

February 25, 2009

**Portland-Milwaukie Light Rail Project Citizens Advisory Committee**

Fred Hansen, Chair and  
Members of the Portland Mall 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 March meeting. We are also aware the Willamette River Bridge Advisory Committee (WRBAC) has recommended that the "wave" design bridge option be removed from further analysis and review. We unanimously concur with this recommendation based on our concerns regarding the risks associated with the wave design, its engineering, constructability and cost.

The reasoning underlying our strong support for the WRBAC recommendation is that it is consistent with the CAC's system wide view of the entire light rail project and our highest priority, which is to extend the line to Park Avenue in Clackamas County. Building the light rail line 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.

Moving forward, we realize that as the bridge design process evolves more issues will arise, and variations of the cable-stayed option will emerge. Getting to a great design is important and refining the cable-stayed concept is something the CAC looks forward to. "Great design" is, however, a very subjective term. As such, we would urge that clear guiding principles be established for the next phase of the bridge study. These principles should be reinforced and set the context for the overall project as well as the next steps of the bridge design process.

To this end, the CAC would urge the Steering Group to assure that any cable-stayed bridge design be grounded in the following:

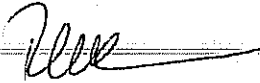
- The bridge crossing is but one part of a larger, regional project. Therefore, the bridge must be affordable and within the project budget.
- Every effort must be made to get to Park Avenue in Clackamas County and create stations and access within the numerous neighborhoods that lie along the way. This is a key to ridership, community building and project success.
- Build a bridge that is functional. The design must meet 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 understands those who would argue the wave design is more elegant, but the WRBAC and CAC recommendations to remove the wave design from further consideration recognized that the design team has done a marvelous job in providing the project, and the community, with a cable-stay bridge crossing for which Portland can be proud. It also is a design that will contribute to a *project* that the region can be proud of as well.

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,



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