

“The MAX has been a living nightmare for us”^(over)
The Look of Light Rail



Ugly Overhead Wires



Oversized, out of place condo complexes



Blocked Crosswalks divide neighborhoods



High Density Housing Causes Congestion



Blocked Streets divide neighborhoods



Most new residents still drive so congestion increases

See: DebunkingPortland.com/Transit/RailMenu.html

More at: www.DebunkingPortland.com

“The MAX has been a living nightmare for us”

After listening to testimonials of theft, vandalism, beatings and intimidation, [East Precinct's Sgt. Kim] Preston said there's little likelihood police will increase patrols in the area any time soon.

"The MAX has been a living nightmare for us," Preston said. "I would not ride it at night -- and I'm armed all the time. There are massive fights, guns displayed, stabbings, people being threatened and bullied."
(Oregonian, Thursday, September 20, 2007)

Light rail kills people at 2½ times the rate of Cars

MAX Death Rate in Portland: **1.14 deaths per 100 million** passenger-miles (19/16.66 million miles)

Motor Vehicle Death Rate in Portland: **0.46 deaths per 100 million** passenger-miles

See: www.DebunkingPortland.com/Transit/MAXSafetyChart.html

Light Rail is Not Really Transportation It Is a Tool For High Density Development

Sam Adams: *“I believe we should plan to accommodate our share of projected regional growth ... 300,000 more Portlanders ... within ¼ mile of all existing and to-be-planned streetcar and lightrail transit stops ... Because it will simultaneously encourage responsible, transit-supportive development. What would Portland look like .. it would look a lot like Portland circa 1920 - a time when the main means of motion were your feet, streetcars and bikes.”* City Club Speech July 20, 2007

Light Rail Causes Congestion

Light rail brings high density development along the rail line. The reality is that most of these new people still drive, so this huge number of new people cause large increases in traffic congestion.

Even light-rail advocates no longer claim that train service will reduce congestion. Portland is the national leader in building light rail and is also a national leader in traffic congestion. Trimet admits that MAX only carries a number of people equivalent to 1.2 lanes of freeway, while neglecting to adjust for the fact that most MAX riders would be in buses, not cars, if MAX wasn't built. Adjusting for these 2/3 of MAX riders reveals that MAX only reduced traffic by about 1/3 of one lane of freeway. But MAX costs about 5 times as much per mile as a lane of freeway, so it costs about 10-20 times as much as a road per passenger capacity.

Light rail costs too much and does too little.

Had we spent the money on added road capacity, instead of MAX, Portland probably would not have a traffic congestion problem today. See: www.DebunkingPortland.com/Transit/RailAttractsDrivers2.htm

Light Rail Cost Per passenger-mile

Rail	\$1.11	LRT with construction
Bus (system average)	\$0.84	Calc. from Trimet data: Bus system cost / bus passenger-miles No road maintenance or construction
Lowest cost BUS line in Portland:	\$0.34	Trimet data for the lowest cost BUS line No road maintenance or construction
Cost of Cars	\$0.25	Includes everything. Based on Bureau of Economic Analysis & Federal Highway Administration's Highway Statistics

The cost of cars includes everything, including depreciation, maintenance, insurance and taxes and fees which pay for almost all of the cost of roads. The cost of Buses DO NOT include the cost of road construction or maintenance. Portland transit costs are 80% paid by taxpayers and 20% paid by users.

See: [www.DebunkingPortland.com/Transit/Cost-Cars-Transit\(2005\).htm](http://www.DebunkingPortland.com/Transit/Cost-Cars-Transit(2005).htm)

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