

Nov. 23, 2006

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

**The Multi-Modal Bridge**

- Would provide SR14 and downtown Vancouver an extended approach lane to a southbound I-5 on-ramp at Hayden Island.
- Would carry light rail
- Would accommodate local traffic with two arterial lanes.
- Would provide a safe bicycle and pedestrian crossing.
- Would provide clearance for safe barge movements without lifts.
- Would have either a vertical lift or bascule opening span aligned with the existing Green Bridges for the passage of an occasional tall vessel.
- Would have a low profile that would not interfere with air traffic.
- Would not be a visual eyesore in downtown Vancouver because it would not have to fly over the railroad embankment.
- Would be built to withstand a major seismic event.

**The Freeway**

- Would reduce traffic turbulence and improve safety on the freeway in the bridge area by eliminating five short dysfunctional ramps and replacing them with two long ramps on Hayden Island.
- Would increase freeway capacity by allowing the existing six lanes on the Green Bridges to function as through lanes.

- Would provide greater capacity and safety by reducing the posted speed limit in the entire influence area to 45 MPH.
- Would provide additional lanes in the Marine Drive Interchange.
- Would provide an exclusive unrestricted northbound queue-jump lane to I-5 for trucks coming from Marine Drive and MLK Blvd.
- Would provide Hayden Island direct access to I-5 south and access to I-5 north through an improved Hayden Island Interchange.
- Would greatly decrease the need to open the lift spans.
- Would retain the existing shoulders on the Green Bridges which is similar to those on the I-5 Marquam Bridge.
- Would retain the existing vertical grades which are similar to those on the I-5 Marquam Bridge. However the elimination of the SR14 and downtown on-ramp from the Washington side coupled with a slower posted freeway speed would greatly reduce traffic incidents in this area.
- Would provide a new bridge for local traffic and transit that would meet modern seismic standards. In the event of the "big one", I-5 through Portland and Vancouver would probably not be passable because many overpasses and other freeway structures would probably collapse.

### Light Rail

- Would provide light rail (Yellow Line) access to Hayden Island and downtown Vancouver.
- Would provide the opportunity to integrate the Hayden Island station into a creative transit oriented development.
- Would provide frequent, high capacity, reliable and economical bi-state transit service that could seamlessly interface with the CTRAN bus system in downtown Vancouver.

- Would extend light rail only to downtown Vancouver but would not preclude the opportunity to extend it further into Clark County in the future.

### Local Roads

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

### The Railroad Bridge

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

### Navigation

- Would 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.
- Would require highway bridge lifts only for the movement of an occasional tall vessel that could be scheduled during off peak hours.

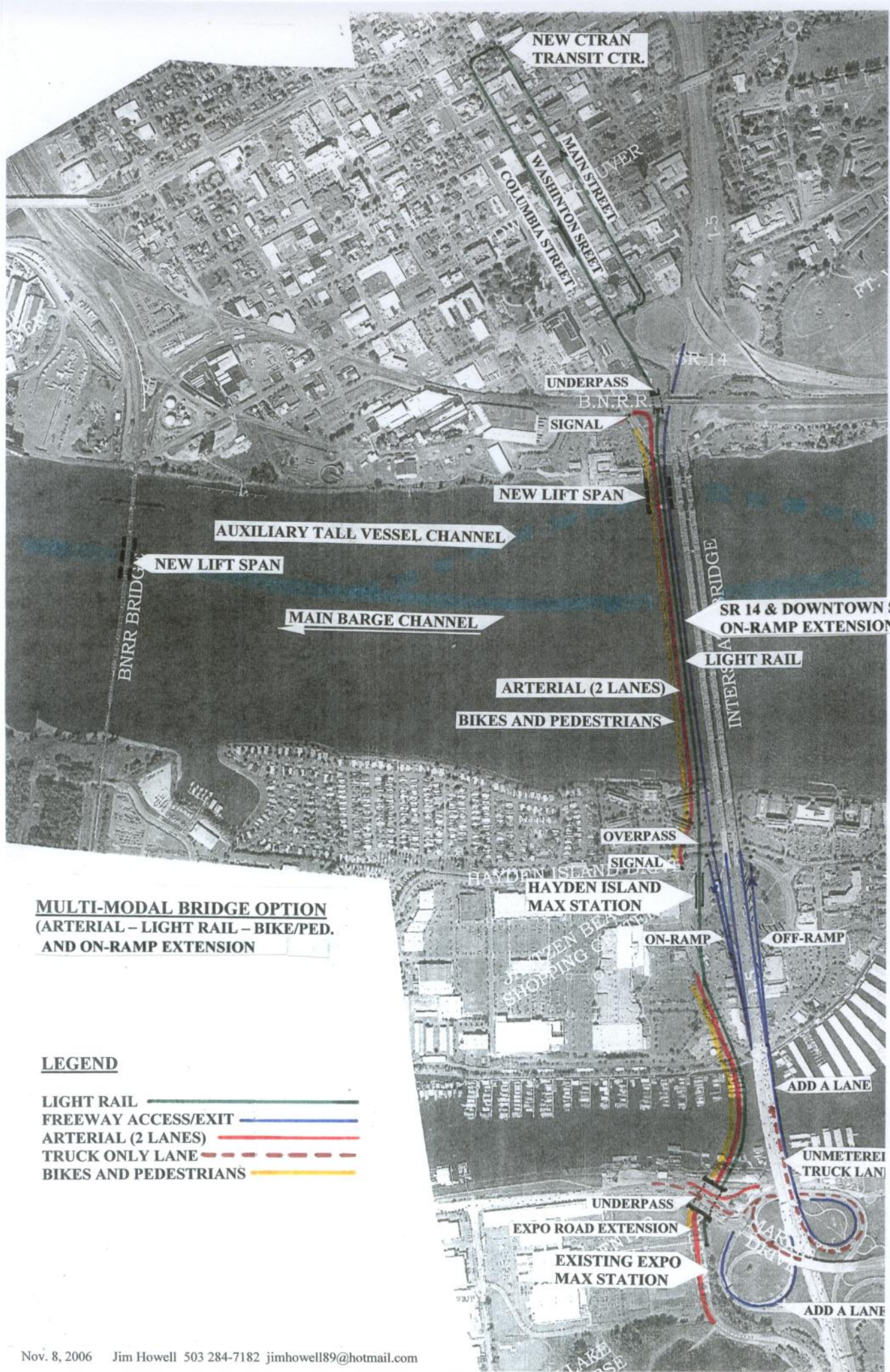
### Bicycles and Pedestrians

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

### Costs

- Would cost a fraction of a new freeway bridge and approaches and includes practical solutions to transit, rail, navigation and local traffic.
- Would 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 —————