

**MEETING TITLE:** Pedestrian and Bicycle Advisory Committee  
**DATE:** March 25, 9:00 AM to 12:00 PM  
**INVITEES:** Pedestrian and Bicycle Advisory Committee Members  
**LOCATION:** Columbia River Crossing Project Office, Vancouver, WA

TIME	AGENDA ITEM
9:00	Introductions
9:05	Review of previous meeting summary and review of Action Items
9:15	Update on Vancouver interchange options (39 <sup>th</sup> , Fourth Plain, Mill Plain and SR 14/City Center)
9:45	Status of downtown Vancouver light rail design, McLoughlin corridor, etc.
10:15	Bicycle access to park-and-ride stations and bicycle parking opportunities
11:15	Continued discussion on stacked transit/highway bridge concept
11:40	Update on Project Sponsors Council discussions
11:45	Update on public involvement activities
11:55	Next meeting topics
12:00	Adjourn

# Columbia River **Draft Meeting Summary**

**MEETING:** Pedestrian and Bicycle Advisory Committee (PBAC)  
**DATE:** February 25, 2009, 9:00 am – 12:00 pm  
**LOCATION:** Columbia River Crossing (CRC), 700 Washington St., Suite 300, Vancouver WA  
**FROM:** David Parisi

**ATTENDEES:**

Barsness, Jeff	WSDOT SW Region, Planning
Boulanger, Todd	City of Vancouver Transportation Services
Brown, Kyle	Steps to a Healthier Clark County
Corkill, Seanette	Arnada Neighborhood Association
Elven-Snyder, Debbie	C-TRAN
Goorjian, Lisa	Vancouver-Clark Parks and Recreation
Greulich, Joe	Clark County Bicycle Advisory Committee
Merrick, Rod	Portland Pedestrian Advisory Committee
Poyourow, Michelle	Bicycle Transportation Alliance
Rehberg, Shayna	Portland Bicycle Advisory Committee
Valenta, Walter	Bridgeton Neighborhood Association, CRC Urban Design Advisory Group

**CRC STAFF ATTENDEES:**

Deml, Matt	Bridge engineering
Freeman, Natalie	Design engineering
Horowitz, Zachary	Traffic engineering
Liles, Casey	Design engineering
Myton, Aaron	Design engineering
Ovington, Peter	Communications and public outreach
Parisi, David	Transportation planning
Pot, Chivanna	Design engineering
Replinger, John	Traffic engineering
Turton, Rob	Bridge engineering
Williams, Michael	Business manager

## Review of Jan. 21, 2009 meeting summary

The draft meeting summary was approved with no changes.

## Update on Marine Drive interchange options

Casey Liles, CRC engineering staff, gave an overview of the interchange design options for Marine Drive. There are two new alterations to the existing design proposals which have not yet been shown to the Marine Drive Stakeholder group. “Option 12” shifts the “modified standard” alignment to the north, decreasing the overlap with the transit station. “Option 14” shifts the “Standard” alignment to the south, opening up slightly more land to the north of Marine Drive. Liles spoke briefly about the possibility of design refinements to the bike path along the north section of Marine Drive, west of transit. He cited opportunities to lessen driveway crossings. Possible improvements might include driveway treatments that would enhance safety of pedestrian and bicyclists by increasing driver expectation, or signage alerting drivers to the presence of bicyclists.

Liles said there will be another meeting of the CRC Marine Drive Stakeholder Group in a couple of weeks. The “modified standard” alignment option concerns TriMet due to the overhead roadway structures at the

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proposed light rail station, creating an uninviting and possibly unsafe environment. Metro and MERC are concerned that access to the Expo Center is bisected and could constrain Expo Center's future growth as outlined in their master plan. Metro and MERC asked CRC to move Marine Drive to the north as much as possible. Option 12 pushes Marine Drive north, while Option 14 pushes the standard alignment south.

Rod Merrick said he isn't sure why there is a delay in decision making. Option 12 seemed like a good compromise, he said. Liles answered that there are different levels of consensus and there isn't enough consensus at this time. Merrick asked if there is anyone opposed to Option 12 besides MERC and TriMet. Liles said MERC prefers Option 14 at this time.

