Third Bridge Now Freeway Corridor By-Pass



Interchanges in Oregon and Washington

Major freeways

I-5 Freeway

HWY-30

I-405 Freeway

I-84 Freeway

Plus 9 Additional Interchanges

Area Character and Land Use

Interstate Avenue

BNSF Heavy Rail Bridge

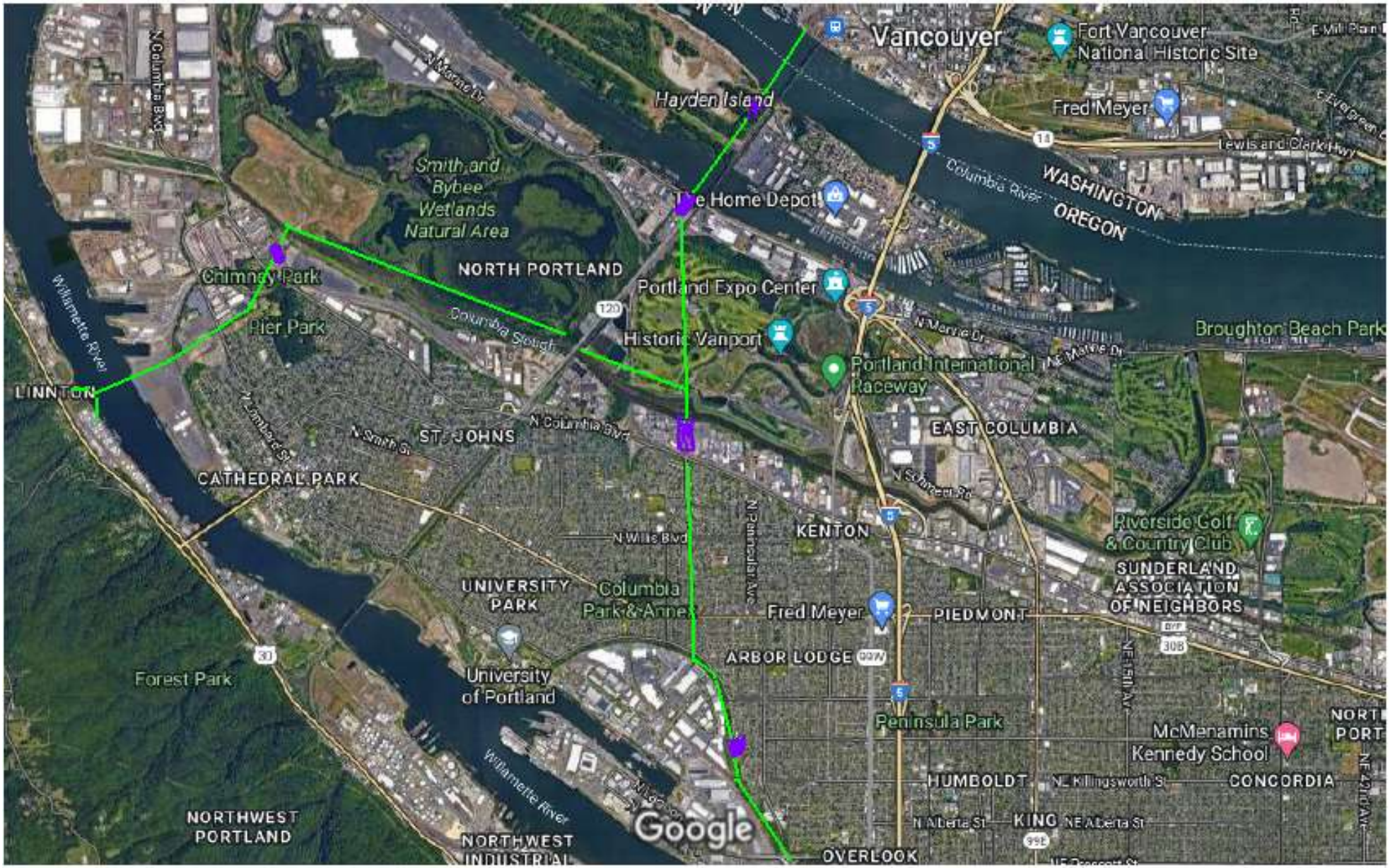
Major Arterials

Third Bridge Now Alignment

Below Grade Alignment

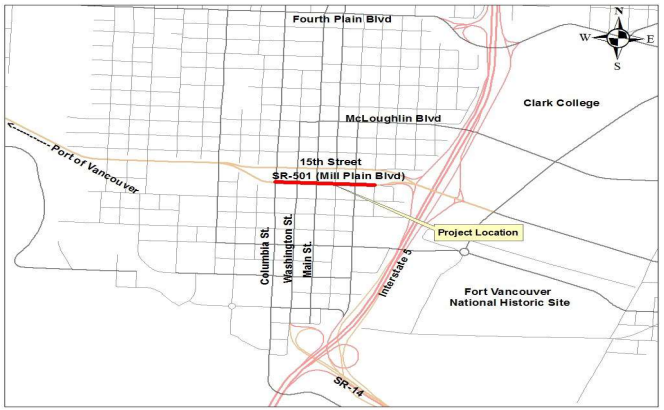
Third Bridge Freeway Corridor Interchanges in North Portland

Connecting Ports and Industrial Areas on One Continuous Freeway Corridor



Vancouver WA Third Bridge Now I-305 Freeway By-pass Alignment and Access Points





The view above looking west from the I-5 freeway shows Mill Plain and 15 th streets' direct access into the Port of Vancouver. The Third Bridge Now alignment follows 15th street with a multi-modal viaduct into the Port of Vancouver to the BNSF Rail Line. The viaduct provides a public space with the abandoning 15th street. Mill Plain street will change froma and one-way to a two--way street.

The picture to the right is an artistic drawing of a multi-modal freeway viaduct over 15th street from the I-5 freeway west to the Port of Vancouver crossing the Columbia River on the west-side of the BNSF Rail Bridge. The entire alignment is multi-modal is totally inclusive, vehicles, bikes, pedestrians, buses, and heavy commuter rail.



Interchange Area at I-5 and Mill Plain Extension in Vancouver WA

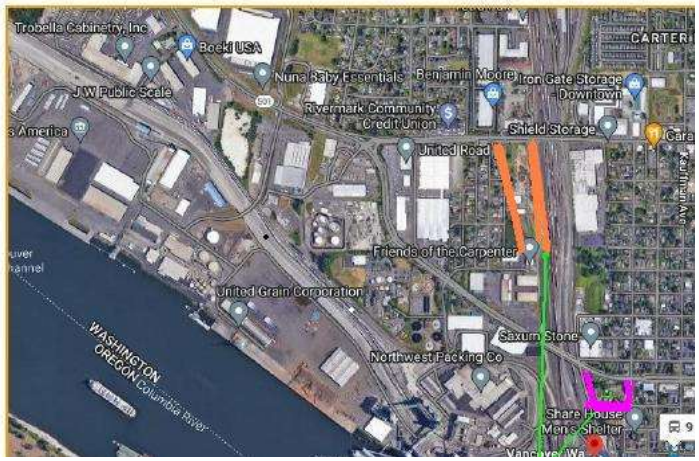
The viaduct over 15th street has limited access interchange to avoid neighborhood impacts. The three vehicle interchanges are strategically located to fit into the current traffic pattern. The location at Mill Plain and Fort Vancouver Way adjacent t o the Clark Count PUD Building is currently a busy interchange. This provide access to/from the street level at an area that is already a high volume interchange that is non-residential.

The interchange at 4th Plain and BNSF rail line is truck grade friendly.

