will could find the issues of our young people as important.

Sincerely,
Jae Kauffman

1316 SE 35th Ave.
Portland, OR 97214

Get Free Email and Do More On The Web. Visit <http://www.msn.com>

CC: "Young, Carolyn" <YoungC@tri-met.org>

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Fri, Jun 11, 1999 3:35 PM
Subject: FW: Y2K youth transit proposal

-----Original Message-----

From: SCREMMERS@aol.com [mailto:SCREMMERS@aol.com]
Sent: Friday, June 11, 1999 9:17 AM
To: interstatemax@trimet.org
Cc: spirit@cyberhighway.net
Subject: Y2K youth transit proposal

Dear Ross Roberts,

I am asking Metro to implement SPIRIT's Y2K proposal. \$4.2 million is a small investment in our youth. Here's a headline worthy of consideration:

TRUANCY AND VIOLENT CRIME AMONG PORTLAND YOUTH AT ALL TIME RECORD LOW

Reports credit youth access to public transit free of charge during school hours with the recent downturn in youth truancy and violent crime. Clearly, the more kids we have in school, the more kids educated and monitored during

day time hours. The implications are far reaching. Educated youth are more likely to land good jobs thus putting back into the economy the revenue necessary to enjoy continued growth and prosperity.

Now here's the really catchy part-

Notably, Y2K affords access for all youth, including youth from distressed low income neighborhoods. It also has the added advantage of teaching our kids at an early age to use public transit systems as an alternative to cars

keeping our air pollution and youth related auto accidents at an all time low.

CONGRATULATIONS TO SPIRIT AND METRO FOR WORKING TOGETHER TO IMPROVE THE FUTURE AND ENHANCE THE QUALITY OF LIFE IN THE PORTLAND METROPOLITAN AREA.

Now that's a headline worth reading!

Do the right thing, fund Y2K now.

Susan C. Remmers
6427 NE 8th Ave
Portland, OR 97211

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 7:52 AM
Subject: FW:

-----Original Message-----

From: a9hkf@spiretech.com [mailto:a9hkf@spiretech.com]
Sent: Sunday, June 13, 1999 10:51 PM
To: shearerj@tri-met.org
Subject:

to=shearerj@tri-met.org
nexturl=http://www.tri-met.org/interstatemax/imaxthanks.htm
name=Andrew Hale
from=a9hkf@spiretech.com
dayphone=725-7638
evening=725-7638
Comment=Hello--

I'm usually content to remain one of the "silent majority", but light rail is one issue to which I feel the need to support by speaking up. I want to offer my support of the existing MAX lines as well as of initiatives to expand the system.

I came to Portland to study, from the Lower Columbia valley in SW Washington. The MAX system, TriMet, and Portland's generally proactive approach to transit was a major factor in my choice to come to Portland instead of Seattle, or elsewhere in Washington, where I would have paid less for my study, (even with reciprocal tuition)

The Puget Sound region seems to have made so little progress in mass transit, and has paid the price in terrible traffic, esp. recently as growth has increased so much there. This is an excellent contrast to Portland's approach to the problem of growth and transit. I would hate to see Portland's excellent start at a good rail system "derailed" and the city move toward a situation like Seattle's simply because a few people don't understand the need for rail now and esp. in the future.

I realize that the majority of Portlanders are already in favor of more MAX--I want simply to add my name to that forward-thinking group. I hope initiatives like this will continue to make Portland such a friendly and livable city!

reply=noreply

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or...>
Date: Mon, Jun 14, 1999 7:55 AM
Subject: FW: North Portland light rail

-----Original Message-----

From: se7en [mailto:manx1342@teleport.com]
Sent: Sunday, June 13, 1999 10:16 PM
To: interstatemax@tri-met.org
Subject: North Portland light rail

Why do you insist on trying to shove light rail down our throats after we have voted it down three times. In the last election, District 17, the area of your latest attempt to usurp the voters will, voted fifty four percent NO!

We are not believing all the lies of relieving congestion, improving air quality, saving energy, shortening commute times, and all the other unsubstantiated "stats" that you keep purporting as facts. We haven't bought into them in the past and we aren't buying into them now.

We, the voters, have said what we want and don't want to spend our money and taxes on three times now. Are we going for four? Wake up! NO means NO!

