



# GET MOVING BC

October 15, 2007

Imagine for a moment that the Lower Mainland had twice as many lanes of bridge crossing the Fraser River as we do today. Imagine that you're one of the thousands of commuters who cross the Fraser River twice every day. Now imagine what your commute time would be like if you had twice as many bridge lanes. Imagine what that would do to your quality of life. Imagine what it would be like to spend an extra hour and a half each day, or even more, with your family and your kids. How many soccer games and practices, or dance routines and school activities would you be able to squeeze in with your kids if you spent less time stuck in traffic?

There are close to a million people now living on the south side of the Fraser River and more are on the way. Compare that to the couple hundred thousand people who lived south of the Fraser when the 4-lane Port Mann Bridge was first built and you begin to see the magnitude of the problem people face every day when they have to cross the Fraser.

But despite an obvious need for more bridge capacity across the Fraser River, there is a vocal minority who are opposed to adding any bridge lanes to serve our growing population. This minority who oppose the twinning the Port Mann Bridge (and a few City Councils) often cite Portland, Oregon as an example for us to follow here in the Lower Mainland. We were intrigued by their suggestion and so we at **Get Moving BC** decided to take a closer look at Portland.

Well, we were pleasantly surprised to discover that Portland is indeed an example for us to follow here in the Lower Mainland, because Portland has twice as many bridge lanes crossing the Willamette River (their main water barrier) as we have crossing the Fraser River!

When we asked you to imagine what it would be like if we had twice as many bridge lanes crossing the Fraser River, we were asking you to imagine what it would be like if we had the same bridge capacity that Portland has. Imagine how much less stress there would be in the lives of commuters, and how much less air pollution there would be from cars and trucks that currently sit idling while they wait to get across our bridges. Imagine how much less pressure there would be on truck drivers who deliver the goods we purchase, not to mention the lower cost of getting those goods to market. And above all, imagine the kind of transit system to we could plan and then build if we had twice as much bridge capacity across the Fraser River.

**Get Moving BC** is pleased to enclose a copy of our detailed study comparing the bridges crossing the Fraser River with the bridges crossing the Willamette River in the Portland area. We truly hope this study will be as eye-opening for you as it was for us, because only by moving forward with projects like the twinning of the Port Mann Bridge, replacing the Pattullo Bridge and replacing the Massey Tunnel with a new bridge, will we be able to catch up to where we should be as a metropolitan area and have the fully functioning transportation system we need.

Only by moving forward with projects like the twinning of the Port Mann Bridge will we be able to plan, and then build, the kind of transit system that will properly serve the needs of Lower Mainland commuters. Only by moving forward with projects like these will communities truly be able to plan residential and commercial density with the kind of confidence they need to make their plans mesh with regional plans for rapid transit. Then, and only then, will we truly begin to achieve the kind of transportation system that will get people to change their ways and move toward increased use of viable transit options.

We thank you for your interest in this vitally important issue.

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