This interchange provides access to a I-305 freeway by-pass access to and from I-5 freeway north in Vancouver and south in Portland. The 4th Plain interchange keep truck traffic on the port and industrial side of the ra
downtow

- The orange lines show new truck grade friendly interchanges at 4th plain and BNSF rail line inside industrial area.

The green line show the I-305 alignment and the pink is the 14th and Lincoln Avenue interchange to access Uptown, Downtown and the Waterfront areas.



Third Bridge connection to I-5 freeway at Mill Plain in Vancouver WA

Location I-5 freeway access to I-305 at Mill Plain

Mill Plain street level access to I-305 freeway

Green line starts on Mill Plain exit off of I-5 freeway

Green line is a viaduct over the I-5 freeway

Yellow line is street level access to I-305 from Mill Plain



The above view show access to I-305 to head west over I-5. The yellow line interchange at Fort Vancouver Way and Mill Plain to street level is a full on/off interchange.

Vancouver Washington Interchanges

The three vehicle interchanges are strategically located to fit into the current traffic pattern

The viaduct over 15th street has limited access interchanges to avoid neighborhood impacts

The location at Mill Plain and Fort Vancouver Way for local access to the I-305 and the ports and industrial areas without having to use the community streets between the I-5 freeway and the ports.

The location at 4th Plain street and BNSF rail line is a truck friendly full interchange in the industrial area on the west side of the BNSF rail tracks. The new I-305 keeps trucks that need to access the I-5 freeway system in Vancouver or in Portland from using the neighborhoods surface level streets.

The location at 13th St and Lincoln Avenue uses the existing surface street grid which intersects with Uptown, Downtown, and the Waterfront area. A high capacity interchange placement here will limit the impact of traffic on residential and retail areas while providing access to them.

The green line shows the I-305 alignment and the pink is the 14th and Lincoln Avenue interchange to access Uptown, Downtown and the Waterfront areas

Third Bridge

I-305 freeway corridor at

Mill Plain and BNSF rail

N

Green Third Bridge freeway corridor

Red infrastructure access ramps

Orange access Port of Vancouver and Fruit Valley Rd.

Blue access downtown and uptown

Yellow access downtown and waterfront area





The above artistic design of Third Bridge I-305 Freeway Corridor across the Columbia River is looking eastward towards the I-5 bridges and Mt. Hood. * (The BNSF rail bridge is absent only because of visually confusing as art.)

Freeway Corridor I-305



Third Bridge Now I-305 freeway corridor at the Port of Vancouver.

Fully multi-modal

Freeway 8-to-10- lanes

High-span - bridge

Non -lift bridges

Martine not impaired

Airspace not impaired

Freight friendly

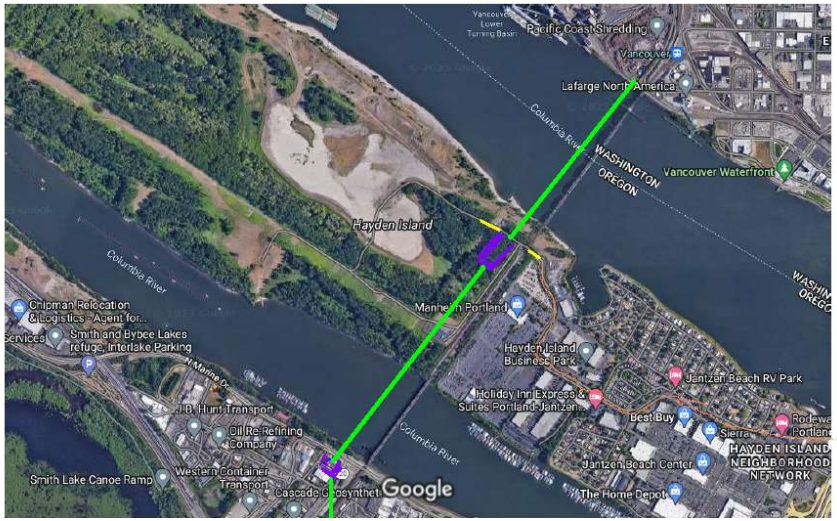
Limited motorized vehicles

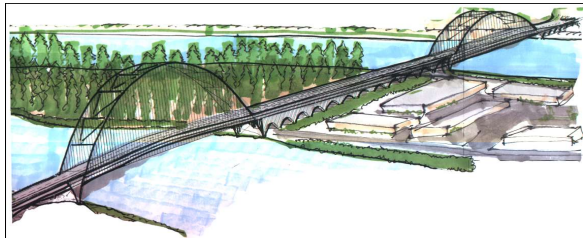
Bike and pedestrian



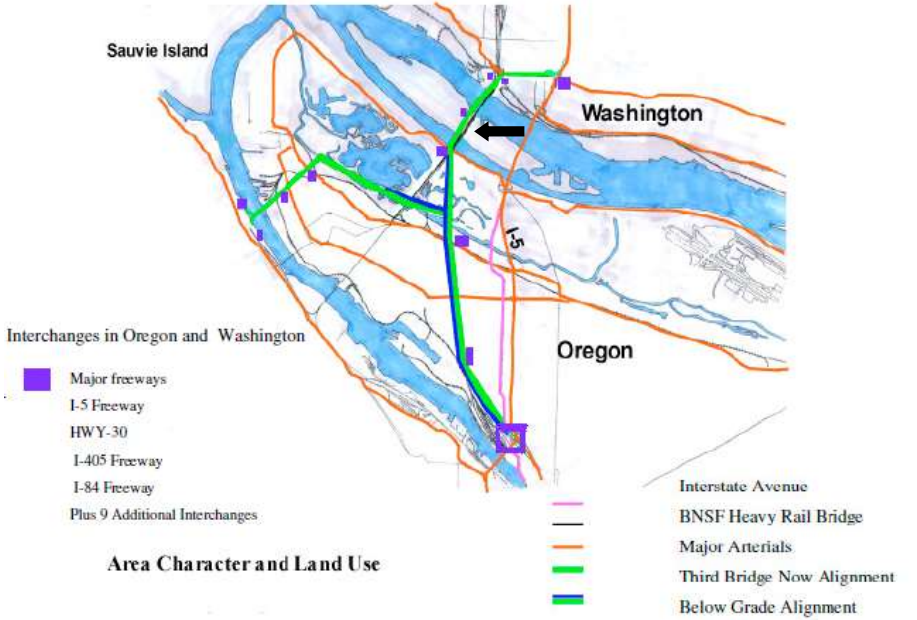
The Freemont Bridge I-5 By-Pass I-405 an 8-lane freeway corridor by-pass over the Willamette River.

Jantzen Beach Interchange on Hayden Island





Third Bridge Now Freeway Corridor By-Pass



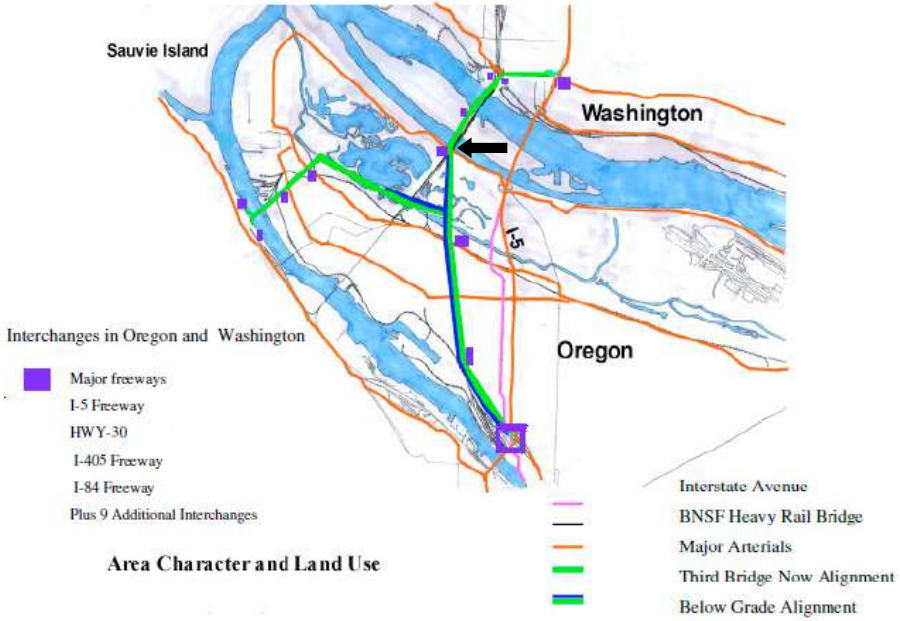
Jantzen Beach Location



Marine Dr Interchange



Third Bridge Now Freeway Corridor By-Pass



⬅ Marine Dr Location Shown on Map.