Arlen Kerbaugh
Milwaukie

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or...>
Date: Mon, Jun 14, 1999 7:56 AM
Subject: FW: from Brent--- Please sign & forward to interstatemax@tri-met.org

-----Original Message-----

From: Scott P Schumacher [mailto:3SHOES@prodigy.net]
Sent: Saturday, June 12, 1999 1:13 AM
To: interstatemax@tri-met.org
Subject: Fw: from Brent--- Please sign & forward to interstatemax@tri-met.org

>
> To Whom It May Concern:
>
> Subject: Light rail on Interstate Ave.
>
> We have lived in North Portland most of my life, and have been very
> concerned
> about the increased traffic on Interstate Ave. Interstate Ave is the main
> and only North/South thoroughfare for many in the Overlook Neighborhood.
> The
> resulting construction on Interstate Ave will only add to our already
> congested highway and leave most of us with only side streets as an option
> for travel. The prospect of so many people trying to find a faster route
> on
> side streets will surely cause increased accidents, injuries and/or death
> at
> uncontrolled residential cross streets and will endanger our children at
> play.
> The construction that we just dealt with recently caused all kinds of
> problems, especially at the Going Street Intersection, where we were
> forced
> to wait for 2 or 3 light changes before proceeding through. This is also
> true
> when turning north from Going Street. When construction was underway I
> was
> waiting in line at Going Street for the Alberta Street light to change.
> What
> do we, the Tax Paying Citizens get after the construction of the light
> rail?
> A 4 lane Interstate, reduced to a 2 lane Street which will result in
> total
> gridlock, especially at rush hour.
> I refuse to believe that all this construction, Gridlock and
> inconveniences,
> for a few riders that want to travel to Kenton, is really worth all this
> trouble and money. I am sure this is Big Business at our expense, and we
> the
> little people would like a voice in this matter.
>

>
> THIS IS A NO VOTE FOR LIGHT RAIL ON INTERSTATE AVE.
>
> SINCERELY
> Scott Schumacher
>

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 7:58 AM
Subject: FW:

-----Original Message-----

From: None@teleport.com [mailto:None@teleport.com]
Sent: Friday, June 11, 1999 6:30 PM
To: shearerj@tri-met.org
Subject:

to=shearerj@tri-met.org
nexturl=http://www.tri-met.org/interstatemax/imaxthanks.htm
name=Harvey Schowe
from=None
dayphone=N/A
evening=246-1367
Comment=Comments About Proposed Interstate Max

1. I am interested in knowing why Legacy Emanuel Hospital was not considered for a light rail stop? The proposed rail line follows N Interstate Avenue after leaving the Rose Quarter area.

The section of N Interstate between Rose Quarter and in the vicinity of the Fremont Bridge has a considerable amount of auto and truck traffic because of the Union Pacific Rail Yards and other industries.

The light rail route may affect the flow of traffic along this portion of this highway. The route can cause additional traffic congestion unless the street has adequate width for this.

According to a seismic risk map of the Portland area, the section of Interstate near the river is higher than further up the hill. However, sound engineering design of the light rail can reduce the problem.

2. In addition, A stop is proposed at North Russell Street. How much passenger traffic do you expect from this stop? Has any one done any research on the number of passengers expected to use stop? Are they the people who work in the nearby business and Emmanuel Hospital? Was an engineering economics study done for this stop? How much more will the proposed rail expansion cost if the hospital stop was included.

a. As a suggestion perhaps you can survey people who work at the hospital or patients visiting the hospital about their views on a stop at the hospital.

b. Are people willing to walk up the hill from the Russell street stop to the hospital and other commercial establishments?

3. With a stop at Emmanuel Hospital, Tri-Met can get additional passengers who work at the hospital, patients visiting doctors, and relatives and other individuals visiting patients.

Other retail and commercial businesses are nearby on N Willams and Martin Luther King Blvd.. I think you will get more passengers than at North Russell stop. Over time, this hospital will be adding more wings or buildings with increased potential passenger volume.

Also I heard the city wants to develop the area around the hospital for additional commercial development or urban renewal. Perhaps I am wrong.