Liles will provide to David Parisi and PBAC members the difference in height between the existing ground and the MLK-5N ramp for Option 12 and Option 14 at the site of a stair up to the proposed pedestrian pathway above the Pier 99 property. Rod Merrick is concerned whether there is a significant difference in height at this stair location for the two options which could influence PBAC's support of either. Liles said staff will provide Shayna Rehberg, PBAC liaison to the Marine Drive Stakeholder Group, with more information on the Marine Drive interchange design decision and asked her to stay involved.

## **Initial discussion regarding bicycle parking at park and ride stations**

David Parisi said the project is consulting with experts on park and ride design. Michelle Poyourow said TriMet has the most recent and best tools for predicting bike parking and demand at light rail stations. PBAC members suggested there are bike commuters not only traveling south from Vancouver to Portland, but vice versa. Members suggested focusing not only on bike parking at stations but on integrating with Vancouver's bikeway system and tapping TriMet's knowledge on predicting bike parking capacity. One member suggested integrating bike parking with park and ride garages so there is access to restrooms and around-the-clock monitoring for improved security.

One member asked whether federal calculations for park and rides consider bike demand as part of the New Starts funding formula and the anticipated numbers of motor vehicles. Poyourow said the Federal Transit Administration (FTA) looks at bike facilities as part of the cost ratio, but there is no good modeling of bike trips and FTA does not count bike parking as a benefit in their "TSUB" rating system.

Parisi said staff could do some of their own modeling to anticipate the most popular stations for bike parking. Walter Valenta suggested bike facilities have a role to play in strategies for combating global warming.

Rod Merrick said bike parking should be considered not only for Vancouver park and ride lots but also for other stations to the south, including Hayden Island and the Expo Center station.

## **Vancouver Working Group**

Todd Boulanger discussed the work of this CRC advisory committee composed of about 20 stakeholders. The key questions before the group now include the light rail alignment, station locations and design, and park and rides.

Seanette Corkill asked how feedback from the public workshops on light rail is being incorporated. David Parisi said staff will come back with more information next month on light rail design and connections to bike and pedestrian elements.

Todd Boulanger said it will be important for PBAC members to talk about connecting Columbia Street and the downtown light rail stations. He said the Clark County Bicycle Advisory Committee wrote a letter in support of keeping bike lanes on McLoughlin rather than on 17th Street due to problems crossing over to 17th. It is an important bikeway because it's a primary east/west route, he said. The PBAC would like to discuss this topic further at their next meeting.

Michelle Poyourow added that a proposed bike lane should not place bicyclists immediately next to parked cars due to the danger of car doors opening. She asked if the McLoughlin streetscape would be rebuilt from scratch. Boulanger replied yes.

Lisa Goorjian added that the City of Vancouver is considering hosting a charrette (a design workshop for the public) focused on what things will look like under the new Columbia River bridges and along the waterfront at Vancouver's former Boise-Cascade site. The charrette date has not been determined, but Lisa asked PBAC members to be on the lookout for more information and be prepared to provide input. It will likely take place in the next two to three months.

## **Introduction to potential stacked transit/highway bridge option and pedestrian and bike facilities**

Rob Turton, consultant on the bridge design team, provided background on the project's work related to bridge design. It began with a technical screening exercise to assess the feasibility of various bridge structures from an engineering perspective. The project's Urban Design Advisory Group (UDAG) recently held a design workshop to consider bridge themes. UDAG will recommend a bridge type and design theme in the next couple of months.

PBAC members informed Turton that they do not want to see bicyclists and pedestrians enclosed in a closed stacked two-bridge design, what some called a "subway in the sky." Regardless of whether the project selects a two-bridge (stacked) or three-bridge design, it must serve bicyclists and pedestrians well and any stacked design should be as open as possible.

Michelle Poyourow asked for the difference in cost between a two-bridge and three-bridge design. Turton said staff doesn't have an answer yet because there are still too many variables related to bridge type and materials. A cost estimate is expected this summer. The bridge type report will incorporate the input of all the CRC advisory groups, including PBAC. The report will represent what staff believes is the best, most consensus-based choice.

Turton showed images of a bridge that represented the "arches theme." One advantage of the "open web" design is that it maintains views and a feeling of openness for all bridge users. He showed a concept featuring the pedestrian and bicycle path under the eastern side of the northbound I-5 bridge rather than previous concepts showing it on the southbound bridge.

