

# Potential Pedestrian and Bicycle Considerations for I-5 Columbia River Crossing

## Introduction

The Columbia River Crossing's Problem Definition states, "Bicycle and pedestrian facilities for crossing the Columbia River in the I-5 Bridge Influence Area are not designed to promote non-motorized access and connectivity across the river." This document serves to provide parameters for consideration of a future bridge facility in terms of pathway design, bicycle and pedestrian safety, improved connections to the local and regional network and to create a high quality riding and walking experience between Portland and Vancouver.

## Design

- Pathways
  - On one side of bridge or both
  - Shared use or separated
  - Width; increase path width on steeper grades
  - Gentle grades ( $\leq 5\%$ ) and cross-slopes ( $\leq 2\%$ )
  - Sight distances on curves
  - Large turning radii on downgrades and curves
  - Overhead clearance
  - Constructed using non-skid surfaces
  - Utility, drainage grates and expansion joint placement
- Scenic views – (Mt. Hood, Columbia River, Hayden Island, Vancouver)
- Planned for future capacity

## Safety

- Modal separation
  - Minimize exposure of pedestrians and bicyclists to vehicles and transit
  - Separation of pedestrians and bicyclists
  - Separation of "commuter" bicyclists and "recreational" bicyclists
- Physical separation features
  - Grade separated paths
  - Barriers – vehicular, transit and water
  - Noise mitigation
  - Minimize exposure to vehicle exhaust
  - Protection from debris/"kick-up"/splatter/bird droppings
  - Wind, rain and headlight glare protection
- Personal safety
  - Lighting
  - Security cameras and phones
  - "Eyes on the street"
- Emergency response/maintenance vehicle access

## Connections

- Connection to existing pedestrian/bicycle facilities – (Portland, Vancouver, transit stops, activity centers)
- Provide straight and direct connections – minimize time to cross river and make connections
- Way-finding and directional signage
- Improvement of existing trails/paths in the BIA
- Travel time across the future facility should not exceed the time to cross today

## Quality of Experience

- Amenities – (restrooms, benches, trash cans, info kiosks, public art, end of trip and park & ride facilities, etc.)
- Bridge aesthetics
  - Architectural detailing and quality of build materials
  - Lighting and landscaping