

Nov.8, 2006

What a Comprehensive Columbia Crossing package built around a new Multi-modal Bridge will do. (See attached illustration)

The Multi-Modal Bridge

- Will provide an auxiliary lane connecting SR14 and downtown Vancouver to I-5 south.
- Will carry light rail
- Will accommodate local traffic with two lanes.
- Will provide a safe bicycle and pedestrian crossing.
- Will provide clearance for safe barge movements without lifts.
- Will have either a vertical lift or bascule opening span aligned with the existing Green Bridges for the passage of an occasional tall vessel.
- Will have a low profile that will not interfere with air traffic and does not fly-over of the BNSF railroad.
- Will be built to withstand a major seismic event.

The Freeway

- Will reduce traffic turbulence on the freeway in the bridge area by eliminating five short dysfunctional ramps and replacing them with two long ramps on Hayden Island.
- Will increase freeway capacity by allowing the existing six lanes on the Green Bridges to function as through lanes.
- Will provide greater capacity and safety by reducing the posted speed limit in the entire influence area to 45 MPH.

- Will provide additional lanes in the Marine Drive Interchange.
- Will provide an exclusive unrestricted northbound queue-jump lane to I-5 for trucks coming from Marine Drive and MLK Blvd.
- Will provide Hayden Island direct access to I-5 south and access to I-5 north through an improved Hayden Island Interchange.
- Will not eliminate the lift spans but will greatly decrease their use.
- Will not provide additional shoulder space on the Green Bridges, which is similar to the shoulder space on the Marquam Bridge.
- Will not improve southbound bridge approach sight-line distances, which are similar to the southbound distances on, and approaching the Marquam Bridge. However the elimination of the SR14 and downtown on-ramp from the Washington side coupled with a slower posted freeway speed will greatly reduce traffic incidents in this area.
- Will provide a new bridge that will meet modern seismic standards but will not seismically upgrade the Green Bridges. Incidentally, in the event of the "big one", I-5 through Portland and Vancouver would not be passable because many overpasses and other freeway structures would probably collapse.

Light Rail

- Will provide light rail (Yellow Line) access to Hayden Island and downtown Vancouver.
- Will provide the opportunity to integrate the Hayden Island station into a creative transit oriented development.
- Will provide a logical connection with the CTRAN system at a new transit center or a downtown transit mall.

- Will focus on interfacing light rail with the CTRAN system, not on attracting more traffic with park and ride facilities.
- Will extend light rail only to downtown Vancouver but does not preclude the opportunity to extend it further into Clark County in the future.

Local Roads

- Will provide a two lane local road between Hayden Island and downtown Vancouver over the new Multi-modal Columbia River Bridge.
- Will connect Hayden Island Drive and N. Center Avenue on Hayden Island to Columbia Street in downtown Vancouver.
- Will provide Hayden Island with a local road connection south over a new Portland Harbor Bridge that will carry two lanes of traffic, light rail, bikes and pedestrians.
- Will provide a logical connection to Denver Avenue via a Marine Drive underpass, a new road adjacent to the light rail station and Expo Road.
- Will allow indirect access to Marine Drive via N. Force Avenue. If desired, a more direct access could be built east of the Expo Center through its parking lot.

The Railroad Bridge

- Will replace the old short unsafe swing-span on the railroad bridge with a longer and better located lift span.
- Will reduce bridge opening time, thus increase rail capacity.
- Will be one of many infrastructure improvements in this rail corridor needed to provide more efficient freight and passenger service that ultimately will reduce traffic demand on I-5.

Navigation

- Will allow tug and barge tows to make a straight and safe maneuver under the "hump" to the new railroad bridge lift span during most river conditions.
- Will require highway bridge lifts only for the movement of an occasional tall vessel that could be scheduled during off peak hours.