Rod Merrick asked whether the transit side could accommodate both light rail and express buses. Turton said there is not much room to allow buses. Parisi added that C-TRAN and TriMet want to see buses above on I-5 to maintain the express service and to avoid downtown Vancouver streets.

Walter Valenta said the way the bridge touches down at each end of the river could be a spectacular design opportunity.

Turton encouraged members to do an Internet search using Google for the term "composite truss" for examples of other innovative bridges around the world. Staff said they are not aware of a multimodal bridge containing bicycle and pedestrian facilities stacked below the roadway.

Rod Merrick said it would be valuable for the path to parallel light rail on two separate bridges to ensure security and eyes on the path. Turton said there are other tools to achieve that, including bike patrol security, security video cameras, and others. He also cautioned that there might be design and operational challenges for light rail to access the bridge at each end.

Lisa Goorjian asked if there is an opportunity to accommodate neighborhood electric vehicles in the vacant bridge cell below the bridge.

Shayna Rehberg asked whether staff can provide information or conduct modeling on what the noise levels will be like on a path below the highway. The group briefly discussed material types and bridge designs that provide higher or lower noise levels. One member suggested textured materials that inhibit sound.

Staff asked Turton how much space would be left between the two bridges. Turton said currently they are designed to be 15 feet apart, in an effort to minimize the footprint of the structures. There is a balancing act between minimizing size footprint and maximizing daylight.

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## Discussion of maps

Natalie Freeman, CRC engineering, described features on a map showing proposed bike and pedestrian facilities for a stacked transit/highway bridge, also known as the two-bridge option. She discussed what the experience would be like for a bicyclist or pedestrian traveling north in terms of grade, curves, access, stairs, ramps, and other elements.

Todd Boulanger asked for the designers to be aware of sightlines at curves in the multiuse path, particularly at the very north edge of Hayden Island.

PBAC members prefer to call the stacked transit an “open web” design instead to convey that it will not be enclosed, but rather will be open.

Staff was asked to provide some projected travel times for bicyclists and pedestrians for the scenarios below.

## Proposed meandering path south of the BNSF railroad

Freeman showed the first iteration of four preliminary options for allowing pedestrians and bicyclists to touch down from the bridge to downtown Vancouver. She showed a map of a proposed meandering path south of the Burlington Northern Santa Fe (BNSF) railroad that touches down at the undercrossing to the Apple Tree Park. She said the realignment of Columbia Way along the waterfront is still in flux in terms of design, but there are many opportunities there for improving the pedestrian and bicycling environment.

Todd Boulanger acknowledged that the recreational path would have to meet ADA requirements but suggested there be a separate path for faster northbound bike commuters.

Rod Merrick said a path will be needed that connects well to the waterfront area under SR-14. Freeman said the UDAG is considering possible pedestrian and bike path connections that go east/west and to the north.

## Proposed loop path to Columbia Way or Columbia Street

Freeman discussed conceptual designs for this option. The constraint here is the five percent maximum grade to move pedestrians up to the path on the bridge near SR-14.

Walter Valenta advocated for an “elegant” architectural feature, a keynote element in this area, and said the UDAG is interested in this. He said the purple-lined option is elegant but the yellow-lined option is not [referring to the loop path around Pier 7].

Merrick said he doesn’t see much elegance in the way SR-14 enters the city. It should instead be a boulevard treatment to slow down traffic exiting the freeway. Freeman said there would likely be a signalized intersection at SR 14’s terminus.

## Proposed path to old Apple Tree Park

Freeman briefly described this option, but Lisa Goorjian cautioned that there are significant cultural resources in this area and that the National Park Service might have major concerns. Merrick said this option neither provides good downtown access nor good waterfront access. Todd Boulanger said the City of Vancouver has not designed its bike network to feed into this area.

## Proposed loop path around Pier 7

This option would loop around the last major bridge pier twice and touch down to the realigned Columbia Way on the south side.

David Parisi said the City is considering a potential roundabout in this area and the project is thinking about them in other areas, as well. Freeman emphasized that the design of the local roadways under SR-14 are rapidly changing which could potentially change the loop alignment and touch down point of this option and others.

