



Pedestrian and Bicycle Improvements

Today, pedestrian and bicycle connections between North Portland and Vancouver are narrow, indirect and difficult to navigate. Pedestrians and bicyclists are exposed to loud traffic noise as they cross the Columbia River on the existing I-5 bridge and must travel in close proximity to highway traffic. These conditions are uninviting and limit the potential use of the facility.

The Columbia River Crossing Project (CRC) will significantly enhance travel by foot and bicycle among the communities of North Portland, Hayden Island and Vancouver with simplified connections and improved design elements that encourage non-motorized travel.

Planned Improvements and Benefits:

- A safe and wide path across the Columbia River, separated from the highway
- Easier navigation to and from the I-5 bridge with better connections to regional trails such as Vancouver's Waterfront Trail and Portland's 40-Mile Loop
- New and reconstructed sidewalks, bike lanes and multi-use paths in North Portland, Vancouver and on Hayden Island
- More enjoyable travel on neighborhood and local streets, with less cut-through vehicle traffic due to reduced highway congestion
- Support of transit oriented, mixed-use development that promotes travel on foot and bike

Existing Paths Discourage Use

Many pathways within the CRC project area are inadequate and difficult to navigate. Some paths do not meet modern design standards and guidelines of the Americans with Disabilities Act. Some areas leading to the bridge lack sidewalks, bike lanes and crosswalks. On the I-5 bridge, there is no protection from traffic noise, roadway dust and debris and exhaust fumes on the four-foot wide path located next to the highway. These conditions make it challenging and uncomfortable for pedestrians and bicyclists to commute easily between North Portland and Vancouver. During the summer months, about 450 people a day cross the Columbia River by foot or bike.

Columbia River Crossing

A long-term, comprehensive solution

CRC is a long-term, comprehensive solution to address safety and congestion problems on I-5 between Portland, Oregon and Vancouver, Washington. Local and state agencies are working with the community to create solutions to maximize community and economic benefits in the CRC project area. The project will:

- Replace the Interstate Bridge
- Enhance pedestrian and bicycle paths
- Extend light rail to Vancouver
- Improve closely-spaced interchanges



Today's Interstate Bridge paths are too narrow for pedestrians and bicyclists to safely pass each other.