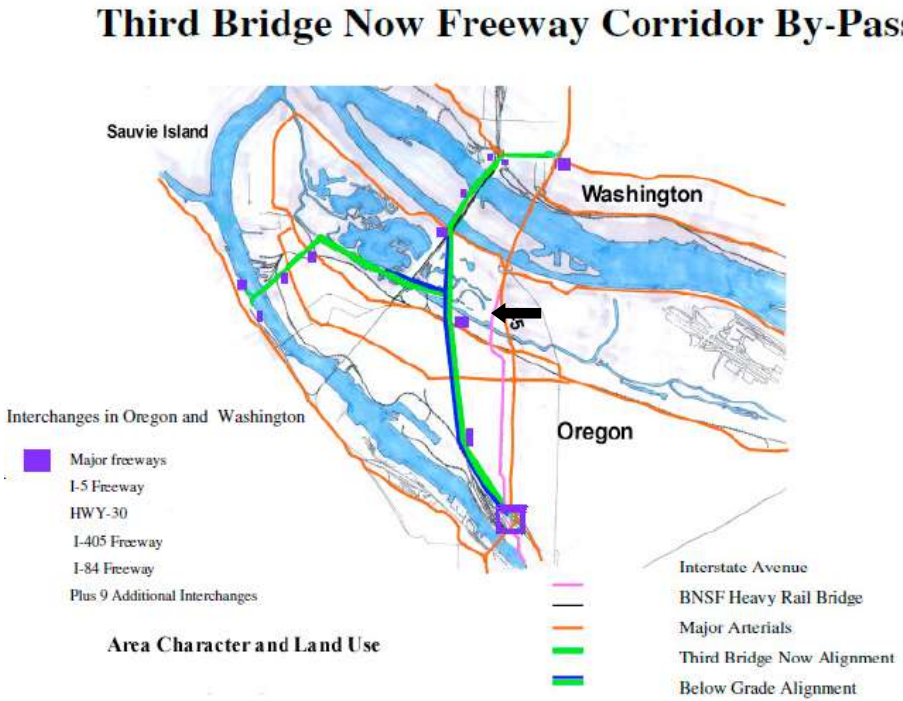


Chautauqua and Columbia Blvd Interchange

Centrally located on Columbia Blvd. Corridor where the industrial and residential intersect in North Portland



Chautauqua and Columbia Blvd Location Shown on Map





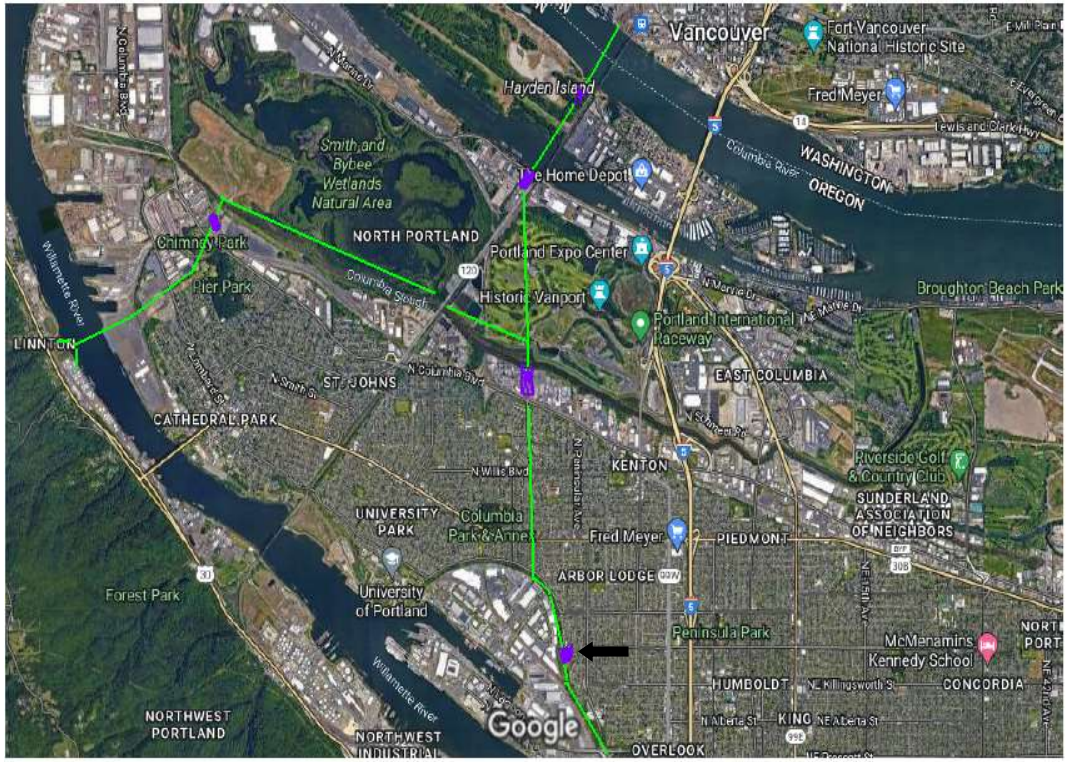
Swan Island Interchange



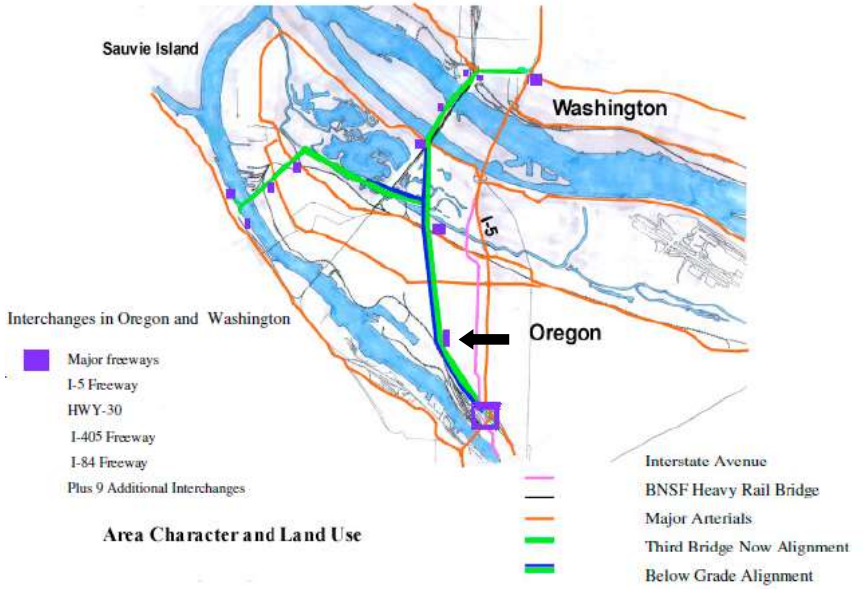
Third Bridge Freeway Corridor Interchanges in North Portland