Michelle Poyourow liked the yellow-lined loop better than the purple one because it's more scenic and more interesting. Lisa Goorjian said this option brings us closest to the commuter end of trips from

Columbia Way east and Columbia Street north. She asked if it's possible to provide stairs for pedestrians. Freeman said it may be possible. Seanette Corkill likes the yellow or purple because there's less out of direction travel, but is concerned that the yellow option requires structure that removes open space.

Joe Greulich likes the yellow option best, but he worried about the impacts of temporary staging measures during construction for this connection. Staff said that will be true in several areas of the new pathway.

Todd Boulanger said he is torn between the yellow and purple options. Where do we want to connect to, he asked. If Columbia Street is going to become an on-ramp to SR-14, maybe we don't want that.

## Questions or requests for staff action

Parisi asked members to list questions or requests for staff action over the next few weeks:

- Todd Boulanger: Do we want cyclists going north and east to hug the future I-5 to SR-14 structure, because state routes allow cyclists, which would allow cyclists access to Grand Blvd?
- Walter Valenta: Revisit the elevator question. I don't see many now at all. Maybe there is a sort of civic structure opportunity to get people up and down. The charrette in a couple months should weigh in on this. Public space doesn't have to be only grass and trees.
- Joe Greulich: Make sure you create easy grades that also meet ADA.
- Michelle Poyourow: For the four available tubes in the two bridge stacked design, could light rail be in one direction on each bridge? Mike Williams said it would double the cost of light rail because it separates all the mechanical pieces and utilities of the light rail. Secondly, Michelle asked, for those who want to walk or jog a loop, how will they do that? (Natalie answered that to jog in a loop from Vancouver one would cross the Marine Drive area under the freeway, cross the North Portland Harbor via the pedestrian bridge and use the ramp down on the east side of Hayden Island. From there one could jog under the freeway via Tomahawk Island Drive or take Hayden Island drive to the east back up to the ramp at Hayden Island Drive on the north side of the island).
- Lisa Goorjian: Staff should look at the new bike and pedestrian bridge in Eugene that comes off the ferry bridge. It might be called the Peter DeFazio Bridge.
- Todd Boulanger: Which way do cyclists want to spiral, clockwise or counter clockwise?
- Seanette Corkill: Provide better connections to Grand Blvd. and how you bring in people from central and east Vancouver? Don't focus only on downtown area access.

## Update on Project Sponsors Council discussions

Peter Ovington, CRC communications, gave an update on discussions at the last Project Sponsors Council (PSC) meeting. He said public hearings on the topic of number of add/drop lanes were hosted by both Portland City Council and Metro. Portland City Council delayed their decision on the number of lanes, so the PSC decision was also delayed until their next meeting on March 6. The City of Vancouver passed a resolution in support of 12 lanes, while Metro passed one calling for a bi-state agreement on tolling policy containing performance measures, as well as a comprehensive demand management analysis by an independent consulting firm.

An op-ed article was printed in today's edition of *The Columbian* and *The Oregonian* from Mayor Adams and Mayor Pollard supporting 12 lanes and the formation of a bi-state Columbia Crossing Mobility Council to manage both the I-5 and I-205 river crossings, tolls, and other matters.

## Update on public involvement activities

Peter Ovington gave an update on public outreach activities using the monthly summary for January. He announced the public workshop on light rail station design to be held March 10, 6:30 – 9:00 p.m. at the Red Lion at the Quay, 100 Columbia Street, Vancouver, and distributed postcards advertising the event.

He gave an update on the new Vancouver Working Group, advising the project on light rail design issues, whose meetings are being broadcast and archived online by Clark-Vancouver Television at [www.cvtv.org](http://www.cvtv.org)

David Parisi said he would like to arrange a joint meeting soon of PBAC and the CRC Urban Design Advisory Group (UDAG). He will coordinate this with Rob Turton. The May PBAC meeting might be a good time.

## Next meeting

Wednesday, March 25, 2009  
9:00 a.m. – 12:00 p.m.  
Columbia River Crossing project office  
700 Washington St., Suite 300, Vancouver WA

Topics will include Vancouver path design issues, 16th Street, 17th Street, McLoughlin Blvd., and more.

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