4. An Emmauel stop could perhaps be located on the south west edge of the complex to reduce costs. The rail line can turn and go down toward Interstate near North Granham street. Perhaps Tri-Met can avoid nearby private property near the hospital when heading toward Interstate with a corridor near City of Portland Water Bureau shops and state highway department property under the Fremont bridge.

Is it possible with some creative engineering that the light rail route from Rose Quarter can go behind the Rose Garden Arena and then head toward the hospital before going down to Interstate?

I know engineers will have a difficult problem of having the rail line cross the congested Broadway Street area. Perhaps an under pass or over pass can minimize disruption of this street but that is expensive.

5. Another minor comment about the idea of a Emanuel Hospital stop. The light rail would provide a connection between Emmanuel and Kaiser Permanente Interstate Campus. However, I think this is only a minor benefit.

6. According to your newspaper article, you show a station under study at Delta Park near Portland International Raceway.

I can see a reason for the stop if people using the park but if the station purpose is to serve the Portland International Raceway then that is a different situation.

How often the station will be used to serve the raceway? I rather see money for this station put at another place where you can get more passenger volume.

7. It is unfortunate that the light rail line has to stop at the Exposition Center because of costs. If light rail could cross the slough into Jantzen Beach shopping center. You can see potential of high passenger volume in this area. Although some people can argue that this shopping center serves Washington state residents.

If money is available, I would at least make a start on an eventual connection into Jantzen Beach.

I have no objection of the station in the future when funds are available but I would consider it a lower priority than other sites.

8. I object to the idea of installing toll booths on the interstate highways in the Portland area.

First you have to hire people and install equipment to collect tolls and for enforcement.

Although some of this work can be automated. Tolls are a vehicle tax.

You can get the same result with increases in vehicle registrations and gas taxes without the extra administration involved.

In addition, people will drive on local streets in order to avoid the tolls with a resulting increased traffic congestion.

Too many toll booths can create potential traffic bottle necks especially during rush hour.

I suggest if you want to see a toll road in operation, I suggest you go to Chicago area especially near Aurora. The main high ways have toll booths on

highway exits, highway entrances, and located every few miles. These toll booths are a nuisance.

9. I think Portland's transportation needs will require a mix of different means of transportation. In other words, I do not think there should be an over dependence on one type of transportation wheather its the automobile, bus, and light rail.

10. As a light rail user, I have found that people are using the train frequently but trains can get very crowded and uncomfortable at times. With a employer subsidized annual bus pass I have cut my driving expenses considerably. I use the car mostly on week ends or evenings.

11. Finally, I want to mention that I have no affiliation with Emanuel Hospital or live in North Portland. I have no preference on contacting me.

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 8:02 AM
Subject: FW: NO on the Interstate MAX. NO MEANS NO!!!

-----Original Message-----

From: Joseph Manley [mailto:jmanley@teleport.com]
Sent: Monday, June 14, 1999 4:18 AM
To: interstatemax@trimet.org
Subject: NO on the Interstate MAX. NO MEANS NO!!!

NO ON THE INTERSTATE LIGHT RAIL PROJECT!!!

Light rail is absolutely the wrong way BM_1_to go on Interstate Avenue.

You thereby create a huge structure that permanently blocks 2 lanes from all other uses--all so you can make a highly partial and recurring use of the space during the day.

Interstate is the only north-south alternative to the absolute gridlock on I-5. You will ruin the only alternative we have to traffic gridlock.

Interstate is also Overlook's only non-gridlocked alternative to the downtown. You will strip that from our neighborhood for NOTHING--REALLY LESS THAN NOTHING because light rail is such more less cost-effective and beneficial than more buses.

THE INTERSTATE MAX IS NOT ONLY FOOLISH, BUT ACTUALLY DESTRUCTIVE.

JUST RUN MORE BUSES UP AND DOWN INTERSTATE, ON A REGULAR AND HIGHLY DEPENDABLE SCHEDULE. Then you only use the space when you need it and leave it free for others. DON'T BE A HOG!!!!

With buses, you will transport the same or more passengers more cost-effectively, and with less environmental impact than light rail. [Since light rail uses electricity from coal-fired power plants]. And faster, given the projected speed of your SNAIL RAIL.

At a time when local roadways are increasingly overburdened and congestion is worsening at an alarming rate, you are needlessly and senselessly stripping away half of a major roadway. It's just plain nuts.

