



**UNITED STATES GENERAL ACCOUNTING OFFICE
REGIONAL OFFICE**

**ROOM 201, 415 FIRST AVENUE NORTH
SEATTLE, WASHINGTON 98109**

November 16, 1973

Ms. Mary Peterson
Portland City Hall, Room 314
1220 S. W. 5th
Portland, Oregon 97204

Dear Mary:

Attached is our factual summary of the public involvement aspects of the I-505 study. We would appreciate getting your comments on the completeness and accuracy of the facts presented. Please call me at 221-2485 with your comments or I will arrange to meet with you at your convenience.

Thank you for your time and assistance during our study of I-505.

Sincerely,

Robert A. Higgins
Supervisory Auditor
Portland Suboffice

Enclosure



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 JIM BROOKS
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Sincerely,

not by
Public Works Committee

Robert A. Higgins
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 Supervisory Auditor
 Portland Suboffice

Enclosure

Herman Braem

*rec'd
 11-20-73*

*state clearinghouse
 DEC*

*such land use
 planning as has
 been done.*

11-20-73

INTERSTATE 505

D R A F T
NOV 14 1973

BACKGROUND

Northwest Portland is a 12-square mile area which includes an older section of the city known as the Northwest District. The Northwest District, about 4 square miles, has a mixture of commercial, residential, institutional, and industrial use. Compared to the rest of the city the Northwest District has a high proportion of older people (65 and over), and young adults (20-34). As a result, incomes are generally lower than the rest of the city and a high proportion of the residents live in low-rent housing.

In 1963, the Oregon State Highway Division announced plans to improve the local street system in the Northwest District to handle traffic dumped into the area by the proposed Stadium Freeway (I-405) and the planned Fremont Bridge. A corridor public hearing on the proposed improvements was held in January 1964 by the Highway Division. The Portland City Council approved the plan in January 1965, and FHWA approved acquisition of additional right-of-way in November 1965.

However, subsequent traffic projections showed the planned improvements would be inadequate to handle 1972 traffic. In 1968, the Highway Division requested an extension of I-405 through the Northwest District to handle the anticipated traffic. FHWA approved the extension (a spur) designating it I-505, and authorized the preliminary engineering and relocation studies in March 1969.

The Highway Division requested and received Federal location approval for I-505 in April 1969. State and Federal engineers agreed that prior

right-of-way actions, authorizations, and the January 1964 corridor public hearing were adequate to request location approval and to hold a design public hearing without holding another corridor public hearing. The Highway Division also decided that because the highway facility had been approved prior to the enactment of the National Environmental Policy Act of 1969, an environmental impact statement (EIS) would not be prepared.

In October 1969, the Highway Division contracted with the city of Portland to report on the proposed I-505 corridor and recommend a facility which would best fit the land-use patterns of Northwest Portland. The report, entitled Multiple Use and Joint Development of the I-405, I-505 Freeway Corridor, was issued by the Portland Planning Commission in October 1970, and for the first time focused public attention on the impacts of I-505. Among other things, the report recommended a depressed freeway using the proposed Upshur corridor which the Highway Division had originally proposed for improvements and later for I-505. In response to the report, residents of the area formed the Willamette Heights Neighborhood Association and prepared a report critical of the recommended freeway.

In August 1971, the Willamette Heights Neighborhood Association and the Northwest District Association urged the city to request the Highway Division to adhere to Federal environmental guidelines in planning I-505. The neighborhood associations did not believe the Highway Division was adequately dealing with the replacement housing issue in the Northwest area.

One month later the two neighborhood associations were joined by the Oregon Environmental Council, and various other groups and individuals, in filing a complaint in Federal District Court against the Secretary of Transportation, the Highway Division, and the City of Portland to stop work on I-405 and I-505 until the Highway Division prepared a draft environmental impact statement and held a public hearing.

The court, in December 1971, ruled the Highway Division had met all procedural requirements for I-405 and had received all necessary approvals. However, for I-505 the court held the "change in type of highway facility planned and its changed economic, social, and environmental impact" required a public hearing. The court stopped further acquisition of right-of-way on I-505 and ordered a draft environmental impact statement be prepared within 30 days and a public hearing held 30 days thereafter.

whether to The Highway Division prepared a draft environmental impact statement and scheduled a public hearing for February 10, 1972. On February 9, 1972, the Portland City Council held a public hearing to *determine* reaffirm and approve the location of I-505. However, following public testimony the Council adopted a resolution asking the Highway Division for a more thorough study of alternative corridors which should include the impact on housing and industry, as well as a general plan for relocation and/or replacement. During the Highway Division's February 10, 1972, hearing it was announced the Highway Division had agreed to further study alternative routes as requested by the City Council.

The Highway Division contracted with the firm of Cornell, Howland, Hayes, and Merryfield-Hill (CH2M/Hill) in August 1972 to conduct a more comprehensive environmental analysis. Several firms were added as sub-contractors, including Burke Associates who played a ~~major~~ role in the public participation aspects of the study. CH2M/Hill and the subcontractors formed an inter-disciplinary study team that was to handle: (1) public participation, (2) environmental impact analysis, (3) land use study, (4) social analysis, (5) economics study, (6) relocation housing study, (7) transportation study, (8) urban design study, and (9) geometrics and engineering study. As of October 2, 1973, the total cost of the study was \$670,000.

IDENTIFICATION OF THE PUBLIC

The Highway Division and the consultant jointly decided that the area most affected socially, economically, and environmentally by the project had already been largely determined by the natural terrain of the Northwest Portland area. The West Hills form the western boundary of the study area while the Willamette River which curves to the west forms the eastern boundary and narrows the width of the district from 1 1/2 to 1/2 mile. Other boundaries are: (1) N. W. Kittridge Avenue (northwestern), (2) Fremont Bridge and I-405 (southeast), and (3) N.W. Thurman Street (south).

In addition, areas represented by the neighborhood associations and all Northwest Portland industrial concerns were included in the study area.

