

To: Multnomah County Land Use Planning Board:

Re: Proposed Portland Water Bureau treatment plant on Carpenter Lane.

My name is Jim Riegelmann, I have lived in east multnomah county for 48 years, and currently own a retail appliance business in downtown Gresham. My two sons attended West Orient grade school, and Barlow High School. I have four grandchildren who currently attend East and West Orient schools, and Barlow High School.

My concerns address criteria # 6: "will not create hazardous conditions". Anyone who is familiar with this area knows what poor conditions these rural roads are. Roadways are narrow, full of potholes, and no sidewalks, or even adequate shoulders. It is extremely dangerous for children to walk to school, yet some do. Often I have been in the East Orient school pick-up line, with 20 plus cars lined up on Dodge Park Blvd eastbound. Any vehicle wanting to pass must enter the opposing west bound lane to get by. This line then winds around the corner of 302nd to the school. I then proceed to West Orient, for another pick up, with the same dangerous issues facing west bound on Bluff rd. to the school. These dangerous conditions are evident from 2:30 to 4:30pm every school day afternoon. Drop-offs in the mornings are the same situation, with Dodge Park Blvd, (Both Directions) 302nd, and Bluff Rd. being the most affected. Add to this, the number of high schoolers who drive to Barlow High School, on these narrow sub-par roads every school day morning and afternoon. Lusted Rd. (Both Directions) and 302nd, and 282nd. Are highly impacted, with traffic at a stand-still waiting to enter the parking lot. Lusted Rd. has no acceptable shoulder for walkers.

It is interesting that PWB did a required traffic analysis of the 302nd, and Lusted Rd. intersection, on a Wednesday morning. Wednesday's are a late start day for these schools, and little traffic was present.

I urge you to support the professionals of Fire District 10, Gresham-Barlow School District, Oregon Trail School District, and First Student bus transportation, and deny this conditional use permit. The "million plus" truck trips this plant will require during it's five years of construction is unconscionable in its scope. That is Three hundred and eight thousand heavy truck trips, and seven hundred thousand work force trips. The degradation of already sub-par roads, and the contents and chemicals the truck traffic will bring, is unthinkable should an accident or chemical spill occur.

Many lives, especially kids, walking to school, riding in cars or a school bus, are at risk if this plant were to proceed. This PWB plant does create hazardous conditions, and there is no possibility those hazardous conditions can be mitigated. This PWB plant should be denied on these facts alone.