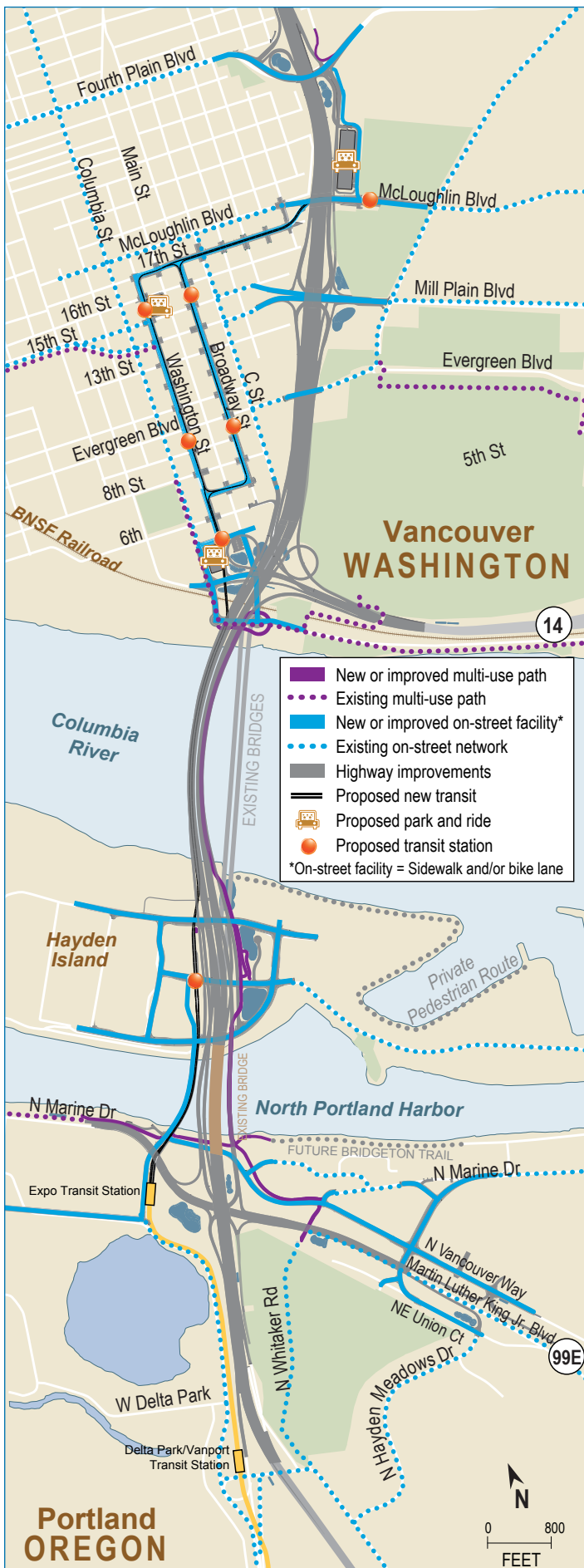
Pedestrian and Bicycle Enhancements

Multi-use Paths Connect Communities

Multi-use paths, bike lanes and sidewalks will be added or improved within the CRC project area. In North Portland, new pathways will improve connections to the 40-Mile Loop and neighborhoods on either side of I-5. A pathway on the east side of I-5, as well as a new arterial bridge over North Portland Harbor, will allow pedestrians and bicyclists to travel between North Portland and Hayden Island. New bike lanes and sidewalks on Hayden Island will provide better access between the east and west sides of the island and to the new transit station.

Multi-use paths, bike lanes and sidewalks will be added or improved within the CRC project area to provide access to the new transit stations.

In Vancouver, bike lanes will be reconstructed along Evergreen Boulevard, Mill Plain Boulevard, McLoughlin Boulevard and Fourth Plain Boulevard. Connections will provide better access to the Waterfront Trail and the proposed park and ride facility near Clark College. Sidewalks along the proposed light rail route in downtown Vancouver will also be improved.



Covered Path Over Columbia River

The CRC project is planning two structures to replace the existing I-5 bridge. These structures will take advantage of space underneath the roadway deck by adding a lower deck between the supporting steel trusses. The northbound structure will carry vehicle traffic above and have a covered path for pedestrians and bicyclists on the lower deck. The southbound structure will carry vehicle traffic above with light rail underneath.



Multi-use paths, bike lanes and sidewalks will be added and improved within the Columbia River Crossing project area.

The CRC project will improve the existing non-standard pedestrian and bicycle facilities. With the planned improvements, projections show up to **1,000 pedestrians** and **5,000 bicyclists a day** will **cross the river in 2030** on the new bridge.

- A map of existing and proposed pedestrian and bicycle paths, multi-use trails and other facilities
- Compilation of local design guidelines
- Pedestrian and bicycle use forecasts across the bridge
- Recommendations for connections between project improvements and local streets in the project area
- Recommendations for maintenance and security plan elements for pedestrian and bicycle facilities

Input on the pedestrian and bicycle facilities has also come from other community sources. The Portland Working Group and Vancouver Transit Advisory Committee, citizen advisory committees focused on transit elements of the CRC project, provided guidance on access to transit stations and Park and Ride locations. Feedback is also received at project events, by phone and by email. Comments are considered by the project on an ongoing basis and have shaped the project's current design.

The path across the bridge will be 20 feet wide, allow for natural light and provide views of Mt. Hood. This design also will minimize exposure to noise, dust and exhaust from vehicles.

The CRC is committed to ensuring this multi-use path will be safe and comfortable for users.

Community Feedback Shapes Designs

The Pedestrian and Bicycle Advisory Committee (PBAC) was established to guide the development of improvements for people who walk or bike in or through the project area. PBAC consists of pedestrian and bicycle advocates, community members and agency representatives. PBAC held more than 30 meetings from spring 2007 to 2011, conducted field visits and provided extensive reviews of project design elements, resulting in the following:



The Pedestrian and Bicycle Advisory Committee (PBAC).



Concept rendering of deck truss bridge for replacement I-5 bridge.