NOTIFICATION OF THE PUBLIC

Newsletters mailed to the public were the principal means used to announce the consultant's five public meetings. Notification also included the posting of over 350 notices in the study area; distribution of flyers to children at a local school; media coverage; and word-of-mouth contact through the neighborhood associations and a Citizens Contact Committee. In addition, the consultant established an office in the study area which was open to the public.

The Newsletters were mailed to most residents and businesses in Northwest Portland. The newsletters were addressed "RESIDENT occupant" and distributed in two zip code zones encompassing the study area. In addition, property tax records were used to identify people who owned property in the impacted area but did not live there. Newsletters were also sent to those attending the Highway Division's February 1972 public hearing, to shop stewards, interested elected officials; and to newspapers, radio, and television stations.

Newsletters mailed prior to ^{each of} the consultant's meetings informed the public of (1) the reason for the study, (2) how they could participate, (3) the role they could play, (4) the time, date, and location of the four public meetings, (5) the agenda planned for the meetings, and (6) where and how additional information about the project could be obtained. Over 9,500 newsletters were mailed 1 1/2 to 2 weeks prior to each of the public meetings.

A final newsletter, mailed 4 months after the last public meeting, but before the end of the study, was used to present and describe the six alternatives analyzed in detail by the consultants.

?
We didn't know all this in advance

OBTAINING THE PUBLIC'S VIEWS

To provide an opportunity for public participation the consultants held five public meetings between September and November 1972. The consultant's office, located in the Northwest area, was also open to the public, where daily discussions were held with individuals, public groups, business representatives, and elected officials. In addition, the Northwest District Association ^{new office of the} ~~opened an information office~~ ^{supplied information to} interested citizens ^{of} in the area and the City Council established a Citizens' Contact Committee which served as another forum for public involvement. (see p. 9 for details)

the implication is that OSHD funded NWDA. (interested citizens of in the area and the City Council established a Citizens' Contact Committee which served as another forum for public involvement. (see p. 9 for details) Actually it was the Lutheran Church of America.

The consultants held public meetings in order to encourage positive, constructive participation. They felt a number of smaller meetings would provide a better forum than holding fewer "hearing"-type meetings. The following summarized what happened at the meetings:

September 25 and 26, 1972 (Monday and Tuesday)

The September 25 meeting was held in a local school auditorium at 7:30 p.m., and the September 26 meeting was held at 3:00 p.m. in the assembly hall of a local church. The purpose of both meetings was to:

1. introduce the study team, including representatives of municipal government and the Highway Division;
2. familiarize citizens with the scope of the study and its various components; and
3. lay the groundwork for future meetings.

D R A F T

After general introductions and a description of the study, the meetings broke down into three workshops: Urban Design-Land Use, Housing and Social Aspects, and Traffic and Transportation Engineering. The purpose of the workshops was to establish a basis for the on-going exchange of information between the public and the study team. Those attending selected their area of concern and sat in on a 30-minute session conducted by the technicians working in the area. According to the study team, ~~an estimated~~ 85 people attended the first meeting and about 27 attended the second.

November 2, 1972 (Thursday)

About 110 people attended the 7:30 p.m. meeting in the study team's office. Study team members briefly discussed the alternatives and possible environmental impact problems and solutions that would result from the proposed freeway. To aid the study team in further narrowing the alternatives a "do-it-yourself" information packet was distributed at the meeting. The packet contained 12 maps and statistics on the areas' renter-owner occupancy, age distribution, traffic patterns and volumes, land use, housing patterns, and geological characteristics. Also included was a map indicating typical or possible highway locations and lengths which could be used in Northwest Portland. Those attending were asked to take the material home and to use

the blank work map in the packet to design their own alternatives. About 250 to 300 of the packets were distributed at the meeting and in response to subsequent requests. The public was asked to either bring the completed maps to the next meeting or mail it to the study team's office.

November 9, 1972 (Thursday)

The following week about 75 people met at 7:30 p.m. in the study team's office. Twenty-five packets were returned and those attending were encouraged to suggest and discuss where the freeway, if any, should go. Presentations were made by industrial representatives, Northwest Portland homeowners, and representatives of the Northwest District and Willamette Heights Neighborhood Associations.

November 28, 1972 (Tuesday)

A standing-room-only crowd of about 170 people attended the study team's final meeting at 7:30 p.m. and heard the study team present the six alternative solutions it had chosen to study in greater depth.

At least 20 people attended three of the five meetings and at least 43 people attended two meetings. Of the 20 attending three meetings, 15 were residents of the area, 3 represented business interests, one worked in the area, and one owned property in the area. Thirty-two of those attending two meetings were residents of Northwest Portland, while the other 11 represented industry.

These figures are incomplete. They are based on 3 not 4 meetings. Or did you do a final tally?

first three

of the first three

Citizens' Contact Committee

Commissioner Lloyd Anderson

In 1972, the ~~Mayor~~ appointed the Citizens' Contact Committee to exchange views and information with the Highway Division and the consultant. The committee was composed of five people representing the following citizen and industrial groups: (1) the Northwest District Association, (2) the Willamette Heights Neighborhood Association, (3) Friendly House, (4) Committee of the Concerned ^{the 1-505} (ESCO Corporation) ^{representative employed by} and (5) Neighborhood Improvement Committee, Consolidated Freightways. ^{representative from} The committee attended the consultant's staff meetings, and was considered by the study team to be an additional source of public contact.

Public involvement in need determination

The need for a solution to the transportation problems in Northwest Portland had been decided before the consultant was hired. As a result, the scope of the consultant's study did not include, nor was the public, involved in determining the need for the project.

