



**8. How will light rail affect the ODOT preservation project on McLoughlin Boulevard?**

The state is scheduled to improve the sections of Southeast McLoughlin Boulevard around 22nd Avenue in the summer of 2007. The light rail project could run through the southern portion of this project, a span of about six blocks. ODOT, Metro and Clackamas County are coordinating project time lines and design, as much as possible, to avoid unnecessary costs and project delays.

**9. How does light rail affect the Trolley Trail project?**

Two light rail design options consider a southern extension to Park Avenue. If the project were to extend south to Park Avenue, it would only impact about one half mile of the trail project. Preliminary analysis indicates the two projects could fit within the existing right of way. Clackamas County and Metro are coordinating the project design to lessen disruption to both projects. Depending upon how well construction schedules can be coordinated, some parts of the Trolley Trail may be postponed or have to be rebuilt along Southeast McLoughlin Boulevard between Bluebird Street and Park Avenue. Light rail is not proposed near the trail south of Park Avenue.

**10. Will the Trolley Trail run alongside the light rail?**

Depending on exactly where the light rail is built, the Trolley Trail may run parallel to the light rail south of Southeast Bluebird Street through Park Avenue. This is not unusual – there are many places around the country where light rail lines and pedestrian/bike paths are next to each other.

**11. Why are you building a new bridge across the Willamette River? Who would use the new bridge?**

The new bridge is planned in the context of the overall transportation system to relieve the Steel Bridge from being the only light rail entry point to downtown Portland. Existing bridges do not have the capacity for light rail and a new bridge could be located in a way that avoids travel in the wrong direction. The new bridge would accommodate bicycles, pedestrians, buses, light rail and streetcar.

**12. Why not use the Hawthorne Bridge?**

The use of the Hawthorne Bridge was studied the 2002 SDEIS and rejected in the 2003 LPA decision for a number of reasons:

- a. The Hawthorne Bridge is an important portal into the downtown area and adding light rail to this bridge would slow traffic and train operations. A Hawthorne alignment would not serve South Waterfront or Portland State University and would be difficult to tie into the existing light rail system.
- b. Significant structural changes would be required to lift the structure, the deck and its supports to accommodate light rail.
- c. Expanding the bridge (with or without light rail) would require an upgrade in order to meet current seismic standards.
- d. Multnomah County, the owner and operator of the bridge, did not support this option.

**13. Why are you considering moving the bridge south?**

We are studying an alternate river crossing that is slightly south of the adopted crossing to determine if there is an option that provides better service to both sides of the river. Specifically, the bridge could create an access point to OMSI on the east side and Portland State University and Oregon Health Sciences University (OHSU) and build on the region's previous investment in adding light rail to the Portland Mall. This bridge would be located to provide a convenient transfer to the Tram, serving the 11,000 employees at OHSU's Marquam Hill campus and the high growth area in South Waterfront, where 4,300 households and 12,000 to 13,000 jobs are projected.

**14. Isn't the river crossing proposed in the LPA called the Caruthers Street crossing? What's the difference between the Caruthers Street crossing and the design option called Caruthers-Meade?**

The river crossing adopted in 2003 was called the Caruthers Crossing but it did not actually go along Southeast Caruthers Street but Caruthers Street was the closest named street. The Caruthers-Meade design option is a different crossing that actually travels along Caruthers Street and lands on the future Meade Street on the west bank of the Willamette.

**15. What type of bridge are you building? Who will maintain the bridge?**

The proposal is to build a fixed span bridge that is high enough to provide clearance to river users. Examples of other fixed span bridges include the Marquam and Ross Island bridges. The bridge would be designed with input from the public, however a cable-stayed, through-truss bridge was the preferred option in 1998. TriMet would likely be responsible for bridge maintenance.

**16. What are other potential ways the light rail system could be expanded in the region?**

Potential future projects include extending light rail from the Expo Center to Vancouver, Washington as part of the Columbia River Crossing Project. Metro's 2040 Growth Concept calls for linking regional centers with high capacity transit. Future connections to Oregon City from either Clackamas Regional Center or from Milwaukie may someday be considered along with a connection along the Southwest Barbur Boulevard corridor that could link Tigard Regional Center, Burlingame and Portland.

**17. How much does this light rail proposal cost?**

Early estimates indicate that the construction cost of the 2003 LPA would be approximately \$880 in 2013 dollars. Once the project has identified local preferences for the design, the bridge crossing, the terminus and other features, a better estimate for construction costs will be determined.

**18. What will Portland-Milwaukie light rail cost to operate and maintain?**

Current estimates indicate that it would cost approximately \$5-6 million per year to operate Portland-Milwaukie light rail.

**19. What is the cost per passenger per trip?**

Until we are able to calculate the construction, operating and maintenance cost we cannot calculate the exact cost per passenger per trip. On other light rail lines in the region, cost per passenger per trip ranges

from \$ 1.70 to \$2 for adult riders. TriMet will pay for operations and maintenance with revenue from fares, payroll taxes, on-vehicle advertising, and other federal and state sources.

**20. What is the fare per passenger per trip?**

The Portland to Milwaukie line would adhere to the existing TriMet fare structure. The trip would require an all-zone ticket currently priced at \$2. In general TriMet sets their fares based on overall operating costs. Current fares can be found on TriMet's web site at [www.trimet.org](http://www.trimet.org).

**21. Wouldn't roads be cheaper to build?**

No. Roadways are expensive and can create significant impacts. Expanding Southeast McLoughlin Boulevard would require adding lanes, sidewalks, bike lanes and emergency lanes through Eastmoreland Park, the Sellwood and Brooklyn neighborhoods, and would require removal of dozens of houses and businesses. Improvements and widening would be required at the Highway 224, Southeast Tacoma Street overpass, Southeast 17th Avenue, Ross Island Bridge, and the MLK viaducts.

**22. Will light rail go to a public vote?**

If additional public bonds become necessary to finance construction, there would be a vote to authorize the bonds. A finance plan will be developed as part of the SDEIS process. The finance plan anticipates seeking 60 percent federal funding for the project. A local match of 40 percent will be required to qualify for federal funds. Depending upon how this local match can be achieved, a public vote may be considered for bonding authority.

**For more information**

To learn more about the project or get on the mailing list, call 503 -797-1755 or send e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us). For information on Phase I of the South Corridor Project, visit [www.metro-region.org](http://www.metro-region.org).

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