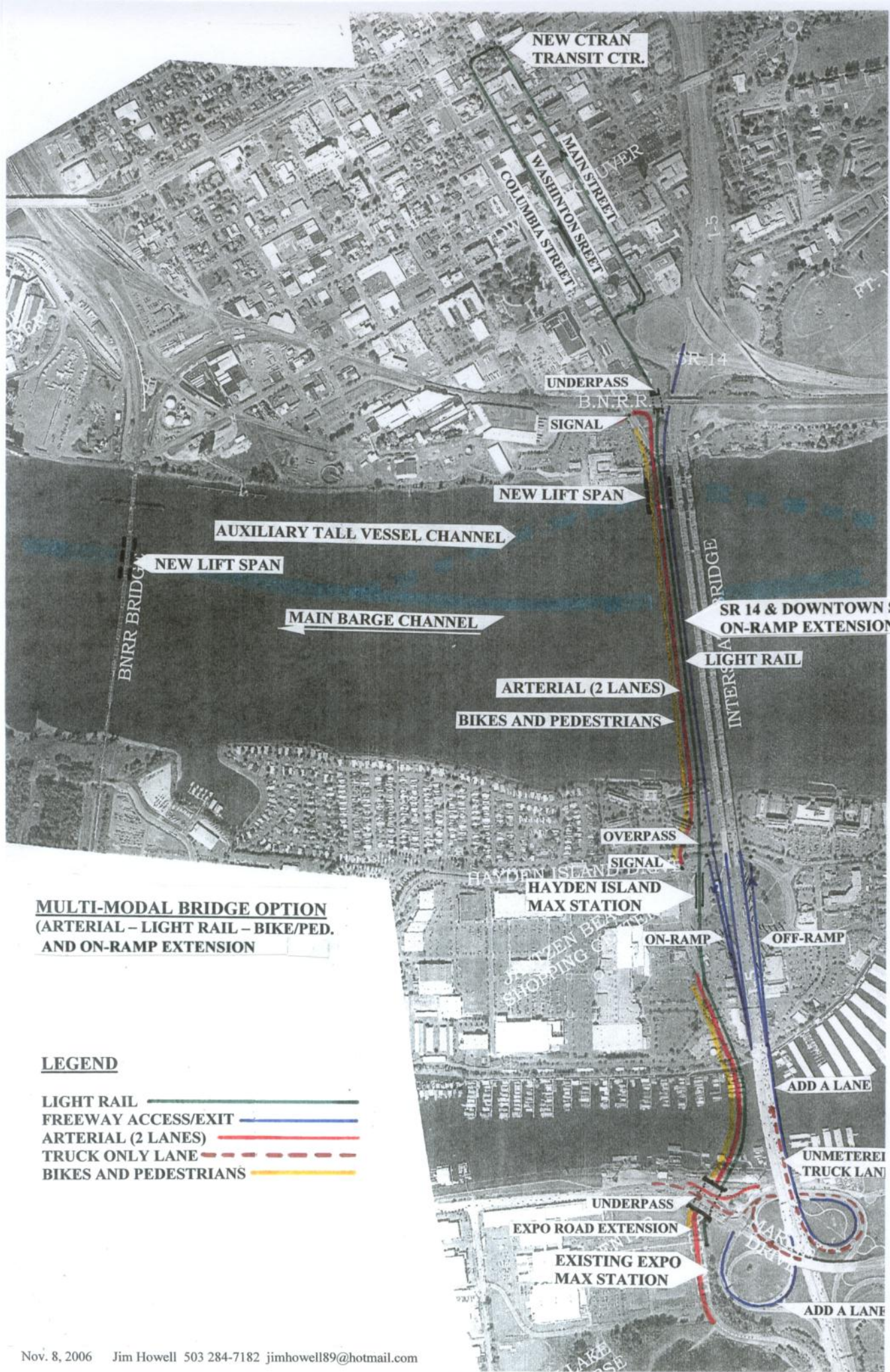
Bicycles and Pedestrians

- Will provide wide and safe bike and pedestrian lanes separated from vehicular traffic.
- Will replace the bike/ped. Lane on the existing Portland Harbor Freeway Bridge with one on the new Multi-modal Portland Harbor Bridge.
- Will provide an uninterrupted bicycle and pedestrian connection between downtown Vancouver, the Marine Drive Trail and the Expo MAX Station.

Costs

- Will cost a fraction of a new freeway bridge and approaches and includes practical solutions to transit, rail, navigation and local traffic.
- Will allow for multiple funding sources. (Federal, state and local highway, transit, railroad and navigational programs.)

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**MULTI-MODAL BRIDGE OPTION
(ARTERIAL - LIGHT RAIL - BIKE/PED.
AND ON-RAMP EXTENSION)**

LEGEND

- LIGHT RAIL
- FREEWAY ACCESS/EXIT
- ARTERIAL (2 LANES)
- TRUCK ONLY LANE
- BIKES AND PEDESTRIANS