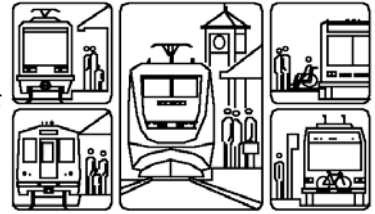


# Association of Oregon Rail and Transit Advocates

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Nov. 29, 2006

**To: The Columbia River Crossing Task Force**  
**From: Jim Howell, Director**  
**Re: CRC Environmental Impact Study**

An alternative that retains the existing bridges, in addition to the mandatory No Build Alternative, must be studied in the Environmental Impact phase of this project.

AORTA has shown how such an alternative can address all of the significant problems associated with the current infrastructure. Our first proposal made almost three years ago in February 2004 is still viable with some modifications.

Our simple and practical proposal has been summarily rejected by this project team without even the courtesy of taking the time to understand it, as was evidenced by the inaccurate statements made by the consultant at the last Task Force meeting.

## **Briefly, our proposal would:**

1. Build a Multi-modal Bridge with a lift span, immediately downstream from the existing bridges, that would carry an extended on-ramp from SR-14 and downtown Vancouver separated from two local traffic lanes, bikes and pedestrians by two light rail tracks.
2. Remove five existing dysfunctional ramps in the bridge area and replace them with two long ones on Hayden Island.
3. Build a Portland Harbor Bridge for light rail, local traffic, bikes and pedestrians.
4. Provide a local road connection from the Portland Harbor Bridge to Expo Road, under Marine Drive and through the Expo Center parking lot next to the MAX Station.
5. Provide a new unrestricted truck-only northbound I-5 access lane from Marine Drive and MLK Blvd.