Light rail will never make up for the cars you have displaced.

You are doing this to Interstate just when the new Kaiser-Permanente facility is placing new burdens on Interstate Avenue. AND FACE IT, PEOPLE WANT TO GO TO HOSPITALS IN THEIR CARS--PARTICULARLY THOSE WHO ARE PATIENTS. That is a well known fact in the traffic management industry.

I have spent most of my adult life in areas with large public transportation systems, including rail systems. I have always supported public transportation in cities. But your light rail proposals just make absolutely no sense. I cannot support them.

END YOUR LIGHT RAIL OBSESSION. IT'S JUST PLAIN STUPID.

NO MEANS NO! NO. NO. NO. NO. Four times you've been told NO!

We mean it. Start doing something rational--like using conventional rail lines to get commuters from Vancouver to downtown Portland. Or is that just too sensible and cost-effective to be a Tri-Met program????

And in general start having a comprehensive regional transportation plan and a rational approach. So far your approach is just light rail is the answer to every problem and that's it. Light rail will always carry only a very small percentage of rides at a huge price. Even if you manage to get this bad proposal through--BY FIAT--you are doomed to failure.

The Interstate Max will be a transportation disaster that is permanently ruin access to Portland through the north. It will give light rail a bad name in the region, and the Metro, Tri-Met, and Portland governments an even blacker name.

THIS TIME YOU HAVE REALLY SCREWED THE POOCH ON THE FRONT PORCH.

Joseph Manley

2454 N. Humboldt Street

Portland OR 97217

(Overlook Neighborhood)

289-5744

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 12:32 PM
Subject: FW: Interstate Max support

-----Original Message-----

From: Priester, Mary
Sent: Monday, June 14, 1999 12:23 PM
To: Interstate MAX Outreach
Subject: FW: Interstate Max support

In the brief seven years I have lived in this city, travel by car has become ever more time consuming. Given what I assume to be a common experience, I was tremendously surprised that our otherwise well-informed, forward thinking citizens did not support the South-North proposal. Interstate Max is our second chance to expand alternative transport in our rapidly growing city.

Supportive, Deborah Horrell, Tri-Met Art Advisory Committee Chairperson,
Artist

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 12:34 PM
Subject: FW: Light Rail Support

-----Original Message-----

From: Priester, Mary
Sent: Monday, June 14, 1999 12:25 PM
To: Interstate MAX Outreach
Subject: FW: Light Rail Support

Dear Portland City Mayor and Commissioners:

As newly elected vice-chair of the Tri-Met Public Art Advisory Committee, and a nearly 2-year member of same, I strongly endorse the agency's effort to extend a light rail line from the Rose Quarter up Interstate to the Columbia. Portland and Oregon's nationally-recognized leadership in mass transit was severely dampened by the narrow defeat last November of the Eastside north-south line. The timing of that election, as our region experienced its first, brief economic downturn, primarily due to events in Asia beyond our control, tilted many against what had been earlier endorsed heartily by the same voters.

There will always be naysayers toward mass transit. The American love affair with the internal combustion engine has not yet run its course, despite vastly increased congestion, a brutally impacted municipal airshed, with further deterioration lurking on the horizon.

The only clear response must be a well-run system of mass transit, with frequency climbing as ridership increases. Having experienced two excellent systems at length, in Mexico City and Moscow, which move the lion's share of their populations daily to both work and recreation, each with exceptional art throughout, I've been sold on light rail as our best local equivalent.

I'm a resident of NE Portland, living just a mile from the proposed Portland Blvd. stop, I and my family would utilize the new system, and find it increasingly valuable as the overall gridwork continues to develop. In the long run, of course, spurs to Vancouver on or near both current freeway crossings, are a necessity. For now, however, building a line through N&NE Portland will have to do, as a symbol of our city and region's commitment to a transportation system which envisions a far-better urban experience for all its citizens.

Do the right thing, City Commissioners. Find the way to keep our region's transportation future on track.

