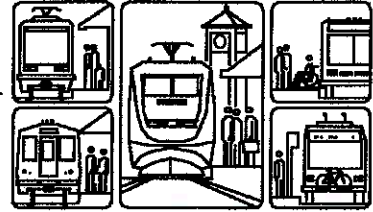


Association of Oregon Rail and Transit Advocates

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MEMORANDUM

May 4, 2006

To: Columbia River Crossing Task Force
From: Jim Howell, ___ Board Member
Subject: MAX Across the River

Buses are no substitute for light rail. The MAX Yellow Line now extends within one mile of the Washington border and it would be totally irresponsible not to extend it into Clark County, even if it were only to the 7th Street C-Tran Transit Center.

Express buses on the freeway or in bus lanes do not provide the critical connectivity to north and northeast Portland transit service.

The current transit service provided by TriMet and C-Tran is uncoordinated, unreliable and very expensive to operate.

TriMet provides 154 slow local trips a weekday on the #6 MLK Route to Hayden Island and Vancouver while providing 166, lightly used trips, to and from the Expo Center, only 1.5 miles and 5 minutes from the heart of downtown Vancouver.

In addition, C-Tran provides 112 trips on 5 bus routes on I-5 to downtown Portland, Lloyd Center and OHSU with no interface with any TriMet routes along the way.

If the Yellow line were extended to downtown Vancouver, its running time to downtown Portland would be about the same as the C-Tran express buses but would be far more reliable. Unlike freeway running the Yellow Line interfaces with eastside bus and MAX routes providing direct access to and from many more destinations. In addition, it would be much cheaper to operate.

If C-Tran wants to run express buses on the freeway in addition to this service, they should operate on the existing six-lane facility. Their desire to operate BRT should not be a ruse to add lanes to the freeway.

There should be no compromise on the public transportation mode for the Columbia River Crossing. It must be an extension of the Yellow Light Rail line.

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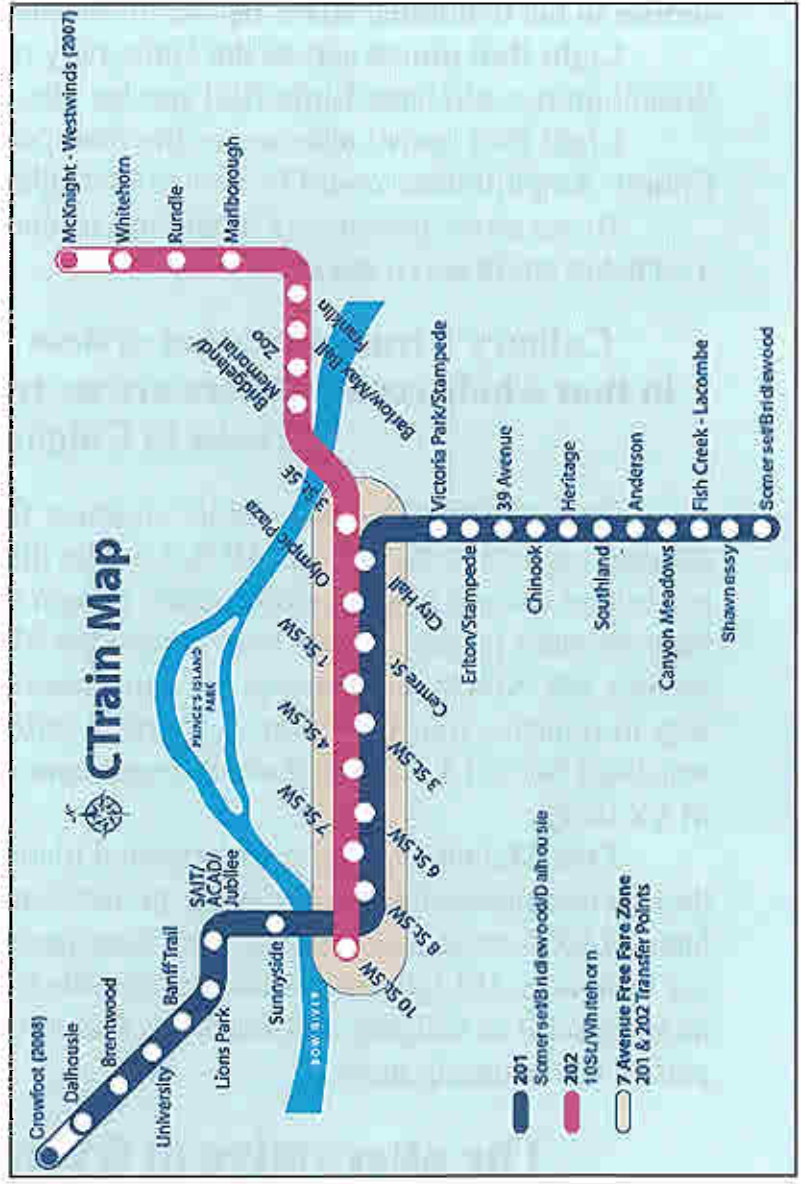
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Calgary's Light Rail Transit Line

Calgary Transit operates a fleet of 115 Seimens-Duweg built LRVs that operate on 35.7 kilometres of track and 34 stations. Operations began in 1981 with one line starting at Anderson Road and ending at 8 ST. S.W.



My name is David L. Rowe, I live in Battle Ground.

Calgary, Alberta, Canada is an example of good transportation planning:

Calgary Light Rail transit crosses the Bow River in two places. This is similar to the Columbia River between Portland and Vancouver.

Light Rail transit serves the University of Calgary. The University of Washington could have Light Rail service also.

Light Rail transit also serves the Stampede Park in Calgary. The Clark County Amphitheater could be served by Light Rail Transit as well.

Buses move passengers in and out of the train stations in Calgary. C-TRAN could serve the same duty.

Calgary's transportation system was designed for growth in that whole region. There are no traffic jams for cars and trucks in Calgary.

Don McDonald was the chief engineer for building the Edmonton, Alberta Light Rail System. In 1978 Tri-Met hired Don McDonald as a consultant to help lead the preliminary design of the Banfield Freeway improvement project. It was later named the MAX Light Rail Transit system. Mr. McDonald showed the auto freeway designers there was a better way to improve transportation. A fourteen mile system of Light Rail Transit was built for \$214 million. Twenty years later close to 116,000 riders use MAX daily.

Don McDonald also recommended planning for a future subway through downtown Portland in order to use four-car consists. Twenty years later MAX is at capacity during rush hour because MAX is limited to two car train-sets. If Light Rail is built across the Columbia River it will be just as successful as Calgary and Portland. Plans for four-car consists should be part of the planning now.

**The alternative to freeway traffic jams is
Rail Transportation**

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