Connecting Ports and Industrial Areas on One Continuous Freeway Corridor

Swan Island Location Shown



Third Bridge Now Freeway Corridor By-Pass

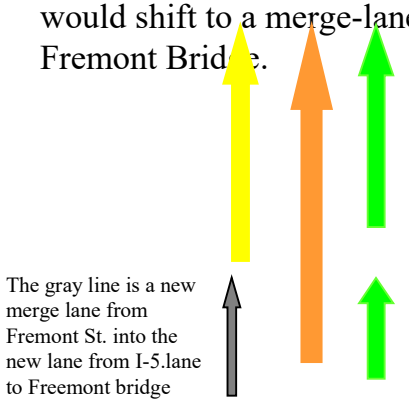


Third Bridge I-305 Freeway Corridor Interchange with I-405 Freeway

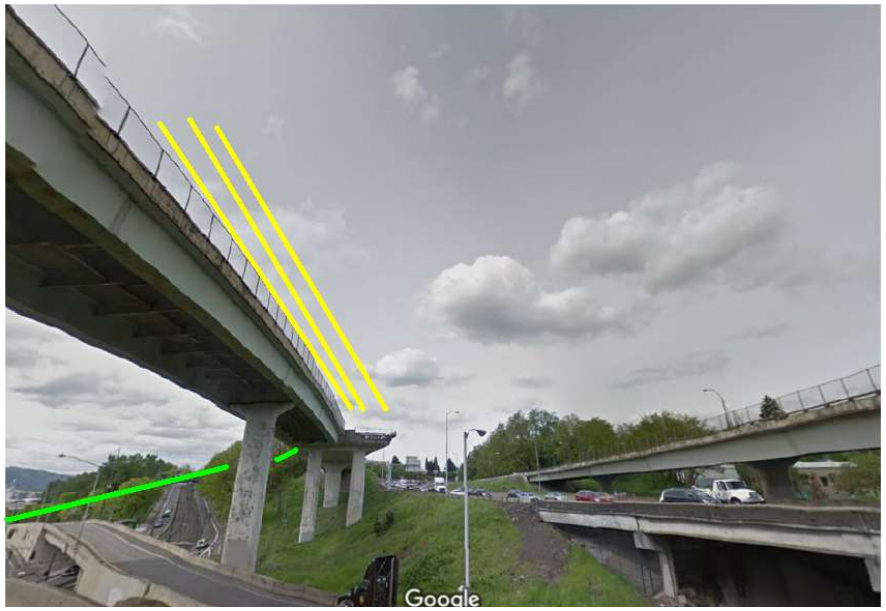
Third Bridge corridor southern end connects the to I-405 freeway in Portland , Oregon

The top picture shows the I-405 interchange from I-5 freeway to I-405 south. The current interchange is two non-merge lanes on to I-405 south. The green line shows Third Bridge alignment after passing under Going Street, with a two-lane overpass, crossing Greeley and Interstate Avenues to access I-405.

The yellow lines show the use of existing infrastructure at the entrance of the exit the construction of a new lane. This new lane enter I-405 without merger into the fast lane. The Fremont Street entrance would shift to a merge-lane onto the Fremont Bridge.



The gray line is a new merge lane from Fremont St. into the new lane from I-5.lane to Freemont bridge



The below picture shows the I-405 interchanges access north and south to Third Bridge I-305. The blue-green line is below-grade, green lines alignment overpass attaching to I-405.

Using the current I-405 exit to I-5 freeway south without changes to the bridge. The interchange for Third Bridge split north as the current exit goes south to the I-5 freeway.



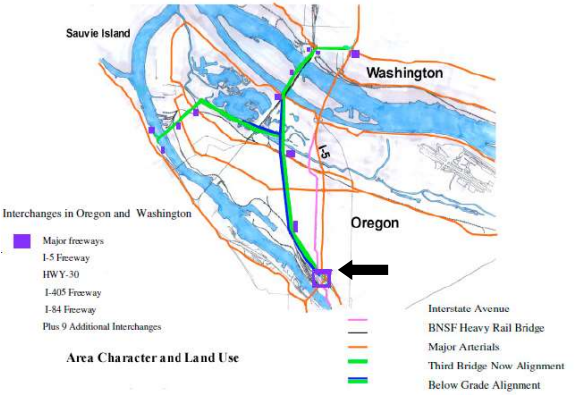
Third Bridge Freeway

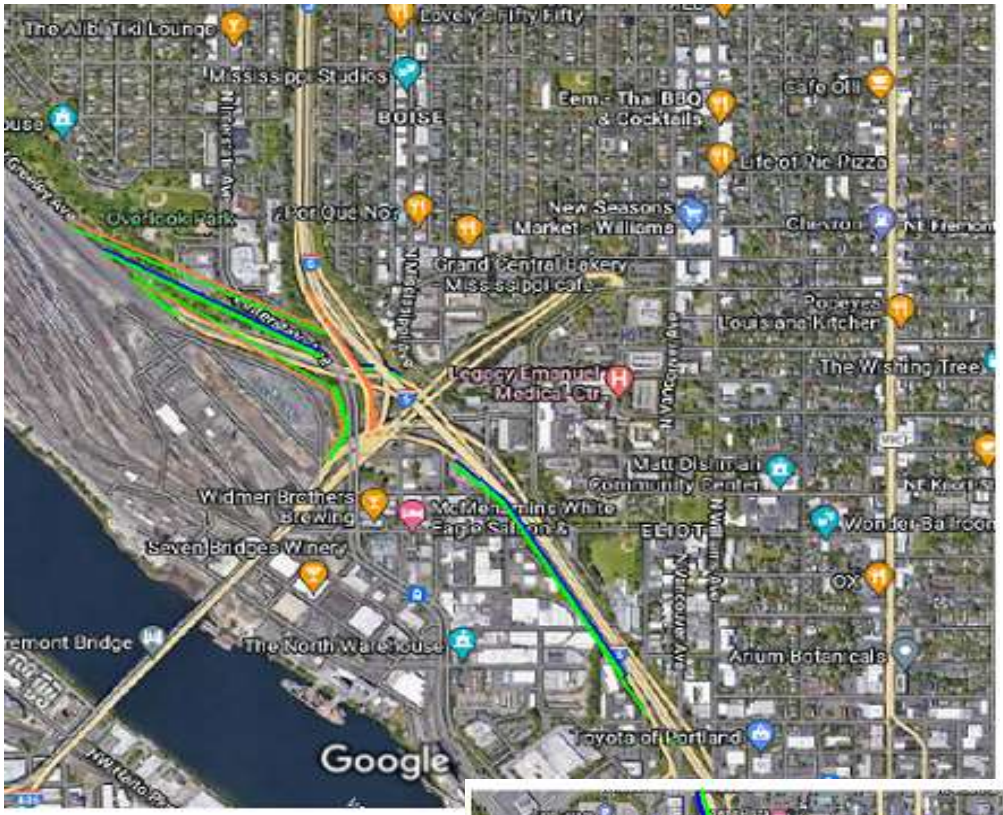
I-5 and I-405 Interchange connections with Third Bridge.