Sincerely,

David Milholland

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 12:35 PM
Subject: FW: next meeting

-----Original Message-----

From: Priester, Mary
Sent: Monday, June 14, 1999 12:35 PM
To: Shearer, Jan
Subject: FW: next meeting

Here are my two cents worth regarding the proposed new alignment for MAX:

I have recently moved to Vancouver from Gresham and although I drive, I do so primarily because there is no efficient way for me to use public transportation. The key to taking drivers out of their cars is to provide the linkages that make connections fast and get you to where you need to go. So far, MAX is like a toy. Until MAX links the entire Metropolitan area of both Portland and Vancouver, drivers will continue to drive. It's really just that simple. I look forward to the day when Tri-Met has the public support to really build a service that can take you where you need to go. Building light rails are no more unsightly than new concrete highways, from an aesthetic viewpoint. Retaining and restoring natural Northwest beauty is of prime importance to local residences, providing those of us who live here a quality of life not found elsewhere in major U.S. cities. Tri-Met, along with public art, can improve the local landscape and give this region a look of restored beauty. I would say this is particularly true in North Portland.

Georganne Watters, Tri-Met Public Art Program committee member

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 3:54 PM
Subject: FW:

-----Original Message-----

From: DUKE97217@teleport.com [mailto:DUKE97217@teleport.com]
Sent: Monday, June 14, 1999 3:47 PM
To: shearerj@tri-met.org
Subject:

to=shearerj@tri-met.org
nexturl=http://www.tri-met.org/interstatemax/imaxthanks.htm
name=DUKE WOLF
from=DUKE97217
dayphone=731-4002X825
evening=286-8590

Comment=i voted for north south and I think north is still a great Idea. I work in NE Lloyd district and live in North Portland. A Max line to the Rose quarter with good connections would encourage me to use transit. I don't use the bus because it is disruptive to make so many stops and meanderings. So I add to the freeway congestion at Lombard.
reply=noreply

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or...>
Date: Mon, Jun 14, 1999 4:36 PM
Subject: FW: Support for SPIRIT Campaign

-----Original Message-----

From: Anna Aguilar [mailto:ejag@teleport.com]
Sent: Tuesday, June 15, 1999 2:20 AM
To: interstatemax@trimet.org
Subject: Support for SPIRIT Campaign

Dear Mr. Roberts:

I am writing to voice my support for SPIRIT's transportation campaign. As the director of the Environmental Justice Action Group (EJAG) I am well aware of the challenges facing low income and people of color in N/NE Portland. When transportation is too expensive or too inaccessible for people to regularly use, the community suffers. We will be watching with great interest to see how you and your agency respond to the reasonable request of SPIRIT for students to receive free Tri-Met passes. Our community cannot afford to lose the potential of our youth. The cost would be too high. Support the SPIRIT campaign, support transportation equity.

Sincerely,

Anna Aguilar
EJAG Director

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@Metro.dst.or.us" <faracaj@Metro.dst.or....>
Date: Mon, Jun 14, 1999 4:39 PM
Subject: FW: comment for public hearing

-----Original Message-----

From: Laura Zalent [mailto:lez@plaza.ds.adp.com]
Sent: Monday, June 14, 1999 4:39 PM
To: 'interstatemax@trimet.org'
Subject: comment for public hearing

Hello. I live in North Portland. Have for 15 years and hope to continue living here. We live in the city b/c we want to. Let's enhance livability.

I think the new plan for the light rail to go down Interstate Avenue and connect with the Max at Rose Quarter is a great idea.

I think this would improve our neighborhoods, since I-5 split them up years ago. It is a good way to give back to the community. I see opportunity for adding infrastructure and development along Interstate Ave. North Portland is a wonderful area that Light Rail would improve. Plus I like that little, if any, housing and businesses would be displaced by this new plan.

I think a rider would enjoy riding through our neighborhood. The ride through a community would be quite pleasant and safe. Riders would have the opportunity of doing many other activities nearby. And we want to encourage late night riders too- not just commuters. As Portland gets more urbanized and more populated we need the light rail for evening events downtown and at PIR and for the Christmas light shows (at both the Victorian house and at PIR). Not to forget shopping!! Or the concerts and graduations at U of P. Also Rose Quarter and Lloyd center. etc. etc.

North Portland is a development area just waiting to happen. More people are moving here b/c it is a NICE place to live. And they want to get downtown and around easily for the treasures that are there.