The transportation problems in Northwest Portland had been under study since 1963. Although disagreements still existed as to how best to solve the transportation problems in Northwest Portland, the City Council accepted the need for the project during its February 9, 1972, hearing. During the hearing the City Commissioner for Public Works said, "...I think a clear case can be made that a facility is needed, and I would feel very strongly that such a facility should be constructed."

grammar

D R A F T

Public involvement in identification and selection
of alternatives

The Highway Division originally presented four freeway alternatives to the City Council and to the public in 1972. The Upshur corridor had been studied in considerable detail. Because similar detailed information was not available on the other three routes, the City Council passed its February 9, 1972, resolution asking for further analysis of alternative corridors.

As part of the contract for more in-depth environmental analysis, the Highway Division specified that the four freeway location alternatives presented at the public hearing and discussed by the City Council would be included ^{among those studied.} ~~in the study.~~ In addition, the improvement of certain existing streets, improved mass transit, and "do nothing" alternatives were to be considered. The consultant was also asked to examine any other alternatives found to be more acceptable.

The consultants initially identified 19 possible ^{routes} alternatives for solving transportation problems in Northwest Portland. To aid in the identification of additional alternatives, the consultants gave the public an information packet to work with and asked the public to present their alternatives at a public meeting. A study team representative

said many of the public's suggestions were either "no-builds" or duplicates. However, an alternative developed and presented by the Northwest District Association was chosen by the study team as one of the six alternatives to be studied in-depth.

The consultant's in depth analysis of the six alternatives showed the association's suggestion would: (1) have the least impact on the area, (2) be one of two alternatives displacing the fewest people, (3) displace the third fewest number of jobs, and (4) be the most expensive alternative costing \$5.7 million more than the next most costly alternative and \$42.7 million more than the cheapest alternative.

Are you referring to 3 or 4?

#3

3, 4, +5

The NWDA suggestion became #4, didn't it? #3 was Ivey's suggestion.

FEEDBACK

In addition to four newsletters mailed to the public providing them with feedback on the consultant's study and the public meetings, 16 page tabloid a newspaper summarizing the consultant's report to the Highway Division was mailed directly to residents and businesses in those areas of Northwest Portland most affected by the project. The newspaper presented the social, economic, and environmental implications of the six alternatives.

A public meeting was held November 28, 1972, to discuss the alternatives selected. However, the consultants did not discuss the criteria used to select the six alternatives to be reviewed in-depth. Also, after the last public meeting in November 1972, the public did not receive any

This was done at the previous meeting as consultant explained what criteria were used to eliminate some of the 19.

direct feedback from the consultant until the newspaper in March 1973-- almost four months later.

A study team representative said they debated whether or not to send a newspaper out sooner but the joint decision of the consultant and the Highway Division was that they should wait until the six alternatives had been analyzed in more depth. However, due to unforeseen delays, the time was more than anticipated by the consultants.

FORMAL PUBLIC HEARING

Above is our analysis of the public involvement activities prior to the formal public hearing which was held by the Highway Division on October 30, 1973.

APPENDIX I

HISTORY OF PROJECT

1963 Highway Division announced plans to improve NW Portland streets

1964 PUBLIC CORRIDOR HEARING

1965 City Council and FHWA approve of street improvements

1968 Highway Division revises traffic projections and asks for extension of I-405

1969 Highway Division requests and receives location approval from FHWA and contracts with City to recommend a facility in the Upshur Corridor patterns in NW Portland

1970 City Planning Commission recommends depressed freeway

1971 Willamette Neighborhood Association criticizes recommended freeway
Suit filed to stop I-505.
Court stops I-505 and orders draft EIS prepared and public hearing held

1972 February City Council asks for study of alternatives
PUBLIC CORRIDOR HEARING - Highway Division agrees to further analyze alternatives

June Highway Division hires consultant

September Public Meetings - Introduction of consultant.

November Public Meeting - 19 possible alternatives discussed and packets handed out
Public Meeting - public's alternatives discussed
Public Meeting - 6 alternatives to be studied in-depth announced

1973 March Newsletter mailed to affected public discussing 6 alternatives
AUGUST Newspaper summarizing draft EIS mailed to affected public
September Consultant completes report
FHWA approves Draft EIS
October 30 PUBLIC CORRIDOR HEARING - Highway Division presents Draft EIS

call
andy

4200

M E M O R A N D U M

To: To File

From: Mariel Ames, Senior Land Planner, Tri-Met

Date: January 31, 1974

Subject: Meeting of the Technical Advisory Committee,
Tuesday, January 29, 10:00 a.m., Mayor's office.

Those present at meeting:

Ernie Munch, Portland Planning Commission
Doug Wright, Portland Bureau of Planning
Bebe Rucker, Washington County Planning
Commission
Dick Van Ingen, Clackamas County Planning
Commission
Bob Bothman, Oregon State Highway Division
Bob Cunningham, Oregon State Highway Division *metro Planning.*
Mark Bovee, Department of Transportation
Jeff Zinn, Oregon State Highway Division *Environmental Section*
Bob Post, Oregon State Highway Division, *metro.*
Donna Kilber, Oregon State Highway Division
Mary Pederson, Office of Neighborhood
Associations
Bill La Cour, Multnomah County Planning
Commission
Dick Speer, Portland Traffic Bureau
Engineering Office
Alan Webber, Mayor's Office
Ed Wagner, Tri-Met
Ed Waehrer, Tri-Met
Mariel Ames, Tri-Met

Ed Waehrer, recently appointed Tri-Met Coordinator, was introduced to the Committee.

The Chairman, Mariel Ames, discussed the areas of responsibility for the Park-and-Ride Station using West Portland Park-and-Ride as a prototype, showing the different agencies that would or could be involved. (See attached agenda.)

Ernie Munch, Portland Planning Commission, discussed his proposal for the West Portland Park-and-Ride area as a reconnaissance study, preliminary land use, and development proposal. Other local planning agencies will be involved in similar reconnaissance and land use studies as well as providing input into Tri-Met and the consultant's planning effort.

Bob Bothman, Oregon State Highway Division, asked about the extent of the responsibility of the Oregon State Highway Division's Environmental Impact Statement for the West Portland Park-and-Ride Station. The Chairman said that the Environmental Impact Statement should include the impact on the surrounding neighborhood, including the environmental impact on the neighborhood adjacent to Capital Highway up to Portland Community College as a possible additional transfer station.