← I-405 and I-5 and I-84 Location Shown on map

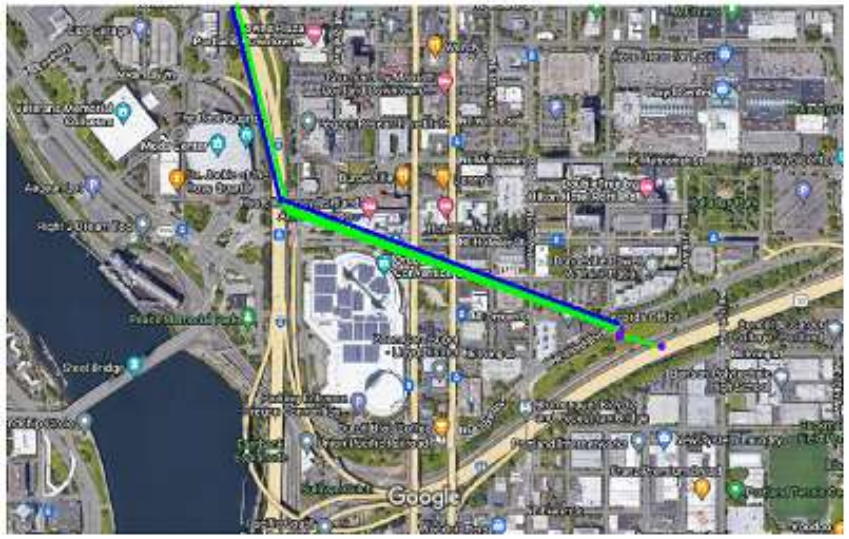
Third Bridge Now Freeway Corridor By-Pass





Third Bridge Freeway

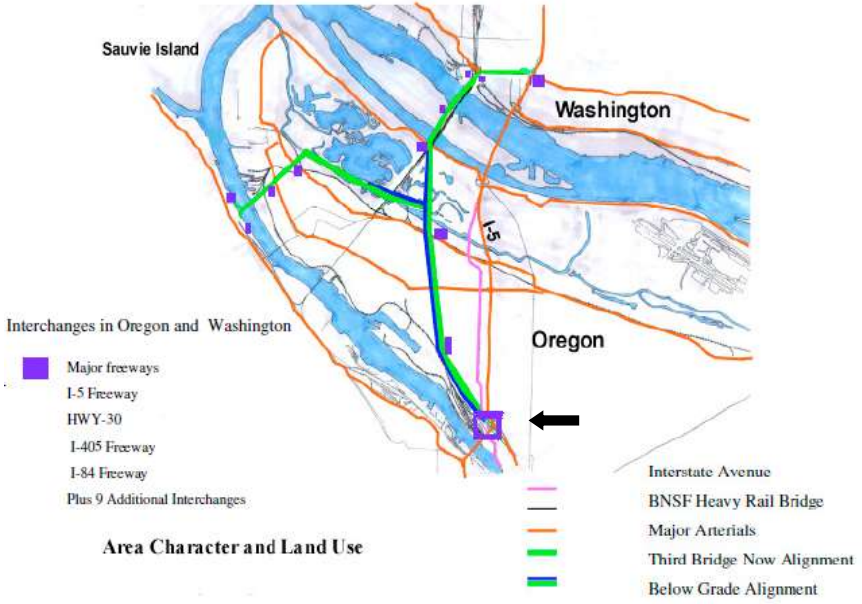
I-5, I-405, and I-84 interchange connections with Third Bridge.



This picture shows a tunnel from I-84 to Third Bridge corridor north.

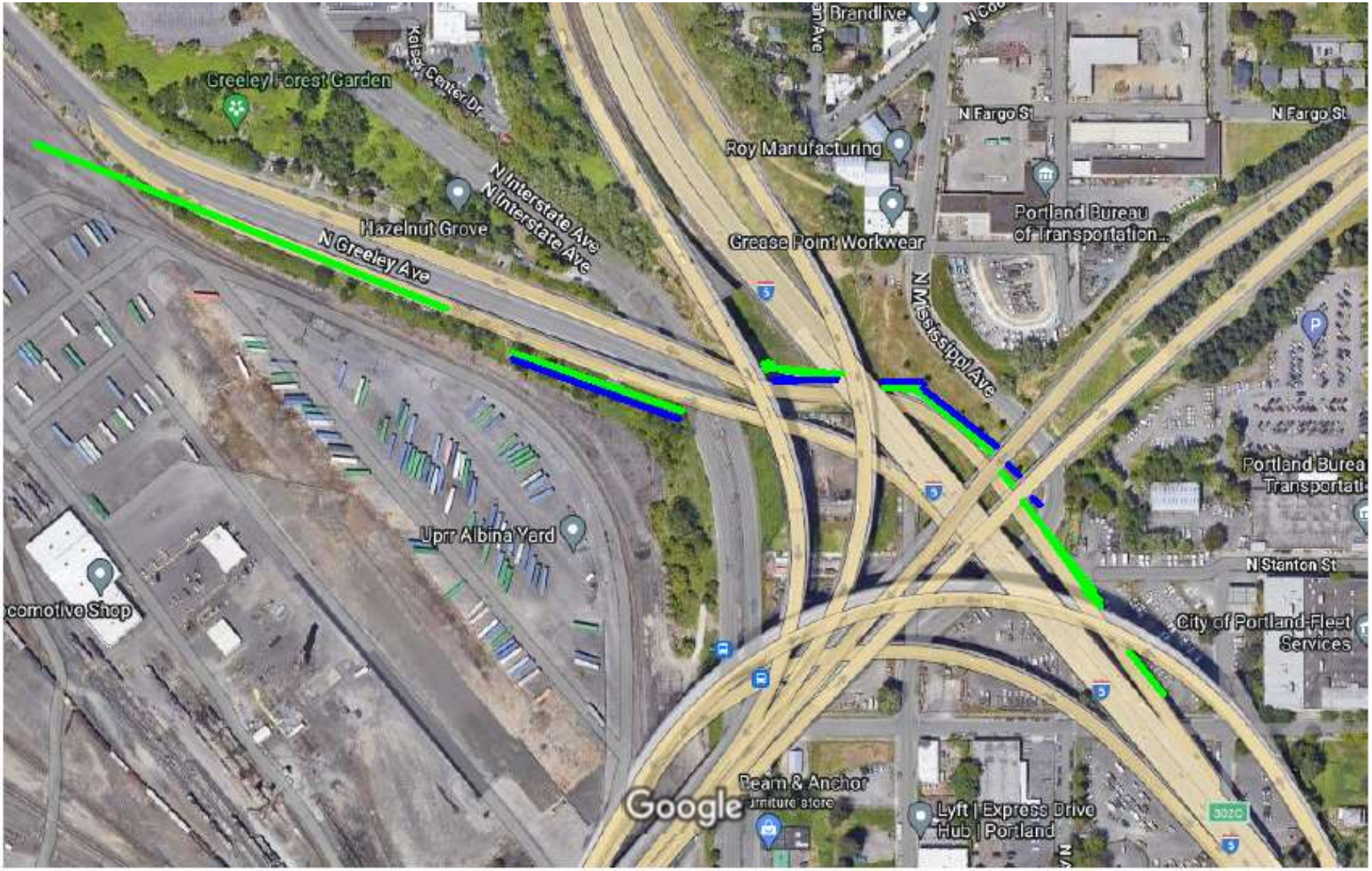
I-84 freeway

Third Bridge Now Freeway Corridor By-Pass



Third Bridge Interchanges to I-5 Freeway North and South

The Third Bridge alignment uses the existing Greeley St interchange to access the I-5 freeway. The interchange that comes from I-5 heading north on Third Bridge is below grade passing under Interstate and Greeley Avenues.



The Third Bridge alignment uses the existing Greeley St interchange to access the I-5 freeway.



