

To whom this may concern in the Oregon and/or Washington State Legislatures:

I believe the best solution to the Interstate Bridge Question is to leave the private car bridge as they are; build a new Tilikum crossing style bridge west of the Interstate Bridge, to extend the #6 bus (via N. Expo Rd) and Yellow Line into Vancouver. It will provide a calming route for people making quick trips or commutes between North Portland and Vancouver by bicycle.

Since the FAA and Coast Guard can't agree on a height range for a new bridge, and because MAX trains and bike riders can't go up steep ramps, as well as to facilitate connections to Vancouver's street grid, a drawbridge should be considered for the new Columbia River Crossing.

The fact that the Interstate Bridge takes 30 minutes to cross in the afternoon means a new carefree bridge would instantly see huge MAX and bus ridership, and bicycle use.

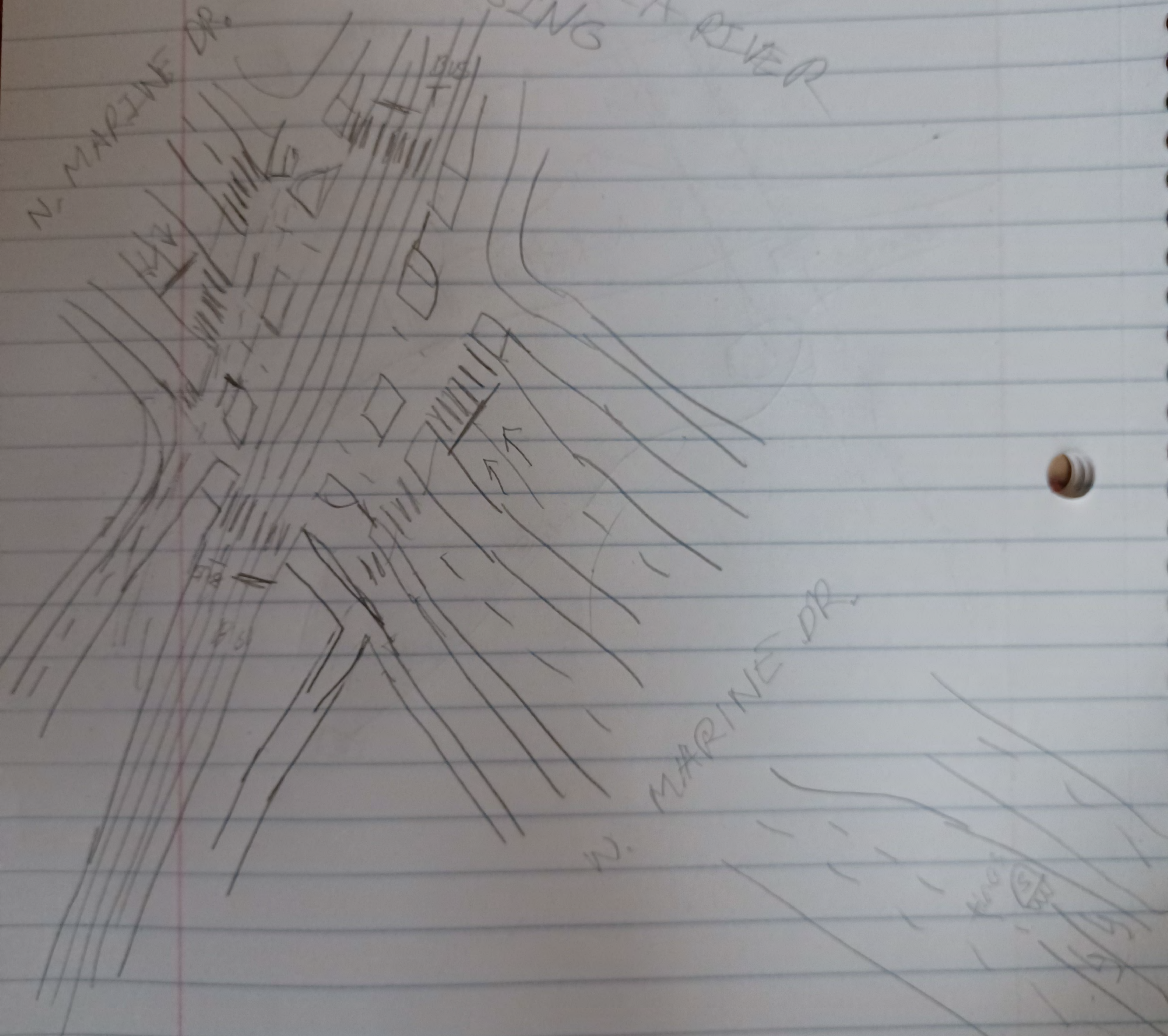
Also I'd like to throw out the idea of a freight only bridge so trucks can bypass commuter car traffic.

