



Portland Pedestrian Advisory Committee

1120 SW5th Avenue Suite 800
Portland OR 97204

Members June 17, 2009

David Aulwes

Mayor Sam Adams

Karen Berkowitz

Commissioner Dan Salzman

Carolyn Briggs

Commissioner Randy Leonard

Ali Corbin

Commissioner Amanda Fritz

Kim Cottrell

Commissioner Nick Fish

Elaine Friesen-Strang

1221 SW 4th Avenue

Portland, OR 97204

To the Portland City Council,

Erin Kelley

Re: Portland-Milwaukie Light Rail Willamette River Bridge

Doug Klotz

To the Portland City Council,

Jess Laventall

Sumi Malik

The Portland Pedestrian Advisory Committee (PAC) strongly supports the recommended bridge option that includes a minimum of 14 feet clear path width on both sides of the span for bicycle and pedestrian use. This is a critical link across the river that we expect to be even more important than the Hawthorne Bridge in providing connections for recreation and commuting for cyclists and pedestrians.

Rod Merrick

Elizabeth Mros-O'Hara

Marian Rhys

In the past we have urged for a recommended 16 feet of width and still support an increase to this size wherever possible. We do appreciate that the width of 14 feet represents an increase from previous designs and is the minimum acceptable for this critical facility.

Alison Wildman

Rod Yoder

In December 2008, the PAC reviewed TriMet's then-current plans for the Willamette River Bridge, and was disappointed to learn that the combined width to be devoted to bicycle and pedestrian facilities was 12' per side. We expressed our disappointment to TriMet both verbally at our December '08 meeting and in a letter dated 9 February 2009 (attached). Over the last several months, as it has refined its overall bridge design, TriMet has revisited the issue of the bike/ped facilities, and has determined that those facilities can be expanded to 14' per side at a "manageable premium" of approximately \$3.25m. We are told that to wide beyond the 14' width the cost of the improvements might cause significant engineering challenges and a "significant" increase in cost. While the PAC ultimately would prefer and recommend wider bike/ped facilities to accommodate the ever-growing number of cyclists and pedestrians on the City's Willamette River crossings, we understand both the engineering and financial constraints of this particular project.

We appreciate TriMet's continued support of, and work on behalf of pedestrian and cyclists during the planning and design of the Portland-Milwaukie Light Rail and are thankful to TriMet for re-assessing the Willamette River Bridge and committing to the additional but minimum width for bikes and pedestrians.

Thank you,

David Aulwes

Chair, Portland Pedestrian Advisory Committee

cc: Portland-Milwaukie Light Rail Project Steering Committee
cc: Sean Batty, TriMet