Greeley avenue entrance onto I-5 south



Greeley avenue exit t from I-5 freeway to Third Bridge


Willamette River
Peace Memorial Park
Steel Bridge
Double decker
vertical-lift 1912 bridge
Oregon Convention
Center (Prepark)
Metropolitan Exposition
Columbia Bank
Convention
Center Arto Body
NE 7th
Parking
NE Grand & Hoyt
NE M L King & Hoyt
Parking Entrance
Oregon Convention
Starbucks
The Pixie Project
Friendship Circle
NE Lloyd Blvd
Lloyd - Lot #236
Dutch Bros Coffee
Union Pacific Railroad
NE Martin Luther King Jr Blvd
PDX Cherry Blossoms
Sullivan Gulch
Kevin J Duckworth
Memorial Dock
2 NE 2nd Ave Parking
Roseline Coffee
Roastery HQ
Pacific Coast
Fruit Company
Welocalize
KEX Portland
Bao Bao
Willamette River
Google

Modal Choice





The Third Bridge corridor provides several modal services

- Wider lanes across the new infrastructure for safer traveling
- Additional bus service to our ports and industrial areas
- New bike and pedestrian lanes
- Upgraded heavy rail, have transit train for those going to and from Portland and Vancouver











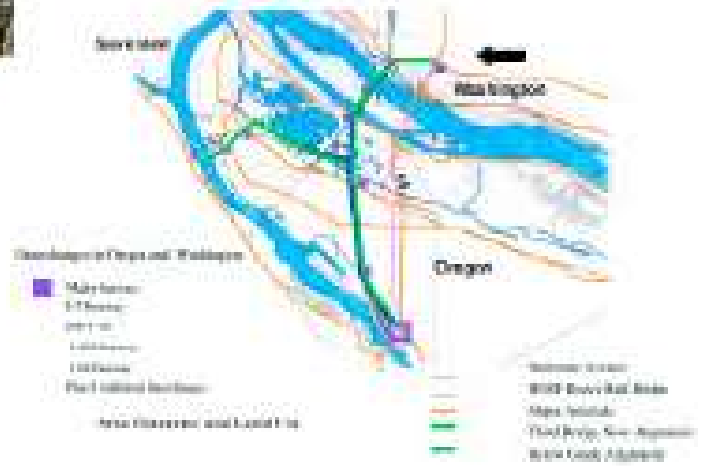




Third Bridge Multi-modal Bike and Pedestrian Alignment in Vancouver Washington



Third Bridge Now Freeway Corridor By-Pass



Mill Plain Interchange Locations to Access Bike and Pedestrian

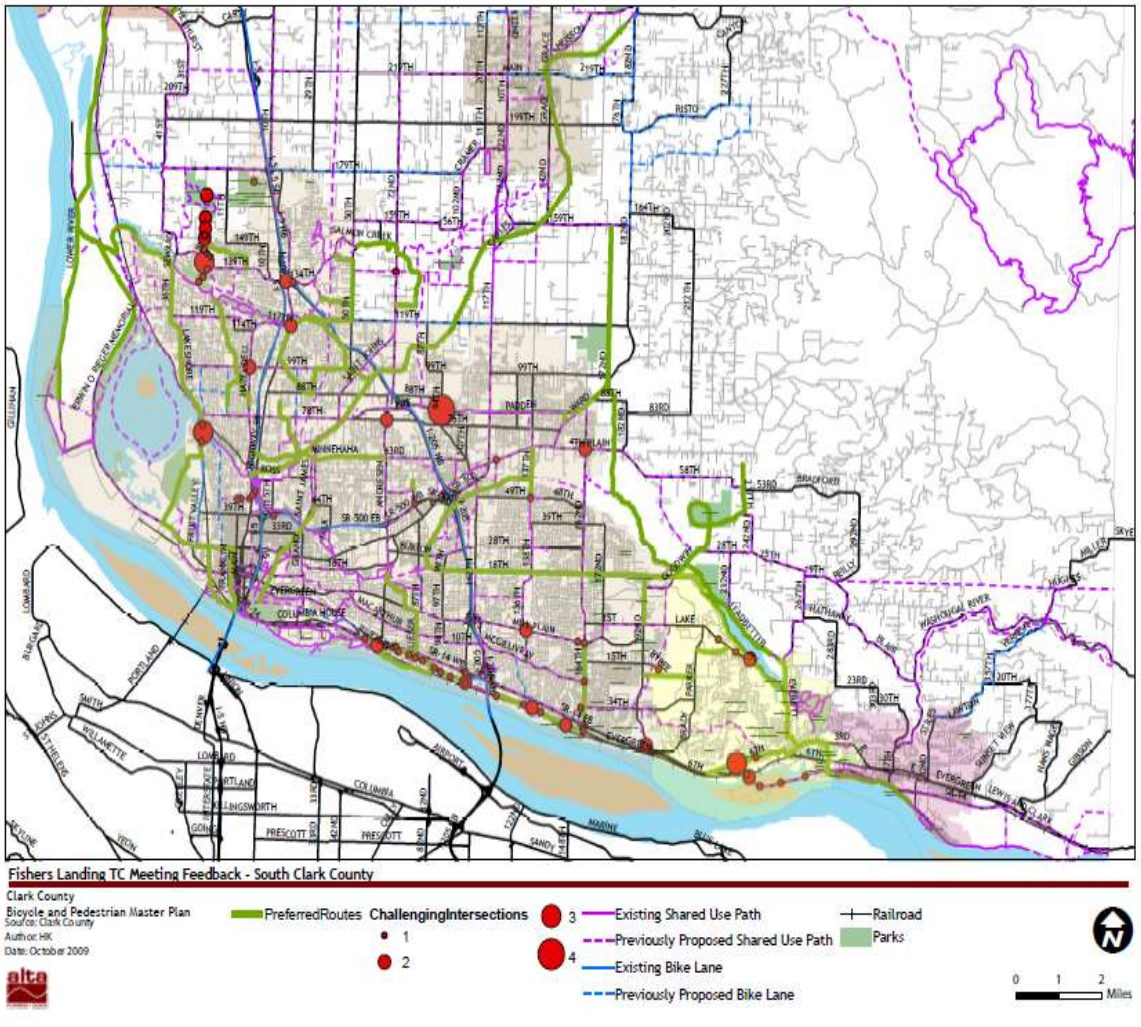
Third Bridge Multi-modal Interchange Access Bike and Pedestrian

Third Bridge Freeway Alignment Over I-5 Freeway

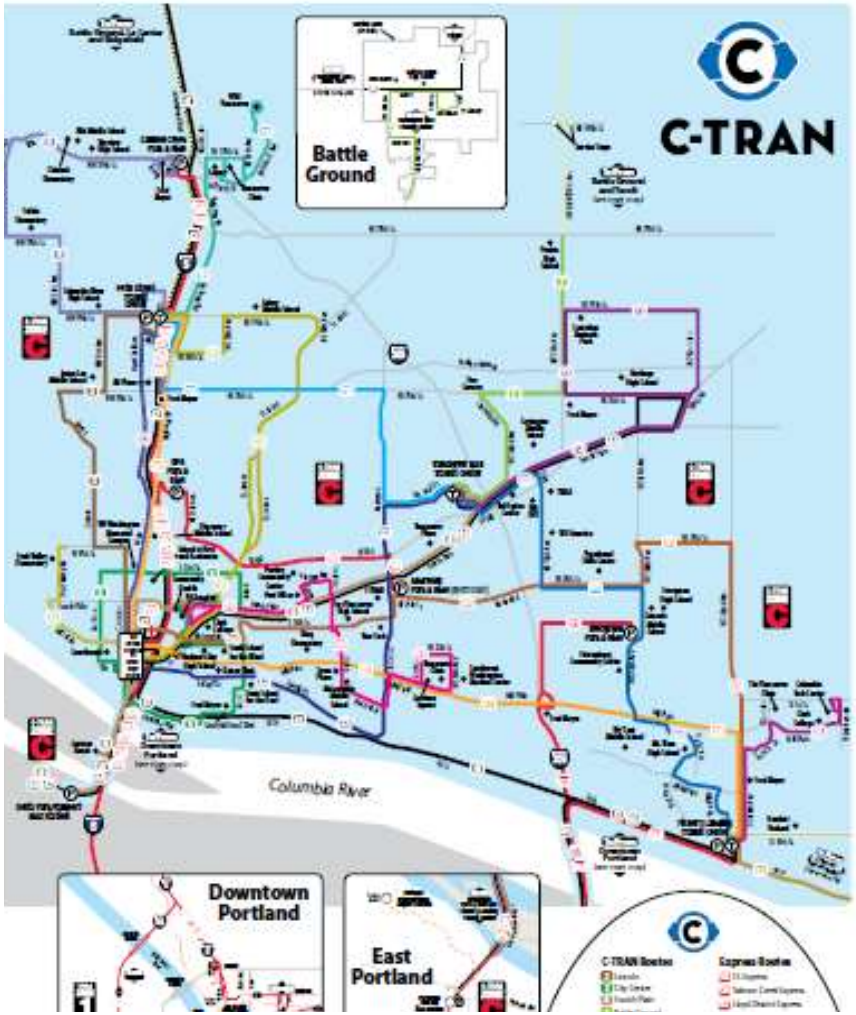
Third Bridge Multi-modal Interchange Bike and Pedestrian Alignment