I want to be able to ride my bike to a train station at Portland and Interstate, stop for coffee, and take the train to work downtown. And on other days I want to take a bus instead of my bike. (If I take the bus these days I sit on it for nearly an hour while it winds around NE Portland and then gets me to my destination. When I drive, in off-peak hours, it takes me 15 minutes.) I want to take public transportation. Luckily I can afford a car. But I would prefer to lessen pollution, support my community, and get some reading done while on the train. Please make it easier and more pleasant for me, and others, to get out of my car and ride the train.

Thanks for listening.

Interstate MAX is a great idea for all of Portland.

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 4:41 PM
Subject: FW: from Brent--- Please sign & forward to interstatemax@tri-met.org

-----Original Message-----

From: CBRENT@aol.com [mailto:CBRENT@aol.com]
Sent: Thursday, June 10, 1999 9:23 PM
To: richarda@worldaccessnet.com; Bjs679@aol.com; balto@serv.net;
bikermompdx@yahoo.com; evo1@teleport.com; nag@worldnet.att.net;
hbbq@europa.com; jrussum@mail.kindercare.com; kenshell@empire2.com;
kwarnes@world-wide.com; Bigkid1357@aol.com; Starfax69@aol.com;
mail.ptld.uswest.net@mail.ptld.uswest.netmail.ptld.uswest.net@mail.ptld.
uswest.net; twoschie@teleport.com; 3shoes@prodigy.net
Subject: from Brent--- Please sign & forward to
interstatemax@tri-met.org

To Whom It May Concern:

Subject: Light rail on Interstate Ave.

We have lived in North Portland most of my life, and have been very concerned about the increased traffic on Interstate Ave. Interstate Ave is the main and only North/South thoroughfare for many in the Overlook Neighborhood.

The resulting construction on Interstate Ave will only add to our already congested highway and leave most of us with only side streets as an option for travel. The prospect of so many people trying to find a faster route on

side streets will surely cause increased accidents, injuries and/or death at uncontrolled residential cross streets and will endanger our children at play.

The construction that we just dealt with recently caused all kinds of problems, especially at the Going Street Intersection, where we were forced to wait for 2 or 3 light changes before proceeding through. This is also true when turning north from Going Street. When construction was underway I was waiting in line at Going Street for the Alberta Street light to change. What

do we, the Tax Paying Citizens get after the construction of the light rail?

A 4 lane Interstate, reduced to a 2 lane Street which will result in total gridlock, especially at rush hour.

I refuse to believe that all this construction, Gridlock and inconveniences, for a few riders that want to travel to Kenton, is really worth all this trouble and money. I am sure this is Big Business at our expense, and we

the
little people would like a voice in this matter.

THIS IS A NO VOTE FOR LIGHT RAIL ON INTERSTATE AVE.

SINCERELY

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 4:43 PM
Subject: FW: Max preferences

-----Original Message-----

From: Carl Levin [mailto:carl@teleport.com]
Sent: Monday, June 14, 1999 4:43 PM
To: interstatemax@trimet.org
Subject: Max preferences

I think that the max line between Rose Quarter and Expo is an excellent idea. The Interstate route would give this community a much needed shot in the arm. Thanks.

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "'faracaj@metro.dst.or.us'" <faracaj@metro.dst.or...>
Date: Mon, Jun 14, 1999 5:01 PM
Subject: FW: Comments on the North/North MAX line

-----Original Message-----

From: david parsons [mailto:orc@pell.portland.or.us]
Sent: Monday, June 14, 1999 4:53 PM
To: interstatemax@tri-met.org
Subject: Comments on the North/North MAX line

Actually, this is a brief comment on the /South part of the line
(the part that isn't being built):

Expanding bus service on the south side is a good idea, but I'm not so certain that adding capacity to 99E is such a good idea, because widening it out, particularly through the Eastmoreland/Westmoreland area, will involve removing the trees that line it (and make it a lot quieter.) I live about 6 blocks away from 99E, and I hear more traffic noise from I-5 across the river; it would be very distressing to hear as much noise from 99E.

-david parsons
7107 SE 17th Ave
Portland

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Mon, Jun 14, 1999 5:02 PM
Subject: FW: Comments to SDEIS light rail on North Interstate Avenue.

-----Original Message-----

From: Juszczak, Karolina [mailto:karolina.juszczak@epi.epson.com]
Sent: Monday, June 14, 1999 4:57 PM
To: 'interstatemax@trimet.org'
Subject: Comments to SDEIS light rail on North Interstate Avenue.