There was a discussion by Bob Bothman, Alan Webber and Ed Wagner on the function which could be played in the impact statement making it a document of concern for the neighborhood impact.

Mary Pederson asked about the role of the citizens in the Technical Advisory Committee, and it was agreed that a citizen representative from the neighborhood being considered (such as West Portland Park-and-Ride) would be invited to attend the Technical Advisory Committee.

Bob Cunningham said that in contacting and working with citizen groups, the Oregon State Highway Division has worked closely for the past several months with the Jackson Community Association, as well as contacting business men and property owners.

There was a discussion between Bob Bothman, Ernie Munch, Ed Wagner and Ed Waehrer on the transfer function and location of the Park-and-Ride Station.

Bothman said the transfer point had to be identified because of the need to pin this down for the Environmental Impact Statement. He asked Ed Wagner if Tri-Met wanted the transfer point at Portland Community College or at the Park-and-Ride Station. Ed Wagner said this was a technical matter and should be worked out on an operational basis, and in the meantime both sites could be considered as transfer points. They agreed that there could be many operational variations to be worked out later on, but the Environmental Impact Statement should move right ahead for a proposed release date on March 15 and a public hearing scheduled for April 23.

The Chairman went over a list of preliminary planning responsibilities for the various Park-and-Ride sites and discussed the potential role of local and regional agencies and organizations.

MEMO/To File
January 31, 1974

3

It was agreed that meetings would be arranged between Tri-Met's planners and Clackamas, Washington and Multnomah County planning departments, to begin preliminary work on the Park-and-Ride sites in each of these counties.

There will be a Park-and-Ride meeting on Tuesday, February 5, at 10:00 a.m. in the Mayor's office.

MJA/dh
Attachment

M E M O R A N D U M

To: File

From: Edgar Waehrer, Project Coordinator, Tri-Met

Date: February 14, 1974

Subject: Meeting of the Technical Advisory Committee,
Tuesday, February 7, 10:00 a.m., Mayor's Office.

Those present at meeting:

Hurvie E. Davis, Columbia Region Association
of Governments

Ernie Munch, Portland Planning Commission

Bill La Cour, Multnomah County Planning
Commission

Robert Kincaid, City of Lake Oswego

Newton Andrus, Oregon State Highway Division

Bob Cunningham, Oregon State Highway Division

Bob Post, Oregon State Highway Division

Mary Pederson, Office of Neighborhood
Associations

Jeff Zinn, Oregon State Highway Division

Bebe Rucker, Washington County Planning
Commission

Maribel Ames, Tri-Met

Ed Wagner, Tri-Met

Edgar Waehrer, Tri-Met

1. Edgar Waehrer discussed the conceptual goals for the park-and-ride stations and how they fit into the Metropolitan system. He outlined some of the elements for the park-and-ride stations and how there will be a structuring of feeder bus lines leading to the transit stations.

Ed Wagner said that our number one priority is developing the transit stations and express corridors between the stations to the downtown. Maribel Ames brought up the fact that there will be a connection between the stations without having to go downtown. Edgar Waehrer explained that the two key elements in developing the stations are: 1) Tri-Met is providing a service in moving people, and 2) we will have to rely on the planning agencies involved to set ground rules and collect data on the different areas on how these stations can be structured into the community.

2. Edgar Waehrer discussed the time table regarding the five stations Tri-Met is responsible for allowing roughly from April of 1975 to July of 1976 for final construction documents and construction. He stressed there must be a tight schedule of preplanning for the next three months so the material for the five consultants, who will come on board in May, will be ready. The consultant's analysis period will go from May to September, and there will be an informational hearing in September and a site, corridor and mode selection in October. There will be a trial hearing in December. Mariel Ames stated that there will be meetings with City and County Commissions and community groups, so their recommendations can be heard, resolving many problems before the hearings are held.

The time table was considered tight by everyone with the necessity of having all the pieces fall into place very neatly if the schedule is to be followed.

3. Edgar Waehrer asked that planning agencies use the preplanning phase to collect base data and review the opportunities presented in the potential Transit Station areas.
4. Jeff Zinn indicated that one third of the West Portland EIS (draft) would be available for review at the next Technical Advisory Committee meeting.

EW/dh

THE CITY OF
PORTLAND



OREGON

M E M O R A N D U M

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

1720 W FIFTH AVE
PORTLAND, OR 97204

To: I505 Contact Committee Date: March 19, 1974
From: William S. Dirker
Subject: Status Report

