

## Pedestrian/Bike Tour Comment Summary

### Vancouver area

- Directions at or near the bridge approach (west side) are missing or lack clarity:
  - Wayfinding information
  - Clear signage
  - Signs for the freeway undercrossing
- Bike and pedestrian facilities in the immediate vicinity require:
  - Crosswalks
  - Wider sidewalks (i.e., at 6 feet, the current path is too narrow)
  - Easier access from undercrossing to bridge
  - Extremely low height barriers: ~ 26 inches

### Bridge span area

- Barriers and railings are substandard
  - West side: ~ 41-inch railing, 25-inch barrier
  - East side: ~ 44-45-inch railing, 26-inch barrier
- Bike path on both sides of the bridge is too narrow
  - West side: ~ 4 feet wide – entrance/exit pinch point is 41 inches
  - East side: ~ 42-inch path for most of the bridge
  - Current path is not wide enough for two bikes abreast
  - Not enough room for comfortable passing of bikes and pedestrians
- Expansion joints between bridge segments (especially at lift span edges) present big gaps that can cause difficulties for bikes, wheelchairs, strollers, and possibly senior citizens. These joints are slippery when wet and pose a bigger hazard.
- Lighting
  - Lack of lighting along some segments of the bridge
  - In general, there is a lack of consistent lighting
  - No foot-level lighting
- Poor maintenance
  - Bird dropping accumulations

- Bridge needs to protect users from bird droppings from above
  - Broken glass and other trash
- Little directional signage for northbound and southbound approaches
  - Need a better “welcome to” state sign
  - Poor connection to existing pedestrian and bicycle routes on both sides of the bridge
- Cables and gates are fixed objects that are too easy to crash into
- Environmental/comfort factors:
  - Traffic noise level is very loud
    - Safety for existing pedestrian/bike traffic on the bridge is severely compromised by the inability of users to give advance warning when approaching others from behind, partly because it is difficult to hear pedestrians and other bikers
  - No protection from the rain
  - Exposure to vehicle emissions
  - Windy
  - Vibrations (railings shake)
  - Inadequate protection from road debris kicked up by traffic
  - Existing conditions create a perception of unsafe conditions on the bridge
  - The bridge itself feels unsafe and unsteady
  - Not enough traffic separation
  - No security phone
  - Riding on the east side of the bridge brought out feelings of acrophobia and vertigo – worse than riding on the west side
- Mirrors would help to see people approaching from behind
- No secure place to stop to enjoy the view

### **Hayden Island area**

- Narrow exit off bridge: 50 inches wide
- Sharp turn off the bridge onto Hayden Island
- Inadequate separation of the path from traffic
  - 2-foot concrete barrier
  - 71 inches to top of cyclone fence
- In general, bike paths are too narrow and require sharp turning movements
- Lack of, inadequate, or confusing wayfinding and signage

- Tunnel underneath the freeway can be intimidating at night, or if loiterers are present
- Impossible for wheelchair users to reach pedestrian signal buttons at intersection on Hayden Island Drive
- Crosswalk across N Tomahawk Island Drive feels unsafe
  - Poor visibility for cars looking for pedestrians at the crosswalk
  - Short sight distances for vehicles exiting I-5 and completing their right turn movement onto N Tomahawk Island Drive
  - Intimidating crosswalk
  - No crossing light from Chevron to Safeway
- Circuitous paths
  - Bikers and pedestrians must cross several streets to go from Harbor Bridge to the Interstate Bridge
  - No direct pedestrian access to the bridge pathway
  - High number of vehicle and bike/pedestrian conflicts
  - Connectivity/access must be improved
- Bike safety is crucial
  - Multiple crossings with heavy vehicle traffic are not workable for those less confident on a bike
  - Mixing bike traffic with vehicles entering the freeway is unsafe
  - Bikers should be able to travel on-route without crossing traffic at unsafe/poorly designed crosswalks
  - Southbound exiting traffic should see caution signs, blinking lights, etc., to warn that they are approaching an area where bicyclists are likely to be crossing
- Cyclone fence is the only barrier from traffic along the sidewalk at the I-5 northbound exit to Hayden Island
- Low barrier height on the Harbor Bridge
  - Jersey barrier: 17 inches to 32 inches
  - 22-inch railing
  - Total height: 39 inches to 54 inches

### **Marine Drive area**

- Paths and grassy areas had lots of trash on the ground – trash cans need to be provided in the area
- Better connections are needed:
  - A “desired path” has been created that provides access directly to Marine Drive; reduce the overall circuitousness of the route

- Better connections needed to Anchor Way for both bikes and pedestrians
- Connectivity/access must be improved
- Narrow sidewalks near Marine Drive signalized intersection: 63 inches to 73 inches, depending on exact location
  - Long signal cycles
  - Number of trucks is intimidating
  - High traffic speeds
- Paths near tunnel are narrow and have poor sight distances and missing or confusing signage
- Lots of debris and bird droppings in the underpass under I-5
- Paths across Marine Drive and at Pier 99 have poor visibility on sharp curves, are too narrow, and lack markings and proper signage
- Delta Park access point has no crosswalk
- Intersection near Union 76 lacks crosswalks and adequate signage
- General lack of/poor signage (inexpensive to remedy)
- Expo MAX station
  - Lack of curb cutout for bikes and wheelchairs on route to station
  - Not enough signage pointing toward station
  - Unsafe/ill-planned connection for bikers

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**General comments (location non-specific)**

- Paths in the bridge area are non-intuitive and circuitous
- Barriers, railings, and bollards are too short, do not provide the necessary level of safety, and are non-reflective
- Signage is generally minimal and confusing, when it is present at all
- The general environment is one suited towards experienced adult bikers (is not-family friendly), and the lack of landscaping creates an uninviting environment for all
- There are few facilities along the route (no information kiosks, shelters or benches)
- The bridge area is generally lacking proper safety features: needs improved accessibility and better aesthetics

**Bike/pedestrian tour participants shown in bold (22 total)**

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