Next Steps

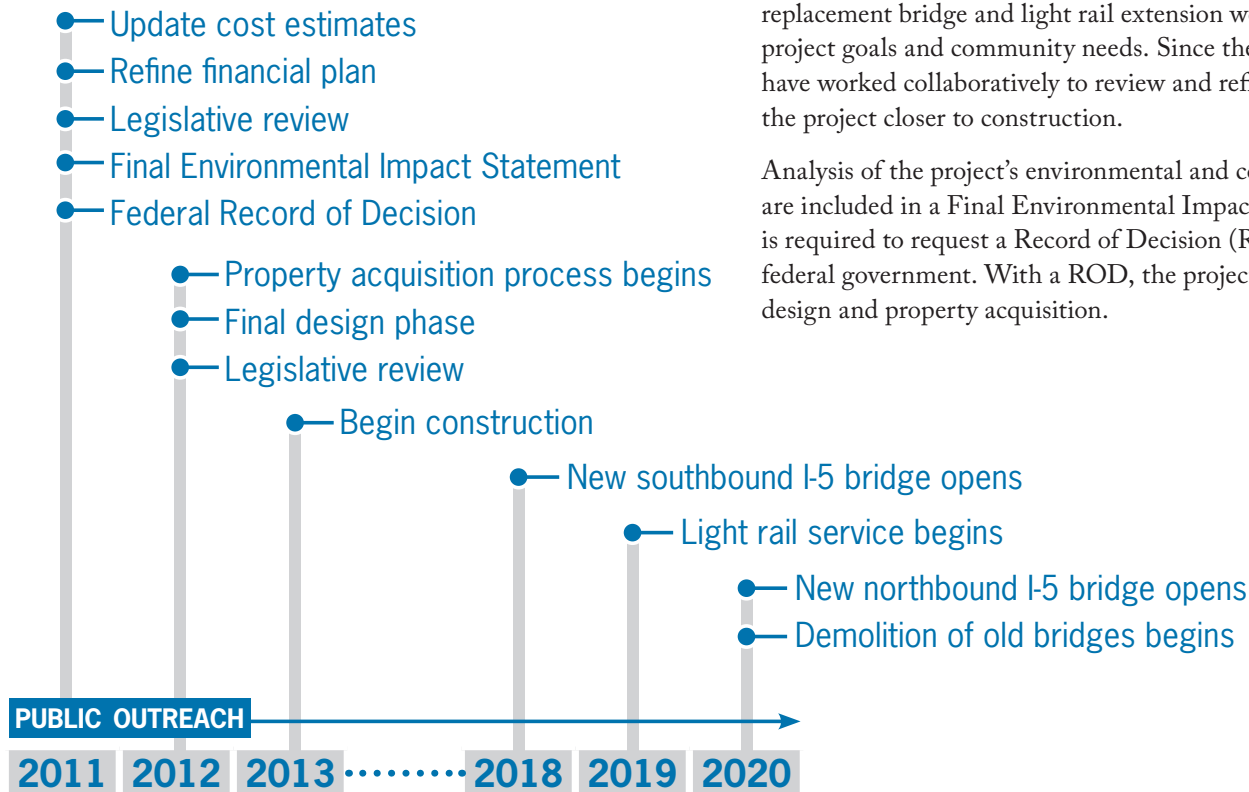
The project continues to develop designs for pedestrian and bicycle facilities. Future work will be discussed with stakeholders. A Bi-State Citizen Advisory Committee is being formed in fall 2011 to advise the project on design refinements and pre-construction planning. This work will focus on design details such as bicycle parking, facility maintenance and security, and signs.

Additional details about the project's pedestrian and bicycle elements will be included in the Final Environmental Impact Statement (EIS) along with refined project designs and community and environmental effects.

Project Schedule

In July 2008, local project partners reached consensus that a replacement bridge and light rail extension would best meet project goals and community needs. Since then, partner agencies have worked collaboratively to review and refine designs to move the project closer to construction.

Analysis of the project's environmental and community effects are included in a Final Environmental Impact Statement, which is required to request a Record of Decision (ROD) from the federal government. With a ROD, the project may begin final design and property acquisition.



HOW CAN I GET INVOLVED?

Email: feedback@columbiarivercrossing.org

Phone: 360-737-2726 or 503-256-2726

Fax: 360-737-0294

Mail: 700 Washington St., Suite 300
Vancouver WA 98660

- Visit the website at www.ColumbiaRiverCrossing.org to sign up for updates and view the project calendar
- Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project
- Contact the project office to talk with a staff member



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