

## Winkel Karen

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**From:** Rayburn Troy  
**Sent:** Friday, March 01, 2013 11:07 AM  
**To:** Winkel Karen  
**Subject:** FW: Why I signed -- All it takes is

One more the bill file / public record and should be included in Rep. Read's master log for support / opposition.

**From:** Larry Anderson [<mailto:mail@change.org>]  
**Sent:** Friday, March 01, 2013 10:53 AM  
**To:** Rayburn Troy  
**Subject:** Why I signed -- All it takes is

Dear Oregon House Committee on Transportation and Economic Development (Committee Administrator),

I just signed Friends of French Prairie's petition "[Oregon House of Representatives: Stop House Bill 2696](#)" on Change.org.

Here's why I signed:

All it takes is some red lines on a quadrangle map; ballpark cost estimates; zero environmental work; an absurd design, permitting and construction schedule; and pure speculation traffic volumes, to convince politicians to put up another obstacle for the Newberg-Dundee Bypass. Blame the Legislature, not ODOT, for spending Oregon's highway funds on endless highway studies instead of real highway projects.

Sincerely,  
Larry Anderson  
Newberg, Oregon

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There are now 38 signatures on this petition. Read reasons why people are signing, and respond to Friends of French Prairie by clicking here:

<http://www.change.org/petitions/oregon-house-of-representatives-stop-house-bill-2696?response=91934d5d0884>

What harm is there in giving a couple of businessmen the chance to solve all the traffic problems in Yamhill County in just three years providing they fairly compensate farmers for taking their land and it costs the public nothing? The harm is in giving their plan any legitimacy. Here's why:

- Coastal Parkway has no reason to exist if the Newberg-Dundee Bypass is completed. Phase 1 of the Newberg-Dundee bypass is under construction. Phase 2 is designed and waiting for funding. So why Coastal Parkway and why now?
- The people who benefit from Coastal Parkway are not the front men you see taking their show around the country, they are our state representatives and politically connected Yamhill County land owners and developers who need to keep the ideal of a regional bypass alive - if only for a few more years.
- These people are not in a position to build Coastal Parkway, but they are in a position to stop Phase 2.
- They, along with local government, have worked quietly and systematically over several years to derail ODOT's bypass plan. And they are close to succeeding with it.
- Now they need a seemingly viable alternative to Phase 2 to help Newberg city government deflect the criticism they will face when they begin issuing building permits in the bypass corridor.
- Long before ODOT comes up with money to complete the bypass to Hwy 99W, there will be millions of dollars of new development and hundreds of new Newberg residents living in its path. Local political "support" will become strong local political opposition over the idea of ODOT coming in and destroying homes and displacing Newberg residents in order to solve Marion County's traffic problem.
- And the Marion County traffic problems that are ahead cannot be something they've overlooked. Dangerous intersections are essential if they hope to break down Marion County's opposition to their road.

If you believe that these two men, by themselves, convinced Senator Boquist to sponsor a bill to condemn Marion County farm land for their project based on the plan before you - a plan with less factual content than what's required for a county driveway permit - then it's pointless to try to convince you otherwise.

But, if you are not so gullible. If you are wondering how something like this ever made it to a legislative hearing and why you are wasting so many people's time and money to fight it? Then do yourself, ODOT, and everyone in Yamhill and Marion County a favor. Get to the truth. Convince yourself that this is real before you vote for it.

Because it won't take long after Phase 1 starts sending state highway traffic down unprepared county roads and through unsuspecting Newberg neighborhoods; that every person, politician and public official who's played a role in this will be made to prove their ignorance to some grieving family.

Political corruption and manipulation of legislative processes has become so routine in this part of the country that the players hardly put an effort into hiding it anymore. That Senator Boquist would bring Coastal Parkway plan to you, with its five, or six, or seven alternatives and a connection to Hwy 219 at "Dead Man's Corner" is proof of that. It should be as insulting to you as infuriating to us.

Larry Anderson  
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