Attached are some sketches of the plan for the Columbia River Crossing's connections to North Portland and Vancouver.

Thank you for considering this,
Eugene Balfour

N. COLUMBIA RIVER
CROSSING

N. MARINE DR.



N. EXPO RD.
Extension

W. MARINE DR.

507
508

Columbia River

Columbia R_o

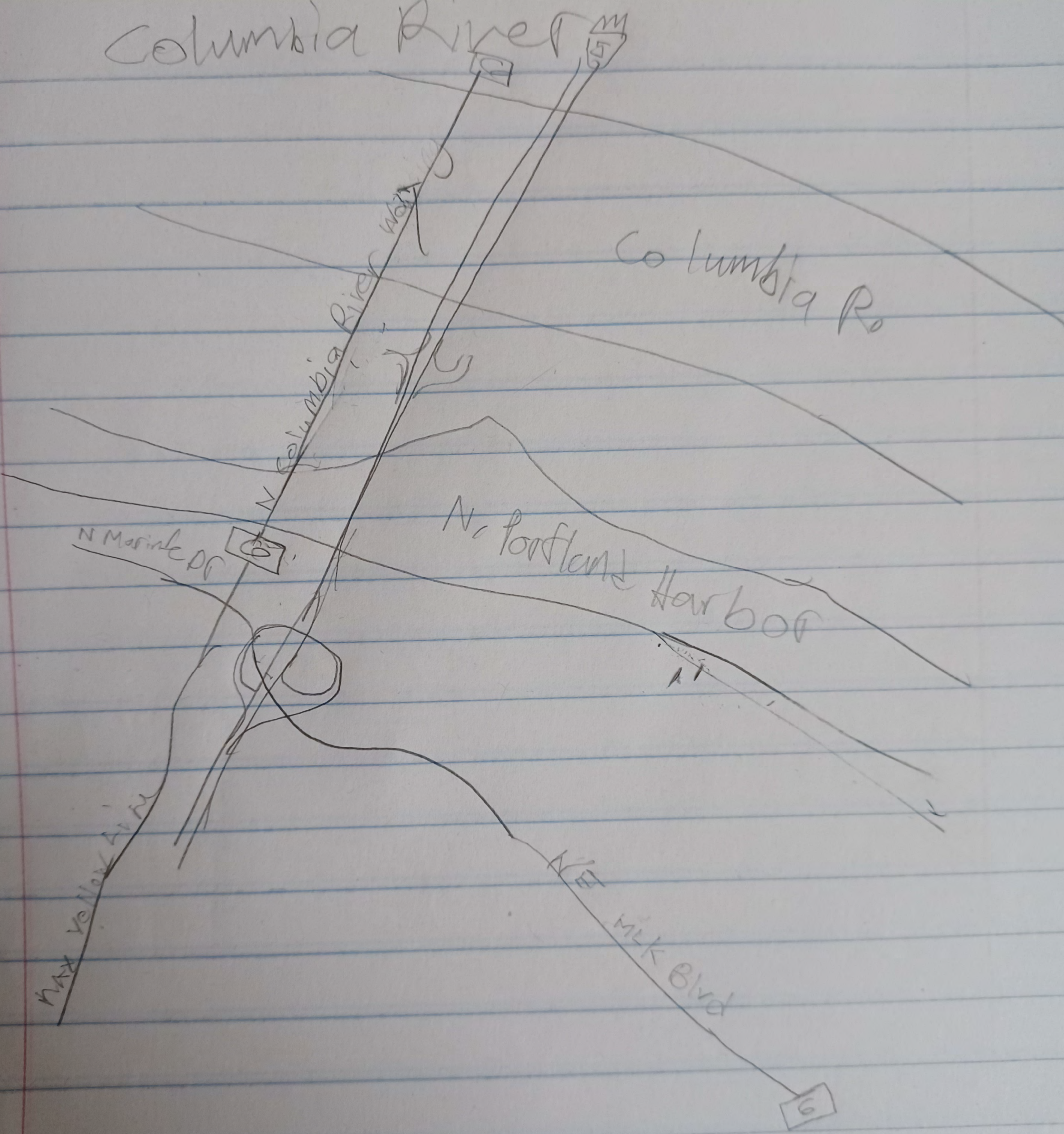
N Columbia River

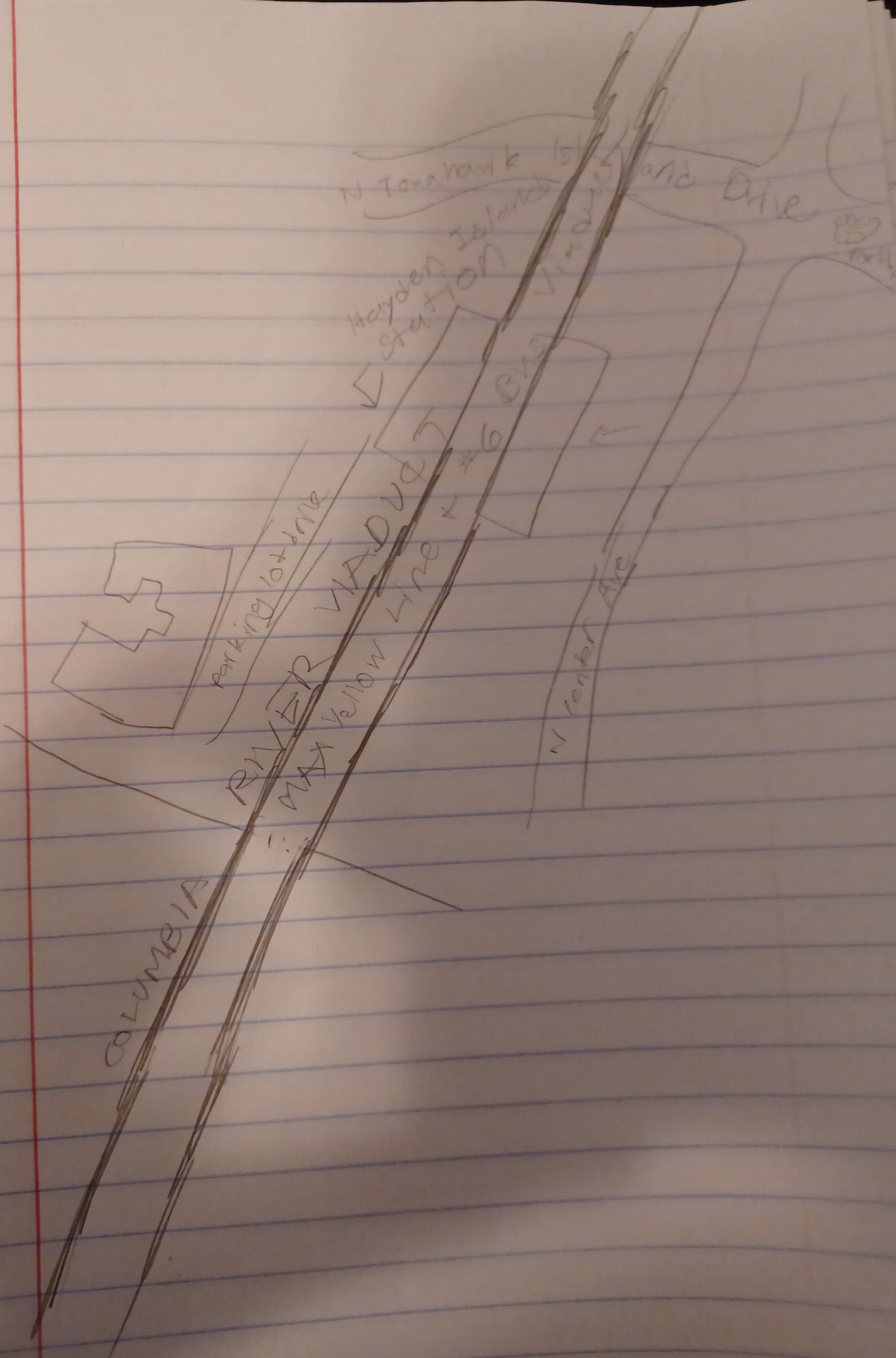
N. Portland Harbor

N Marine Dr

N. Yellow River

N.E. Milk Blvd





COLUMBIA

PARKWAY

parking lot + drive

VIADUCT

VIADUCT #6 BUS

N Tonsawick Island
Hayden Island
Hayden Station

N Center Ave

and Drive

Vancouver

6th St

5th Street

existing
freeway
ramps

MAX + BUS Bridge to Washington St

~~DRAW BRIDGE~~

Jog over to Main St
via empty parking lot

2022 Dec 11