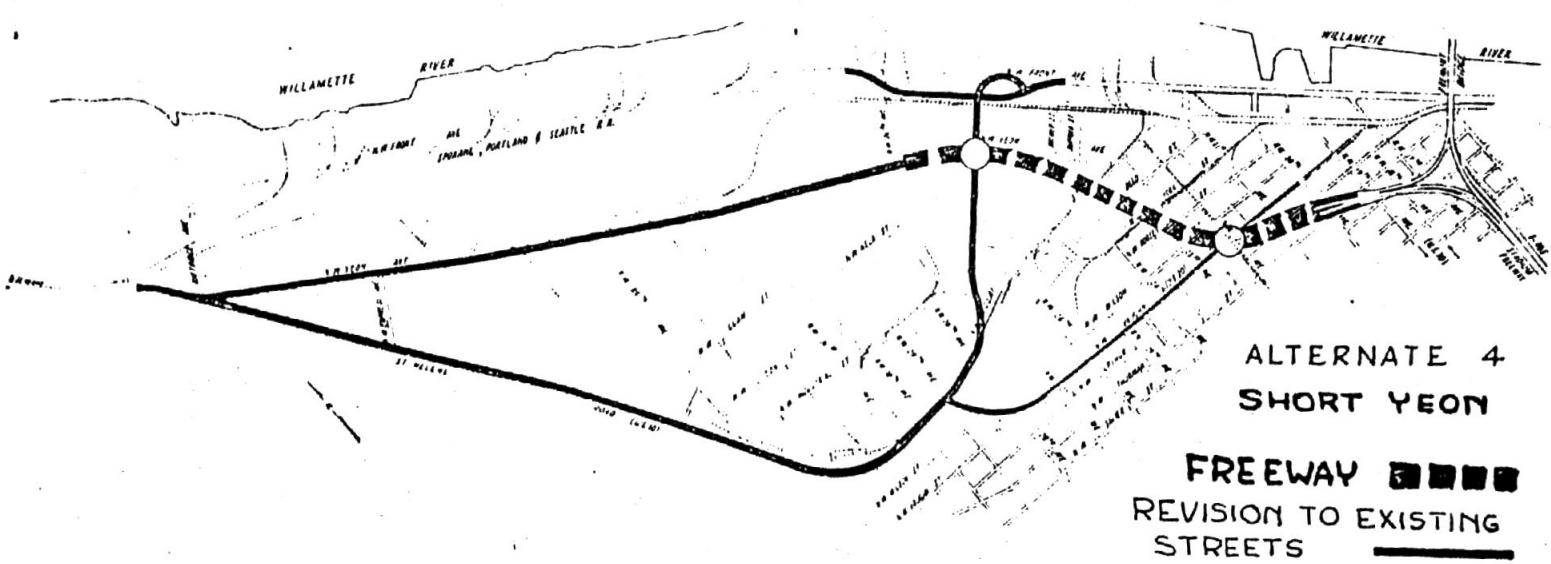
Enclosed is a copy of a newsletter the Highway Division will be sending out soon to a large mailing list in the I505 area.

Also enclosed are copies of staff memoranda regarding progress on the final Environmental Impact Statement.

The City Council action in January specified that the I505 Contact Committee continue to function. We will endeavor to keep this channel of communication open and alive. I appreciate the efforts you make to keep the groups you represent informed and, in turn, pass information in this direction as the project proceeds.

WSD:dym1

1-505



COMMUNITY INFORMATION NEWSLETTER

MARCH, 1974

SO THAT PEOPLE MAY KNOW:
 SOME RECENT DEVELOPMENTS

The consultant's study was completed and the Federally required Draft Environmental Impact Statement distributed to the public September 27, 1973. This was followed by a formal corridor hearing at Chapman School October 30.

The City of Portland held meetings on December 20, and January 31, 1974, to decide on the City's choice for I-505. At the December 20, meeting the City adopted Resolution 31327 which set forth the City's preference for the Short Yeon Alternate, but expressed a desire to have the Highway Division study the Upshur Alternative with the freeway covered and look for possible solutions for relocation housing. The Council also requested that the Planning Commission and the Housing Authority study and report on rezoning, land acquisition, noise buffers, housing funding and residential development. The City Council heard testimony from interested individuals and organization representatives.

At the January 31, meeting the City Council considered Resolution 31358 which formalized the City's preference for Alternative 4 (the "Short Yeon") with a number of stipulations. The Council voted unanimously to select Alternative 4 as their preference, with the stipulation that the ultimate design should consider both elevated and depressed configurations, that the City control land use under elevated structures and provisions be made to enhance the northwest area in conjunction with the highway facility.

WHAT'S HAPPENING NOW?

The final Environmental Impact Statement is presently being prepared by the Highway Division, incorporating testimony and public opinions into the Draft Environmental Impact Statement. The Division is examining the Short Yeon route, the City's requirements for that route, and what the costs are both in money and effect on the immediate area, railroads, industry access, etc. Questions brought up at the hearing

and in response to the draft EIS will be answered in the final draft statement being prepared. The Highway Division will request approval of the corridor by the Federal Government (FHWA). This approval will take at least 30 days following distribution of the Final Environmental Impact Statement. FHWA approval of the corridor will authorize design engineering. This authorization is expected in August this year.

WHAT'S NEXT?

After a corridor is approved, possible designs within that corridor will be explored. Acquisition of hardships may be authorized after this approval and more information will be circulated at that time. This will be followed by a "design hearing" presenting to the public designs which appear feasible. The acceptable design will be submitted to the FHWA for approval. Following this approval, routine purchase of right of way will be authorized. Approval for acquisition of right of way is expected in May, 1975. Construction could begin in 1977 with completion as early as 1980.

WHAT ABOUT PEOPLE WHO HAVE TO MOVE?

With City approval, and likely State and Federal approval of a corridor this summer, the residents of NW Portland should be able to plan their future with more assurance. Even with this decision, however, a project as large as this one necessarily takes time and the Highway Division estimates that no action will be taken regarding relocation of residents whose property must be purchased until July, 1975. Benefits are available to people who are actually occupying the property when it's purchased. In addition to Federal relocation requirements, the Division plans to engage an independent social services agency to assist with personal and human problems as relocation takes place. Friendly House, one such agency in the Northwest neighborhood, is being considered. Executive Director, Edd Crawford recently expressed his concerns:

"The cloud of uncertainty has hung heavily over a part of northwest Portland waiting for the decision on the route of I-505. It has seemed, to many, to take an unusually long time. Studies, rumors, surveys, conjunctures, have heightened this uncertainty to an almost intolerable level.

We all expressed a sigh of relief when, for all purposes, the City Council recommendation became known. However, the implementation of that decision will not come before mid - 1975. Don't look for the appraiser or the demolition crews to come around the corner tomorrow - we have a long way to go.

Friendly House, Inc. has been monitoring this whole process, 'keeping them honest' as it were. Direct access to City Council and the Highway Department personnel has proven helpful in informing the public. Hearings, informational meetings and mobile displays have all helped. The I-505 citizen contact committee was instrumental in this process. Friendly House has been an integral part of this effort.