To: Ross Roberts

Please take our comments under consideration. Thank you. <<MAX61499.doc>>

Karolina Juszczak
karolina_juszczak@epi.epson.com <mailto:karolina_juszczak@epi.epson.com>

Polish Library Building Association

3832 N. Interstate Av.
PORTLAND, OR 97227
Phone 503 287-4077

Tuesday, June 15, 1999

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

Dear Mr. Roberts:

Plan that was presented for review at Kaiser Town Hall did not address several issues in detail. Please take our comments for Interstate Max under consideration.

1. Parking on N. Interstate Avenue. How many parking places are there going to be and where on N. Interstate Avenue between Overlook Park and N. Skidmore? Currently there is street parking between N. Failing and N. Skidmore.
2. Effect of Light rail on Polish Library and St. Stanislaus Church building foundations. How will those buildings be protected against Light Rail vibrations? Will there be special cushions installed?
3. Overpass on N. Failing safety and crime. When the overpass will reopened again will there be an increase of crime in the neighborhood? The area by the overpass needs to be well lit. We would like old fashion streetlights to be like they are in down town on 5th Avenue.
4. Street safety and children. Children are using the Overlook Park for various activities how will the children be protected against light rail. We have Polish school on Saturdays during school year and around 60 children attend. How will they be protected against light rail?

Please include us in discussions and planning on the Overlook Park to N. Skidmore part of light rail before final design is presented. We look forward working with you on those issues.

Sincerely,

Karol Juszcak
President
503 289-2466

From: "Shearer, Jan" <SHEARER@tri-met.org>
To: "faracaj@metro.dst.or.us" <faracaj@metro.dst.or....>
Date: Tue, Jun 15, 1999 7:49 AM
Subject: FW:

-----Original Message-----

From: marileep@teleport.com [mailto:marileep@teleport.com]
Sent: Monday, June 14, 1999 10:22 PM
To: shearerj@tri-met.org
Subject:

to=shearerj@tri-met.org
nexturl=http://www.tri-met.org/interstatemax/imaxthanks.htm
name=Marilee Smith
from=marileep@teleport.com
dayphone=248-5020
evening=

Comment=I would like to comment on the proposed Interstate MAX and would like my opinions counted as part of the public testimony. I oppose the Interstate MAX. We've already voted on it 3 times.

1. We already have very adequate bus service along Interstate from Vancouver to downtown. The #5 runs on a convenient and regular schedule with service to Vancouver. Additionally, C-TRAN offers express service from Vancouver to Portland and back.
2. MAX will not revitalize Interstate Ave. Interstate seems to be in the process of 'coming back' on its own. I think it is a serious mistake to reduce Interstate to 2 lanes. Much of the traffic on Interstate goes to Swan Island and I don't think MAX will impact their commute except to make it longer and snarl traffic.
3. MAX is noisy. I lived at 33rd and Schuyler (NE) and could hear the squealing wheels of MAX even though we lived a good quarter mile away. This problem has plagued Westside MAX as well.
4. If MAX becomes a reality there is no provision for park and ride except for a "proposed" site at the Expo Center.

Since many regular routes are discontinued or altered when MAX opens it is more difficult to get to MAX or to take the bus. Neighborhood parking will increase as it has in other areas where MAX runs (Hollywood for example)

5. The plan and proposed route seem 'thrown together'. If MAX is ultimately to run to Vancouver why not use an alternate route (Vancouver, MLK or I-5) and run to Jantzen Beach? Plus there is no plan for art or other efforts at improving the areas around the MAX line like there was for Westside MAX. North Portland is a nice place to live too.

Thank you.
reply=email

Addendum to

Telephone Comments Received Through June 14, 1999

June 3, 1999

Gloria Ecklund
Neighbor

Have we seen Interstate Avenue when the freeway is plugged up? There's no way we can make it into a two-lane road. She thinks we must have rocks in our heads. June 6, 1999:

Paul Mendez
9845 N Jersey St.
Portland OR 97203

He wonders where we get off stealing park and city renewal dollars to build something that was already voted down three times.