Third Bridge Location Intersects with Both the Transit and Bike Route in Oregon and Washington

Southwest Washington Bike and Pedestrian Route Map

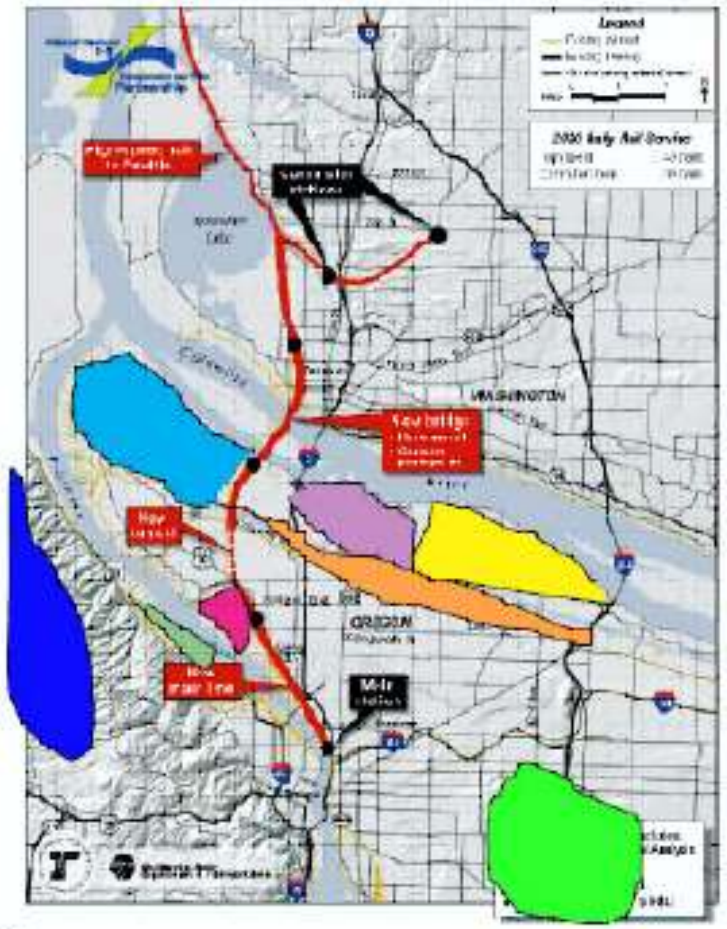


Southwest Washington Bus Route Map



One Hop Stop Bus Routes

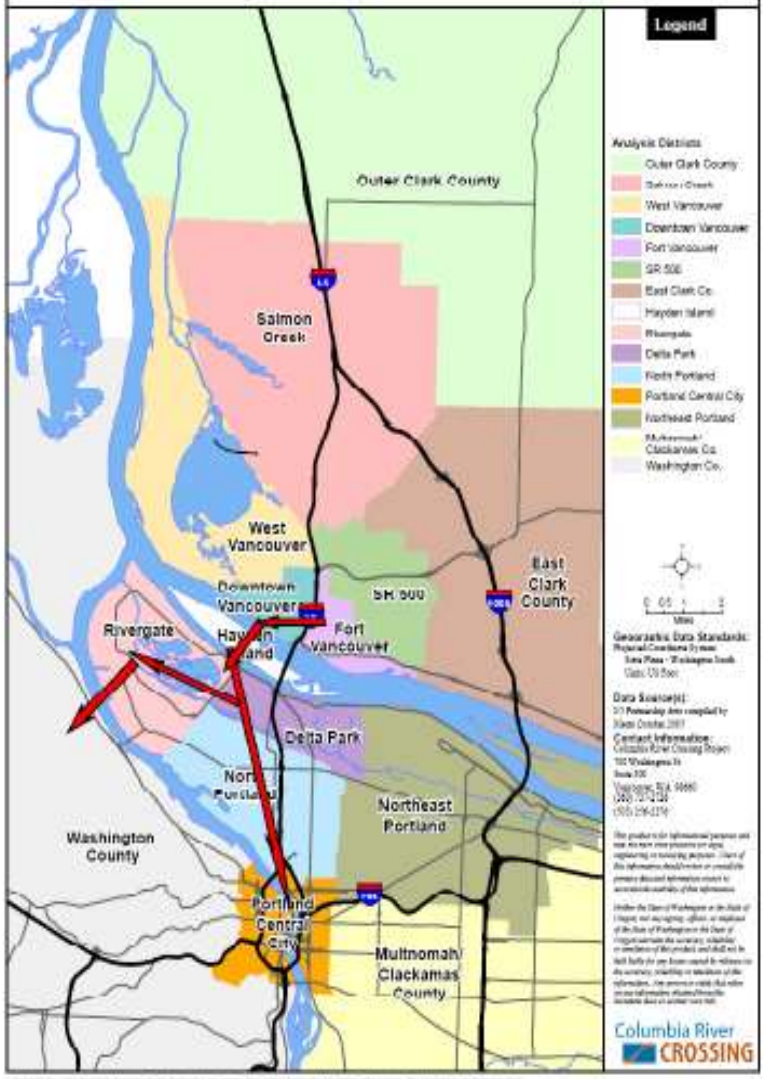
From Residential Areas to Specific Employment Center



Transit issues
Downtown centered not employment centers – does not work
From the residential areas into specific employment centers (one hop stops) – does work
24- bus service on main streets again, return to "the night owl run"
Express bus into employment centers (with few drop/pick-up)
Drop off issues (CTRAN – Tri Met) sharing the routes
Work with employers to provide transfers from bus stops to large companies sometimes several blocks in size on each property to access buildings in industrial areas.