As a non-governmental agency, Friendly House will continue monitoring the progress of design, relocation, etc. However, we will be adding a new function of giving social assistance in personal problems of the residents. This has been our traditional role since 1930 in northwest Portland. We intend to continue by assisting the resident in whatever way that we can in this long, unfolding relocation process. We can be reached at 2617 NW Savier Street, telephone 228-4391. Keep in touch".

February 26, 1974
Edd W. Crawford
Executive Director
Friendly House, Inc.

WHAT HAPPENS TO THE EXCESS PROPERTIES ALONG THE UPSHUR ROUTE?

The Highway Division presently owns a number of properties along the Upshur corridor. If the Short Yeon line is selected, much of this property may become excess. None of this will be disposed of until construction has progressed to the stage that it is definitely determined which property may become excess.

Three possibilities exist - the property could be used for relocation housing, sold on the open market, or used to improve the livability of the neighborhood. Decisions on the possible uses will be made as planning progresses.

MAINTENANCE AND CLEANUP

While those who are renting the State-owned properties along the Upshur route are expected to keep them clean and neat, vacant land is maintained by a Highway Division crew. We realize that trash and litter tend to breed more trash and litter so we ask your help in letting us know when State property is in need of clean-up.

WHERE DO I CALL FOR INFORMATION

If you have any questions, one of the people on the following list will get you an answer. There may be some things where this is no answer yet, but if you will give us a call, we'll do our best.

State-owned rental houses:
GARY KNOWLTON 238-8220

Relocation Assistance:
GENE ST. CLAIR 238-8215

State property needing attention:
JON ROSE 238-8395

Right of Way Acquisition:
LOU GROTHAUS 238-8215

Engineering and Planning:
BOB BOTHMAN
BOB CUNNINGHAM
JON ROSE 238-8226

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

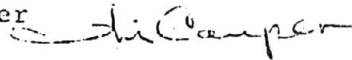
Salem, Oregon

DATE ¹ March 1, 1974

TO R. Schroeder A. Olson K. Chatwood
 R. Bollman W. Dirker G. Potter
 E. Valach K. Limbocker G. Ramjouw
 L. Renz J. Rose
 C. Christlaasen R. Post

FROM

Stu Couper, Project Manager
 Environmental Section



SUBJECT

I-505 EIS, General Discussion of Study Approach

This memo has been prepared to establish a time and place for a general discussion on the development of a Final Environmental Impact Report for I-505, the Industrial Freeway.

Since there is no perfect time for everyone, it is hereby suggested that above-mentioned meeting be held in the Highway Division's small conference room in Salem beginning at 9:30 a.m., Friday, March 8, 1974. Subsequent meetings on this project are planned through March. Your attendance is respectfully requested.

As a result of recent study and discussion, the following topics are offered for consideration, plus any pertinent items that may develop during the meeting:

- I. The report will follow the format established by the Draft EIS, but will concentrate on alternative #4.
- II. The report will include (possibly as an addendum) the supplemental report to the City Council of Portland dealing with the tunnel study for alternative #1 and related analysis for alternative #4.
- III. The graphic material in the Final EIS will essentially relate to alternative #4 except for those which are general in nature and as required for clarity.
- IV. The section (#X) in the Draft EIS will be

March 1, 1974

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completed as required by CEQ. (problems & objections to DRAFT EIS)

- V. Because of the limited time line there will be a minimum of research done to collect new data.
- VI. The report will reflect major changes due to on-going design related studies. Those of major concern such as elimination of RR Xings on yeon and depressed vs: elevated roadway are examples.
- VII. Under "Reasons For Alternative Selection".

The report will reflect the decision process followed by the City of Portland in selecting Alternative #4.
- VIII. The report will not go into depth of detail in regard to relocation or economic analysis as would be involved in an analysis of secondary effects.
- IX. In view of the fact that alternatives #1, 2, 3 and 5 were not selected there will be no specific response to objections concerning those alternatives.
- X. Existing draft EIS will be reviewed for compliance with PPM 90-7.
- XI. A supplemental final EIS may ultimately be developed covering design detail impacts.
- XII. Efforts will be directed toward a completion date of May 1, 1974.

SC:ss

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 8, 1974

TO MEMO TO THE FILES

FROM Stu Couper
Project Manager

SUBJECT I-505 Final EIS

The first general group session aimed at development of a work program to prepare a final environmental statement was accomplished on above date. The points raised in the March 1 memo to the group were discussed in detail and general agreement was achieved.

The most significant element, as yet to be resolved, is to mutually develop an engineering solution to the apparent deficiencies of the currently favored alternative. The parties to this type of agreement would be the OSHD Administration, the Metro and Prelim. Design team and the FHWA. Once such an engineering solution has been achieved, it will be the responsibility of the Metro engineer to present the plan to the I-505 Contact Committee and for the Environmental Section to assess the general impact of said plan on the community.

In the meantime, work will begin on development of replies to comments on the Draft EIS, and assignments of Environmental personnel to specific tasks will be carried out. The next group meeting has been scheduled to be held in the Salem Highway Bldg. on March 22 at 9:30 a.m.

SC:sz

cc: R. L. Schroeder	Cliff Christiansen	G. A. Potter
R. N. Bothman	Ernest Valach	George Ramjoue'
Bob Post	Lyle Renz	<u>Bill Dirker</u>
John Rose	Adrian Olson	
K. Limbocker	K. A. Chatwood	

File
Transit



May 30, 1974

Mary Pederson, City Coordinator
Neighborhood Organizations
1220 S.W. Fifth Avenue - Room 405
Portland, Oregon 97204

Dear Ms. Pederson:

As you may recall, it's been a year since the NE-NW Tri-Met bus was established, through the unswerving efforts of a few and the considerable work by many.

In that regard, I have established an Anniversary run of the bus to, somewhat, dedicate the first "Gallagher Express" of last year. Plans are that the bus will rendezvous with the Jr. Rose Festival court on Tuesday, June 4, at the Lloyd Center and bring them directly to the hospital, arriving at about 9:30 a.m. Their schedule is tight, but we have arranged for cookies and light refreshments to be served either in Pediatrics or the main lobby, depending on patient load. They will have to be back at the Lloyd Center no later than 11:00 a.m.

