

June 18, 2009

Portland-Milwaukie Light Rail Project Citizens Advisory Committee

Fred Hansen, Chair and
Members of the Portland-Milwaukie Light Rail Project Steering Committee

Dear Steering Committee members:

The Portland Milwaukie Light Rail Citizen's Advisory Committee (CAC) understands that the Project Steering Committee will make a decision regarding the Willamette River Bridge type during its June meeting. With this letter, we would like to forward you our recommendation.

It is our understanding that the Willamette River Bridge Advisory Committee intends to recommend a four-pier cable-stayed bridge type, as refined by project staff and consultants. The CAC supports this recommendation and strongly believes the project should move forward with the cable-stayed design, dropping the hybrid bridge type from further consideration. In all, 16 members voted in favor of this recommendation with one abstention.

The reasoning underlying the CAC recommendation was based on a system view of the entire light rail project.

- The CAC's first and foremost priority for the project is to extend to Park Avenue in Clackamas County. The need to take light rail as far south as possible for purposes of ridership, community building and regional mobility are essential to the CAC's definition of the "success" of the project.

Additionally, we realize that as the bridge design process moves forward during the Preliminary Engineering phase, more issues will arise. Getting to a great design is important and further design refinement of the cable-stayed bridge type is something the CAC looks forward to. However, we would urge that the guiding principles established for the bridge study and offered as part of the cable-stayed selection be reinforced for the next steps of the design process. To this end, the CAC would urge the Steering Committee to assure that any cable-stayed bridge design accomplish the following:

- A bridge that is affordable, including that it stays within the project budget. This recognizes that the bridge is one part of a larger, regional project that makes every effort to get to Park Avenue in Clackamas County.
- A bridge that is functional. Design a bridge that meets all the functional needs of access for light rail, streetcar, bike, pedestrians and durability. The bridge should

complement both its surroundings and the vision for a complete system between Park Avenue and the downtown.

The CAC also supports the WRBAC and project recommendation of a 14-foot bicycle and pedestrian path on the outer edge of each side of the bridge. This width maximizes cycling and walking facilities on the bridge without endangering the overall budget. Narrower facilities may not comfortably accommodate future cycling and pedestrian use, while wider facilities add unacceptable risk to the budget.

Finally, the CAC joins with the WRBAC to encourage project staff to continue exploring issues of vertical clearance and the maximum height the bridge can obtain without endangering either ADA requirements or the project budget. We also want to assure that landside development feasibility is not adversely impacted.

Thank you for taking the time to consider our input and recommendation. If there is more that you would like from our committee, please ask and we will respond promptly.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Williams', with a long horizontal line extending to the right.

Rick Williams
Chair, Portland-Milwaukie Light Rail Project
Citizens Advisory Committee