



# THIRD BRIDGE NOW



## Community Livability & Human Resources



The Third Bridge project would improve neighborhoods by decreasing pollution and noise by removing freight traffic from residential neighborhoods in Washington and Oregon. Spillover traffic will be removed from neighborhoods and industrial areas adjacent to I-5. The decrease in noise will allow citizens to more comfortably enjoy day to day activities as simple as taking a walk to the store—meanwhile, many residents will have a shorter trips to-and-from work due to decreased traffic

## Traffic & Transportation



The Third Bridge Now project keeps traffic moving and lanes open by providing more options to resolve congestion and ease freeway commuting. It will remove traffic from I-5, I-205, I-405, I-84 and HWY-26 and adjacent arterioles, relieving congestion. The new infrastructure will get you to and from your destination faster in addition to preventing bumper-to-bumper traffic and transportation delays.

## Mobility, Reliability, Accessibility, Congestion Reduction and Efficiency



The Third Bridge Now infrastructure reduces congestion by providing direct access to industrial areas of Vancouver and Portland, gives drivers more options to get where they need to go, and ensures accessibility and reliability when crossing the Columbia river using I-5. This opens up I-5 and makes traffic move more efficiently. The Third Bridge Now project creates a more cost efficient infrastructure by building on land that's bare, vacant and publicly owned. It will not tear down properties and businesses. This will save money and avoid unnecessary trauma to our economy.

## Modal Choice



The Third Bridge Now project includes heavy rail transit upgrades for those traveling between Vancouver and Portland. New lanes for bikes, pedestrians, and small engine vehicles will add safer, more complete routes. Access will be created to/from downtown Vancouver, Portland, ports, industrial areas, retail centers, entertainment facilities, natural areas, and residential neighborhoods. Wider lanes will be created across the new infrastructure, resulting in organized traveling and space that is light rail friendly.

## Safety



Creating a third bridge over the Columbia reduces congestion and opens up new options for emergency evacuation. The new infrastructure provides secondary access to Jantzen Beach from Vancouver and more accessibility to Swan Island to relieve traffic on I-5. Wider lanes will provide added safety for freight, commerce, commuters, and everyday transportation. Traffic will not be accommodated by local neighborhoods, creating safer residential streets. The new infrastructure would be made to withstand earthquakes. Should a major accident or earthquake affect the I-5 corridor, having a third bridge becomes more of a necessity than an alternative. The new bridges would be high enough for marine traffic to pass under without the use of a lift, creating safer waters and a safer corridor. New routes will go around neighborhoods rather than through them.

## Regional Economy & Freight Mobility



By connecting the majority of the industrial areas on one consistent corridor, direct access will be provided from I-5 to the ports of Vancouver and Portland, Rivergate, Northgate, Columbia Corridor, and the terminals.



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New infrastructure with this alignment significantly helps north-to-south and east-to-west freight movement. The adjacent under-served, undeveloped industrial acreage in Vancouver and Portland will benefit from building the Third Bridge Corridor because of the creation of jobs now, and infrastructure for future jobs will be created. This freeway infrastructure will bring density in the industrial areas, attracting and retaining business.



## Stewardship of Natural Resources

We are stewards of our land and it is our responsibility to protect the wildlife and maintain a sustainable earth. The Third Bridge Now infrastructure would allow access to natural open spaces and create parks for recreation and land appreciation. The new self-sufficient, self-powered system will include internal deicing and cooling.

## Distribution of Benefits & Impacts



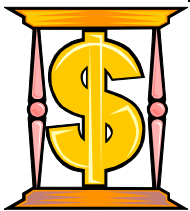
The Third Bridge Now infrastructure removes spillover traffic, takes the pollution out of neighborhoods, and relieves congestion along I-5 by creating more routes to various destinations for the traffic that overwhelms I-5 everyday. Neighborhood streets during busy traffic hours would be safer and would benefit from new bike, pedestrian and small-engine access. Since the land is mostly bare vacant and publicly owned, the project can start immediately and create construction jobs that would last about two years. Increased transit services to the industrial areas of Portland and Vancouver will create sustainable jobs in public transportation.

## Noise, Air Quality & Visual Resources



Traffic from I-5 and several adjacent neighborhoods will be moved elsewhere which will decrease air and noise pollution. This will decrease stop-and-go traffic and the hustle and bustle of I-5. It will provide the freight, commerce, commuter and pleasure traffic more direct access to their destination. This new infrastructure will cut travel time, clear congestion, and provide a greener option to keep Oregon and Washington skies blue.

## Cost Effectiveness & Financial Resources



The Third Bridge Now project costs are relatively low. By choosing a location where the majority of the land is bare, vacant, and publicly owned, hundreds of millions of dollars will be saved. The full or partial taking of 280 properties – homes, businesses and historical resources will be averted (several are valued as multi-million dollar properties). Time, money, jobs, and homes will be saved. Removal of existing utilities and road infrastructure will be avoided while minimizing disruptive traffic patterns during construction. This new infrastructure also links freight to businesses and ports so that they may better serve one another.

## Growth Management & Land Use



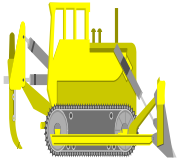
The Third Bridge Now infrastructure supports growth management and current land use for non-sprawl. Large areas of undeveloped industrial land in Vancouver and Portland are adjacent to each other. They are future growth areas that are land locked by neighborhoods because of I-5. Added infrastructure to the industrial areas helps those areas retain their zoning. New and upgraded infrastructure in the form of heavy rail and direct freeway access enables business to increase. Business transit would be added for commuters, lessening the need for single occupancy vehicles. Freight oriented development and the attraction of business keeps companies from spreading into other areas along I-5 and I-84 and prevents business sprawl. People will only work so far from their home, so adding better access and/or keeping businesses together prevents sprawl.



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## Constructability



The Third Bridge Now project doesn't remove homes or businesses on Jantzen Beach—the necessary land is already available. Only a one-block wide strip above the current truck route in Vancouver will be affected. There will be no flaggers along I-5 to cause a temporary increase in congestion. Construction will not interrupt existing arterioles. Since the new infrastructure would be built in an industrial area, the construction could last 24 hours a day because resident/noise restrictions are minimal. Purchasing materials now rather than years in the future would lower costs. Since the new infrastructure would be built on mostly bare, vacant, publicly owned land, there's no removal of existing utilities. Streets, businesses, and homes would not have to be removed to a large extent, saving significant time and money. The viaduct in Vancouver would be built over existing business and streets, similar to the Morrison Bridge in SE Portland.

## Cultural & Historic Resources



The Third Bridge Now infrastructure does not harm or interrupt Vancouver's historical resources such as Fort Vancouver, Pearson Airport, or Columbia River Historic Bridge. There is no interruption to Pearson Airport (built in 1905) or the beautiful Columbia River Crossing Bridge which still has 50 years left of life, and Fort Vancouver would not lose 1.5-to-2 acres to accommodate a parking lot. Third Bridge Now would not remove or affect the 20 historic buildings and archeological sites slated for disruption or removal as the CRC infrastructure would. How many of the almost 280 properties currently affected by CRC are historical or will be historical and are not on the Federal Register yet?