Delaine Rann
2043 N Webster
Portland OR 97217

She favors Interstate Avenue Light Rail. Any development on Interstate and increase in public transportation is nothing by a benefit to north Portland. She says she is someone who is all for it, and as someone who works in Old Town, she would be happy to use it.

June 7, 1999

Dawn Ekman
3957 N Colonial Avenue
Portland OR 97217
294-0787

Dawn is a resident of Overlook Neighborhood who uses No. 5 bus to downtown Portland. Currently, she walks two blocks to catch it. MAX would require her to walk and additional two long blocks from the closest stop. She likes the 10-minute service on No. 5. She says that she takes both MAX and buses and that MAX doesn't really get her there any faster—she sees no advantage to MAX over bus.

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

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

June 9, 1999

Maureen Gadotti
5534 N Burrage
Portland OR 97217

She does not want light rail to happen.

Edith Kerbaugh
12341 SE 67th Court
Milwaukie OR
653-8015

She doesn't see the need for this in terms of moving people along that route. Using the bus is a good way to go and a lot cheaper. Also, it will increase congestion because it will take away traffic lanes, which means it will be bumper-to-bumper through that area. She doesn't see how any problems are being solved, and she says a lot of money would be spent to create more problems.

June 10, 1999

George Spaulding
Land Use Chair, Overlook Neighborhood Association
283-6999

He is strongly opposed to the Interstate MAX proposal as it now exists, for the following reasons:

- 1) It would limit the access of emergency vehicles to his neighborhood
- 2) Tie and ballast track construction
- 3) Traffic disruption and parking on Interstate.

June 11, 1999

Julie Taylor
1901 N Farragut
Portland OR 97217

Hope they build it--can't wait!

Lauren Redmond

She thinks it's very important that children be given free access to the light rail when they are going to school. No child should miss school because of inability to pay for transportation.

Alma Tylander
2453 N Humboldt St.
Portland OR

She is not in favor of MAX going down Interstate Avenue. We don't need it—that's her opinion.

Leonard Kirkpatrick
7609 NE Rodney Court
Portland OR 97211

Mr. Kirkpatrick is 74 years old and does not want taxpayers money used on light rail. "It's hard enough for some folks to put food on the table without having to pay for more things that the government wants. Senator Smith says the federal government will pay some of the money but not all of it. The paxpayers have to pay the rest."

Jan Meskamin
4054 N Colonial
Portland OR
249-0934

She voted against light rail going down Interstate Avenue. She does not want it.

COMMITTEE MEETING TITLE JPACT

DATE 6-17-99

NAME

AFFILIATION

NAME	AFFILIATION
FRED HANSEN	TRI-MET
David Braydon	Metro
Joni Koskitt	4 Cities E. County
KARL ROLHE	C ⁸
Ron Bergman	Clark County
Dave Lohman	Port of Portland
GREG GREEN	Oregon DEQ
Dan Wagner	WSDOT
Kay Van Sickle	ODOT
R. E. Fuller	Mayor, Vancouver
CHARLIE HALES	Portland
Roy Rogers	WASHINGTON CTY.
Bill Kenalbert	CLATSOP CO
Shannon Kelley	Multnomah County
Jon	Metro
Lea Oades	Traskia
Red Moore	Metro Council P.O.
Ed. WASHINGTON	METRO councilman
Judy Coty	Metro
Richard Brandman	Metro
Neil McFarlane	Tri-Met
GB ARRINGTON	TRI-MET
Carolyn Young	Tri-met

COMMITTEE MEETING TITLE SPACT

DATE 6-17-99

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AFFILIATION

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CITY OF PORTLAND STAFF

Jan Schaeffer

Tri-Met

Douglas Obletz

Sh. els obletz Johnson

Thomas Briggs Markgraf

Cong. Blumenauer

Dick Feeney

Tri-Met

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DJK

Anne Winthrop

Tri-Met

BILL BURGEL

HDR ENGINEERING

REBECCA OCKEN

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The Lippman Company

Martha Bennett

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John Houser

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Nina DeConeini

DEQ Air Quality

Geoffrey OLIVER

OREGONIAN

JIM HOWELL

AOLTA

Jeanna Lernazann

metro

DAVE MERCIER

City of Battle Ground

Deag Longwell

PIC

Kim White

Metro

COMMITTEE MEETING TITLE JPACT

DATE 6-17-99 pg 3

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