I cordially invite you to join us if your schedule permits.

Sincerely,

James Burr Miller, Sr.
Director of Public Relations
PRSA

JBM/dlh

November 20, 1975

MEMORANDUM

TO: Mayor Neil Goldschmidt
Commissioner Francis Ivancie
Commissioner Connie McCreedy
Commissioner Mildred Schwab
Commissioner Charles Jordan

FROM: Citizens Bicycle Advisory Committee

RE: Proposed I-205 Bridge over the Columbia River

The Oregon State Highway Division and the federal government, responding to local requests, agreed to incorporate bicycle and pedestrian access across the proposed I-205 bridge. The Highway Division completed design modifications and, without checking either the appropriateness or the advisability of their design with any bicycle or pedestrian advisory group, included their ideas in plans for the bridge that are now claimed to be "90% complete" and not open for further revision.

We believe this design, now considered "final" by the Highway Division, is inadequate and unsafe.

In addition, we are disturbed by the Highway Division's breach of the planning process by their failure to discuss their ideas with the user public. Failure on the part of the Highway Division to involve citizens in the planning process is a serious oversight.

We urge you to:

1. Request the Oregon State Highway Division (and any other appropriate groups) to redesign the I-205 bridge bicycle and pedestrian pathway, and to include within the redesign access to and from Government Island for non-motorized traffic; and

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MEMORANDUM to City Council - November 20, 1975
I-205 Bridge

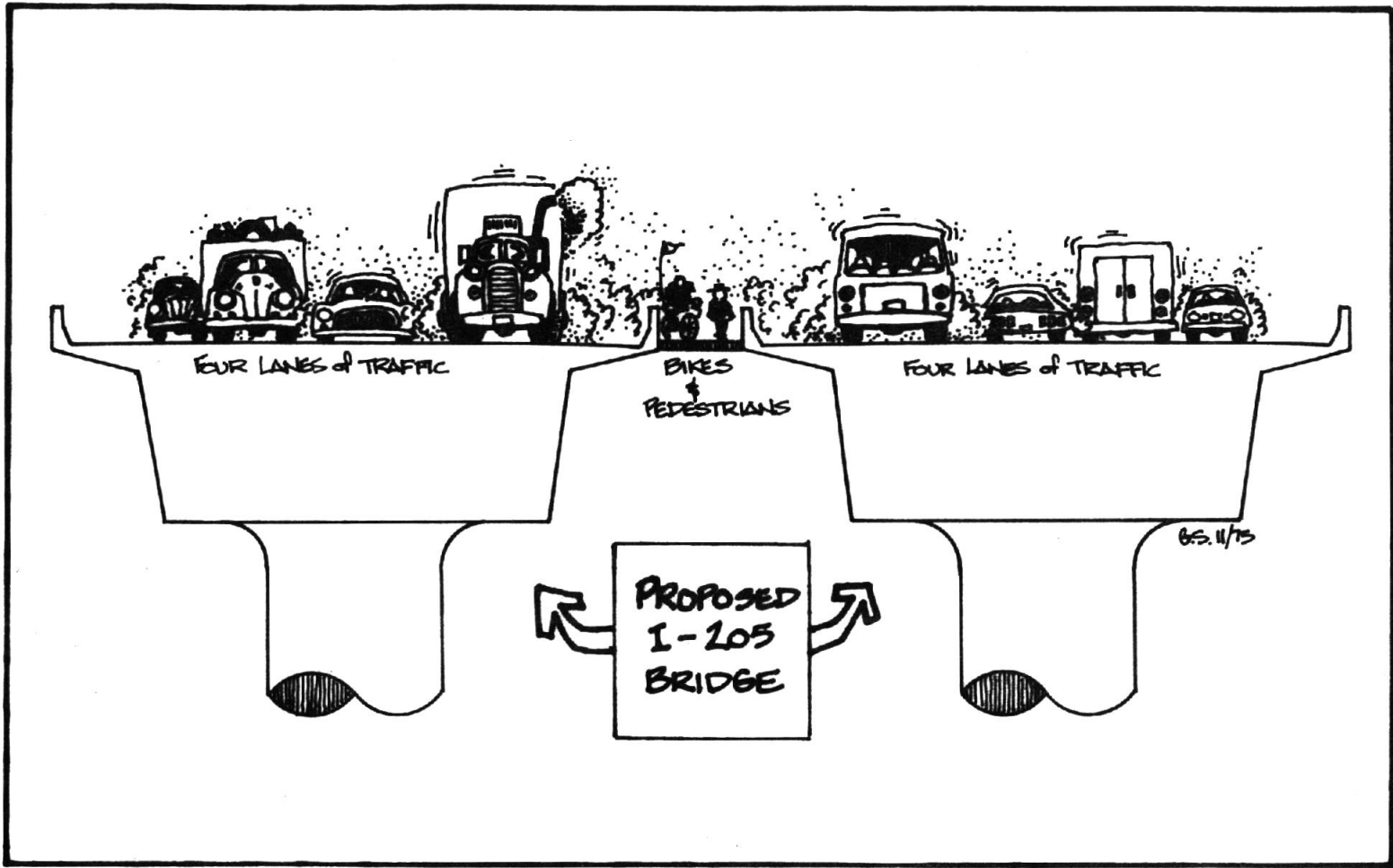
2. Take appropriate steps to ensure that the redesign, and all future bicycle and pedestrian related proposals, be submitted to the public for their review and comment.

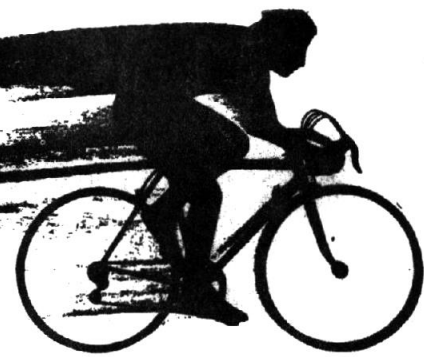
We have attached some additional comments on this situation, plus a diagram of the bridge showing the proposed pathway location.

