

January 8, 2008

TO: David Parisi, Columbia River Crossing Project Team
FROM: CRC Pedestrian and Bicycle Advisory Committee (PBAC)
SUBJECT: Pedestrian and Bicycle Advisory Committee Status Report and Initial Recommendations on Bridge Alternatives

Introduction

Three key decisions will soon be made for the Columbia River Crossing project: 1) replace or supplement the existing Interstate Bridges, 2) provide bus rapid transit or light rail transit across the Columbia River, and 3) align the future high capacity transit route through downtown Vancouver or along I-5 in Vancouver. This memorandum serves to provide the Pedestrian and Bicycle Advisory Committee's recommendations regarding pedestrian and bicycle facilities associated with the first decision. The PBAC, through eight meetings, has reviewed both the Replacement and Supplemental bridge alternatives and is providing our recommendations for the types of facilities and connections for both bridge alternatives.

Within this memorandum, the PBAC is also providing a status report on tasks completed and planned future activities.

Composition of the Committee

The PBAC is composed of representatives from municipal, county and state public agencies, citizen advisory committees, neighborhood associations, bicycle and pedestrian advocacy groups and staff members of the Columbia River Crossing.

Completed Tasks

The PBAC has completed a great deal of work. Our work includes products that provide guidance and context for the pedestrian and bicycle component of the CRC project. These products include design criteria and characteristics for the path across the Columbia River and associated connections in Vancouver and Portland; pedestrian and bicycle bridge facility examples from around the world; and, a map of pedestrian and bicycle facilities existing or planned in the I-5 Bridge Influence Area. A brief description of these products is provided below.

- **Pedestrian and bicycle design guidelines for the I-5 Columbia River Crossing:** This document serves to provide design guidelines for consideration of a future bridge facility in terms of pathway design, pedestrian and bicycle safety, improved connections to the local and regional network, and to create a high quality walking and riding experience between Vancouver and Portland.
- **Pedestrian and bicycle bridge pathways around the world:** Ten bridges that contain dedicated pedestrian and bicycle pathways are provided as examples of the current state of the practice and to demonstrate pathway dimensions of comparable facilities.
- **Existing and planned pedestrian and bicycle facilities:** A detailed map was created by using multiple data sources from public agencies. It displays the existing and planned multi-use trails, pedestrian and bicycle facilities, and transit stops in the Bridge Influence Area and serves to highlight missing and desired connections between the local system and the proposed bridge alternatives.

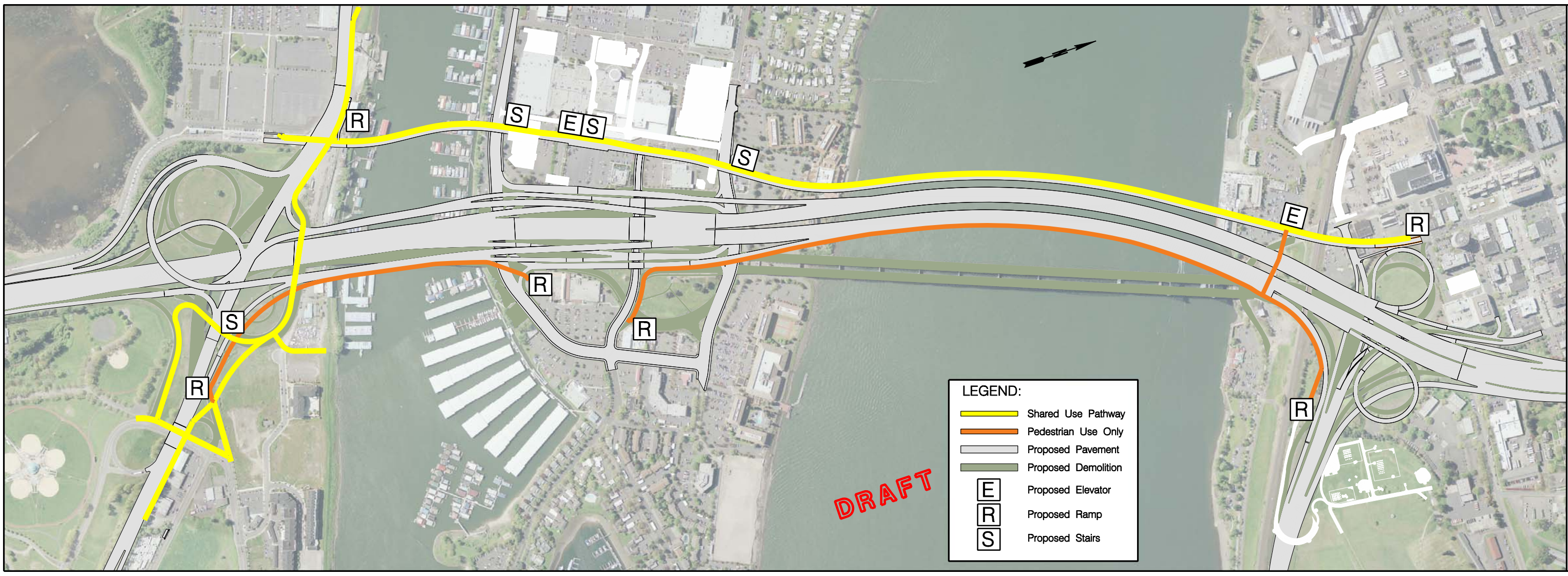
Recommendations for the Replacement Bridge and Supplemental Bridge Alternatives

The PBAC has developed recommendations for pedestrian and bicycle facilities based upon preliminary plans for both the Replacement and Supplemental bridge alternatives. These recommendations are summarized in the attached maps. Two maps are provided, one for the Replacement bridge option and the second for the Supplemental bridge alternative. The recommendations relate to the following set of features: shared-use pathways, pedestrian-only paths, pathway access points and connections to existing facilities, and the potential locations of elevators, stairs and ramps.

