Third Bridge Now Creates an I-305 By-Pass

New heavy rail tracks and bridge commuter and freight service

Third Bridge Now creates an I-305 style by-pass corridor diverting traffic off of the I-5 freeway north and south of the I-5 bridges relieving congestion through north Portland and adding capacity to the freeway system.

Relieves congestion and connects our ports and major industrial areass to the I-5 freeway system and takes traffic off of neighborhood streets in Oregon and Washington. It would strengthen our economy and help our environment with direct new infrastructure into and between our ports and major industrial areas.

New bridge and freeway adjacent to the BNSF rail bridge with Multi-Modal Capacity:

The entire route is multi-modal with vehicle lanes, transit, and pedestrian.

This freeway would include vehicle, transit, plus bicycle and pedestrian infrastructure. Possibly the first in the nation to provide access for bike, pedestrian between our ports, industrial areas, from downtown centers and residential areas in both states. The tunnel to Swan Island accesses, I-5, I-405, and the Rose Quarter transit center in Portland. The new heavy rail bridge adds service for transit, freight, and commerce.

Comparison of River Crossings in Selected U.S. Metropolitan Areas of Similar Size

Metro Area	Population	Body of Water	Hwy Xings	Rail Xings
Norfolk	1.57 million	Hampton Roads/ Chesapeake Bay	4	0
Cincinnati	1.65 million	Ohio River	7	2
Kansas City	1.78 million	Missouri River	10	3
Portland-Vancouver	**1.92 million**	**Columbia River**	**2**	**1**
Pittsburgh	2.36 million	Three Rivers	>30	3
St. Louis	2.60 million	Mississippi River	8	2

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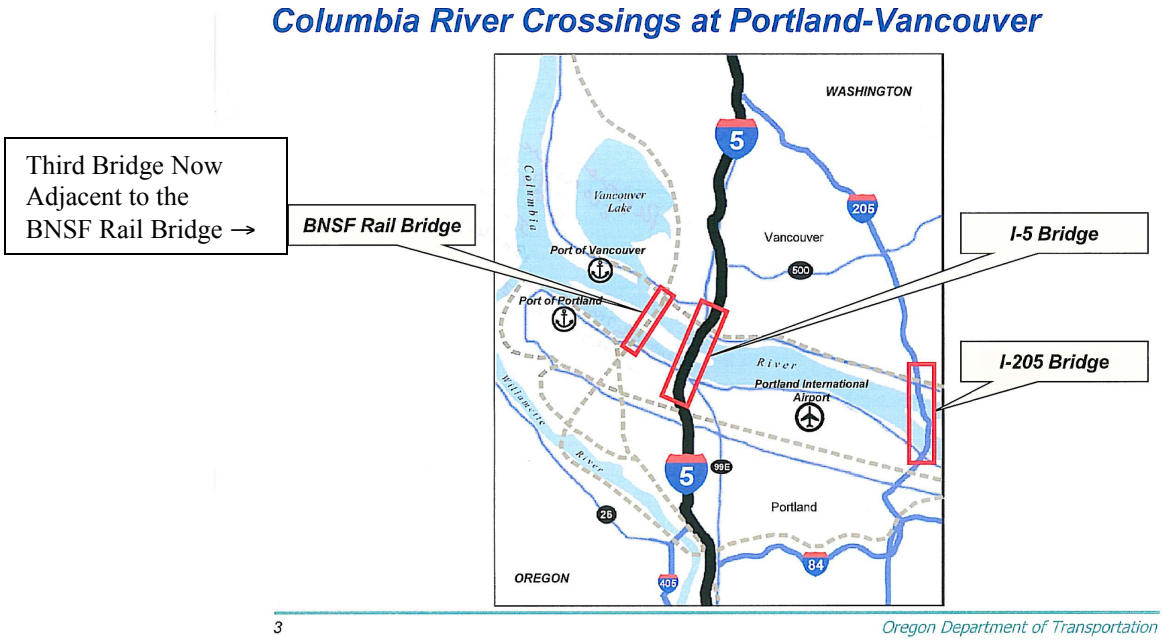
The I –5 Corridor in the Portland / Vancouver Area

The I-5 Trade Corridor has specific boundaries



The I-5 Trade Corridor Boundaries

The I-5 trade corridor stretches from the I-5 / I-205 junction in Clark County to the I-5 and I-84 in Portland and from the I-205 freeway to the Columbia and Willamette Rivers

Several Industrial Areas are located in the I-5 Corridor

Port of Vancouver, Port of Portland, Hayden Island, Rivergate, and the north peninsula terminals are all on the west side of I-5 and adjacent to each other. These facilities attract the greatest amount of traffic, freight, commerce, and commuters and each have plans for substantial growth. Transportation infrastructure supporting our ports and industrial areas is vital.

Other centers include Fruit Valley Rd., Northgate, Columbia Corridor, NW Industrial Area, Swan Island and other maritime and industrial sanctuaries.

♦Two Deep-water ports ♦Two Transcontinental rail lines north/south and east/west
♦Two Interstate Freeway I-5 and I-84

Studied about the I-5 Corridor have also stated

♦We have fewer bridges than similar size US cities.

♦We need to add capacity across the Columbia road and rail

♦The I-5 bridge and freeway and the adjacent arterioles are over capacity **AND** the I-5 bridges have 60 years of serviceable life, can be seismically upgraded, add pedestrian access, and reduce bridge lifts by 95%. Additional bridges will relieve congestion and additional routes add safety to the system.

♦The I-205 bridge and freeway is over capacity decades ahead of schedule

STUDIED IDENTIFY LOCATIONS FOR ADDITIONAL BRIDGES

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