Paid for by Economic Transportation Alliance /ThirdBridgeNow.com a 501c3 Non-Profit Public Charity
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Figure 1: Districts for Transit Market Analysis



2030 Transit Market Analysis 2-3
Report

Oregon State
1. Hayden Island
2. Rivergate
3. Delta Park
4. North Portland
5. Portland Central City
6. Northeast Portland
7. Multnomah/Clackamas County
8. Washington County

Alignment Inserted for

BI-State Industrial Corridor

Third Bridge Now Freeway Corridor

Bi-state Industrial Corridor

Heavy Freight Rail and Commuter Rail

On NEW double tracks from

Longview Washington to the Rose Quarters in Oregon



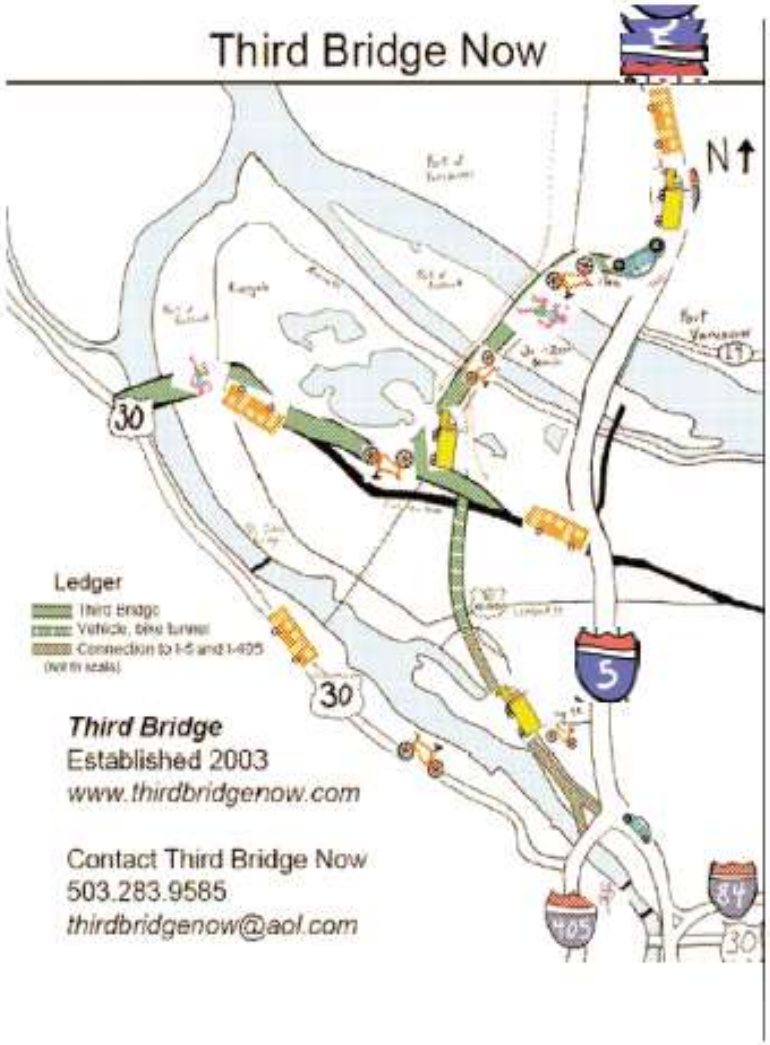


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Third Bridge Now

Into the Ports and Out of the Neighborhoods

Multi- Modal Freeway Corridor



Vancouver, WA

Portland, OR

Pedestrian and bike access

Pedestrian lid over I-5 freeway at Evergreen and Mill Plain

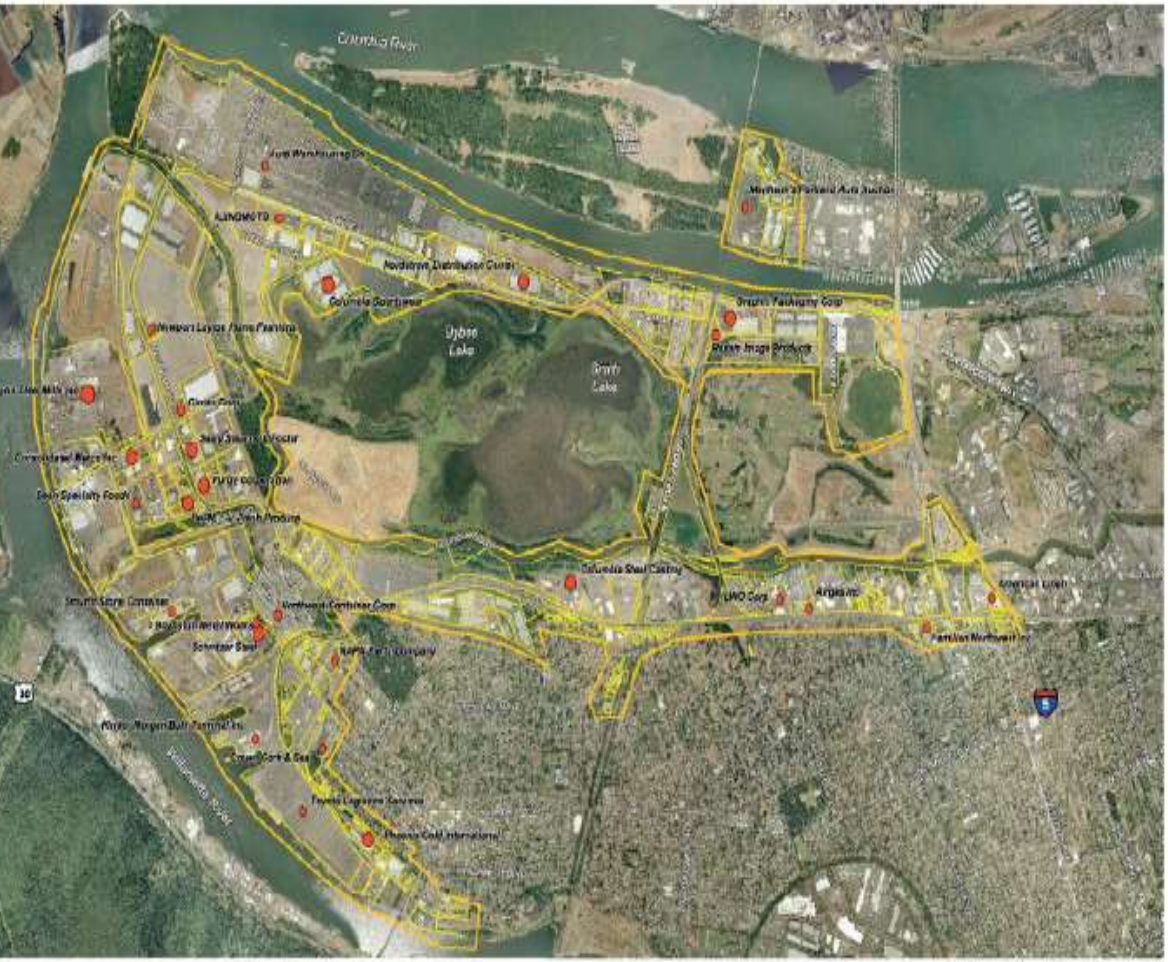
Pedestrian and bike access from Evergreen Blvd from Fort Vancouver area across the freeway, constructing a pedestrian connector access to downtown Vancouver and the new bike and viaduct with pedestrian right of way with new views of downtown Vancouver and crossing over the Columbia River.

The new I-305 by-pass has pedestrian and bike the entire way connecting to downtown(s) Vancouver/Portland, residential, industrial areas, 40-loop, and several major bike route connections.

****

dge Now Crossing the Columbia River

rgate District



Employment
- 100 - 249 Employees
- 250 - 499 Employees
- 500+ Employees

Site Boundary

Inventory Area Boundary

Investing in Portland's Future

PDC
PORTLAND DEVELOPMENT COMMISSION

Planning

Large Number of Potential Users



SHEA - CARR - JEWELL

Figure 2
Existing Traffic Flows
Third Bridge Corridor Preliminary Benefit Analysis

Average Daily Traffic:

195,000

Third Bridge Now will lessen truck traffic in the Residential Neighborhoods between I-5 and the ports in Oregon and Washington


EXIT 304
Portland
Blvd.
EXIT
304

This bridge has 60 years of life left.