Future Tasks








To date, the PBAC's efforts have been concentrated at a planning level and general consideration of the bridge alternatives. As the CRC project continues through the publication of the Draft Environmental Statement (DEIS), subsequent public review, and then the selection of a Locally Preferred Alternative (LPA), the PBAC's involvement will shift direction. The committee will soon focus on the evaluation of specific engineering details of the pedestrian and bicycle infrastructure for the LPA. A list of tasks would likely include the following:

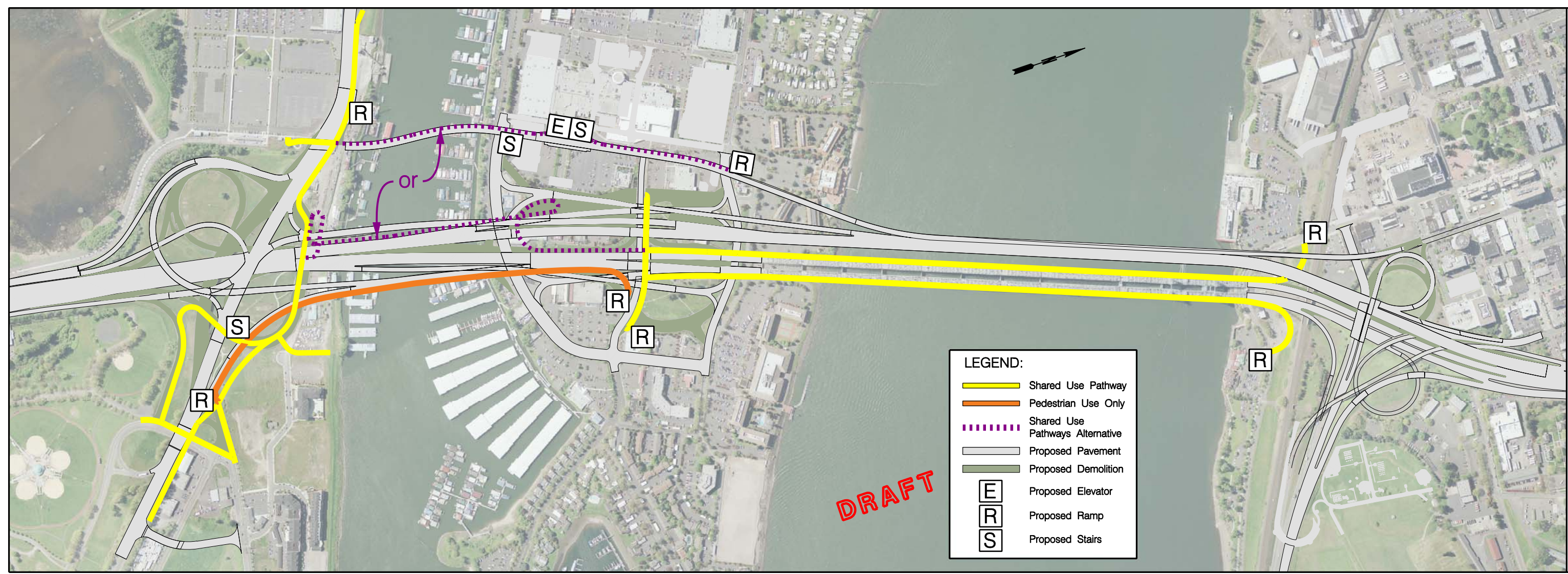
- Study local street and trail circulation patterns in Vancouver and Portland in relation to the interfacing of the Interstate 5 crossing within the Bridge Influence Area
- Review of facilities, safety considerations and connections to the local path system at interchanges in the I-5 Bridge Influence Area
- Evaluation of pedestrian and bicycle amenities and facilities at and leading to transit stations and park-and-ride facilities
- Developing future pedestrian and bicycle use projections for the I-5 river crossing and recommending pathway cross-sections for the I-5 crossing
- If transit-in-a-box is an option, the PBAC will conduct the same level of analysis for the bridge facilities and the connections between the structure and the local system











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LEGEND:

| | |
|---|---------------------|
|  | Shared Use Pathway |
|  | Pedestrian Use Only |
|  | Proposed Pavement |
|  | Proposed Demolition |
|  | Proposed Elevator |
|  | Proposed Ramp |
|  | Proposed Stairs |



LEGEND:

| | |
|---|---------------------------------|
|  | Shared Use Pathway |
|  | Pedestrian Use Only |
|  | Shared Use Pathways Alternative |
|  | Proposed Pavement |
|  | Proposed Demolition |
|  | Proposed Elevator |
|  | Proposed Ramp |
|  | Proposed Stairs |

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