Robert Scotton.

Robert Scotton, Chairman
for the Citizens Bicycle Advisory Committee

Joe Bradetich
Joe Heidel
Sandy Jernstedt
John Kirkpatrick
Brian Lightcap
Dusty Maxwell-Davidson





CITIZENS BICYCLE
ADVISORY COMMITTEE

November 20, 1975

Proposed I-205 Bridge over the Columbia River

The current design for the I-205 bridge incorporates a combined bicycle and pedestrian pathway centered between dual, parallel, bridge spans (see attached diagram). This scheme would place pedestrians and bicycle riders in the middle of eight lanes of on-rushing freeway traffic, "protected" by a three foot high concrete barrier.

We envision that the pollution caused by automobile exhaust, dust, noise, and spray when the roadway is wet, will make the use of such a center path a freightful experience. Additionally, a pathway located between concrete retaining walls will soon fill up with dirt, grit, sanding material debris, and litter from the adjacent traffic lanes. This would require constant cleaning of the path to maintain it in useable condition.

Present plans for the bridge show that the span will cross Government Island on a "fill" section of roadway. While we endorse the current scheme not to allow motor vehicle access to the island, we strongly believe that access for bicycles and pedestrians should be provided. Non-motorized access to the island would allow people who do not own boats to enjoy the beaches and primitive island setting in common with those who presently can reach the area in their boats.

Informal conversation with Highway Division personnel indicate that after the federal government agreed that bicycle and pedestrian access to the bridge should be included, the Highway Division made the quickest, simplest and cheapest alterations possible. It is our opinion that this approach to their task resulted in an inferior product that fails to meet the needs it was intended to serve.

Furthermore, the resulting design was not publicized for review by bicycle and pedestrian advisory groups; groups established specifically to provide this type of design review. We believe that the Highway Division's failure to obtain suggestions from bicycle riders and pedestrians directly contributed to the present inadequate "final" design.

The Highway Division claims it is too late to alter the bridge design without causing further delay in its completion. They also argue that the cost of further redesign would not be worth the benefit to be derived, since they anticipate a relatively small number of pedestrians and bicycle riders on the bridge in any event. We believe that such arguments are without merit.

In the first place it is never too late to do something correctly. We do not believe it is reasonable to proceed with a project that is known to be inadequate or foolish merely to do something. With a project of the magnitude of the I-205 bridge it is incumbent upon those responsible to do it correctly. The fact that the present design of the bicycle and pedestrian pathway was arrived at through a serious oversight in the planning process lends additional weight to the need for a redesign. We are contemplating a large and expensive public project that will be with us for many, many years; there is no excuse for not doing it correctly.

As for the cost/benefit argument that only a small number of bicycle riders and pedestrians will use the bridge, that assumption is based on a past that cannot be counted upon to resemble the future. While it may be comfortable or convenient to assume that the future will be like the past, such an approach to the future introduces a dangerous bias into the planning process. Empirical data can only exist for the past, and extrapolations and projections about the future that rely only on such old information stifles the imagination, and may lead to unsatisfactory consequences as a result of such short-sightedness.

The times are changing, but the real issue in any case is whether or not we want to build a new bridge over the Columbia River which can only be crossed if one is in a motor vehicle. To construct a bridge that does not allow adequate bicycle

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Proposed I-205 Bridge over the Columbia River
November 20, 1975

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and pedestrian access is to restrict public mobility to motor vehicles at a time when energy resources cast serious doubt on the future of the automobile. Failure to adequately provide for non-motorized bridge traffic is a mistake.

Robert Scotton .

Robert Scotton, Chairman
for the Citizens Bicycle Advisory Committee

Joe Bradetich
Joe Heidel
Sandy Jernstedt
John Kirkpatrick
Brian Lightcap
Dusty Maxwell-Davidson

Conceptual Basis.

Reinforce xisty node points - energy

#1 priority express lines downtown
will also look at complementing
grid system.

cross traffic between transit stations possible.

If can get another mode, then flexibility of
re-allocatg equipment.

Goals

service in moving people
structuring into communities. w their input.

Time Table

determined by DEQ Clean Air times.

July 1976

Apr 75 - July 76 - final documents & construction.

Everything else has to be done in next 14 months.

Feb. Mar. April - Preplanning

Consultants. May 1. September 5 stations.

Info hearing September

Site & Mode selection October - Nov.

NEED CP GUIDELINES for Consulting Teams.

\$ 8 million for exclusive lanes w. Portland.
15 mos 2yrs drawing bd. time.

DOT reorgn may b constraint thru spring-summer - 6 mos
What do we need in terms of decisions to move this project ahead?

Pre-Planning Phase

Analysis of Opportunity

What are possibilities of joint dev? "Natural centers"

reinforce commercial & higher density residential. increased traffic.

Legal & Econ Framework

restrictions on TRI-MGT, OSHD purchasing & leasing land How do joint dev?

Prototype Models

Station-comm. Design.

Commy Partic

- ③ Gateway (Sullivan^{up} gulch)
 - ② Kelly Butte
 - ① Jackson
- Wash
Sunset LO
Vancouver Milwaukie

NEED BRIDWELL.

Bridwell Corridor Study. How transfer funds. Show could transit study going on.

How get material for consultants May 1 - Corridor study to end March

Who's funding Part & Ride - Feds - UAPTA

405 land Who to lease?

OUTLINE. Concentrate on concept + info.

Short-range analysis

West Portland

1st section ready for review next Tues

Survey of misc. parking lots - up to 100

30 pages
2ND - 2 weeks
3RD - 3 weeks

2 copies. 1 to you & return to Post. 1 to keep

study on cost estimates.