

May 15, 2008

FROM: Heather Gundersen, CRC Environmental Manager
SUBJECT: Pedestrian and bicycle information in the Draft Environmental Impact Statement

What does the Draft Environmental Impact Statement (EIS) say about pedestrian and bicycle facilities?

Pedestrian and bicycle facilities are part of the problem statement and the purpose and need of the CRC project. This means that any build alternative must address the problems for pedestrian and bicycle connections described in the CRC purpose and need. In short, these problems are substandard and non-ADA compliant facilities across the river, due to path width and path grade; and, poor connectivity along and across I-5 in the project area.

The Draft EIS presents analysis based on a snapshot in time in June 2007. The CRC Pedestrian and Bicycle Advisory Committee presented a set of recommendations in Spring 2008 for each alternative being studied (see attachment). In the Draft EIS, the pedestrian and bicycle path studied was a single path at least 16 feet wide, but included flexibility for further design refinements. The PBAC recommendations were included in the Draft EIS as text references but were not part of the full analysis and will be further explored during preparation of the Final EIS.

All areas of analysis in the Draft EIS include discussion of existing conditions, long-term effects, temporary effects and potential mitigation measures.

Existing conditions:

- I-5 bridge sidewalks are narrow, about four feet wide
- Sidewalks separated from traffic by low barriers
- Narrow facility creates problems for mixing modes and passing
- Grades create high downhill speeds and challenging uphill climbs
- Connection from Marine Drive to Vancouver is circuitous and confusing

Full text description of existing conditions can be found in the Draft EIS, pages 3-11 to 3-13. Existing and proposed facilities in Vancouver and Portland are shown on page 3-13.

Long-term effects:

Replacement	Supplemental
Continuous grade-separated multi-use pathway from Vancouver to Marine Drive	Continuous grade-separated multi-use pathway from Vancouver to Hayden Island and from Hayden Island to Marine Drive
	North Portland Harbor multi-use pathway would be removed; users would travel between Hayden Island and Marine Drive along the transit bridge
Users would not have to navigate Hayden Island at grade	Users would have to navigate Hayden Island at-grade streets and intersections, along Tomahawk Island Drive, under I-5
Path adjacent to transit on separate bridge from highway traffic, west-most bridge	Path across Columbia River on existing bridge (cantilevered widening of existing east sidewalk); across North Portland Harbor

	adjacent to transit on separate bridge from highway traffic
Minimum of 16 feet wide	Minimum of 16 feet wide
Could separate pedestrian and bicycle traffic	Could separate pedestrian and bicycle traffic
ADA compliant	ADA compliant
Connections: Downtown Vancouver Hayden Island transit station Expo Center transit station 40 Mile Loop Trail Delta Park Bicycle routes along Union Ct and MLK Jr. Blvd Potential connections to: Vancouver waterfront and north and/or south ends of Hayden Island	Connections: Columbia Way, Vancouver Tomahawk Island Drive, Hayden Island

Full text of potential long-term effects of the five project alternatives, including no-build, can be found in the Draft EIS, pages 3-23 to 3-24, 3-30, 3-39, and 3-48 to 3-50.

Temporary effects:

Full text of temporary effects can be found in the Draft EIS, pages 3-80 and 3-81.

Potential mitigation measures:

Full text of potential mitigation can be found in the Draft EIS, pages 3-83 to 3-86.

Appendix J: Index

Index excerpts pertinent to pedestrian, bicycle and trail topics:

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Pedestrian

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Renaissance Trail.....3-197

Stacked transit/highway bridge

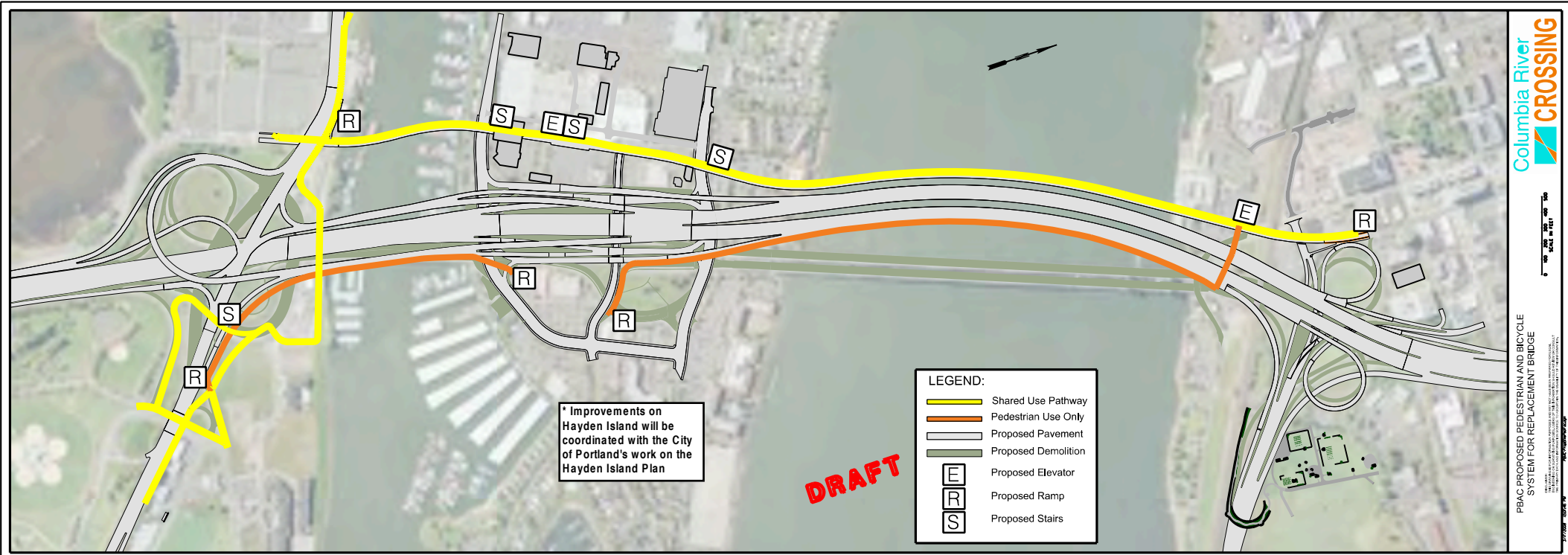
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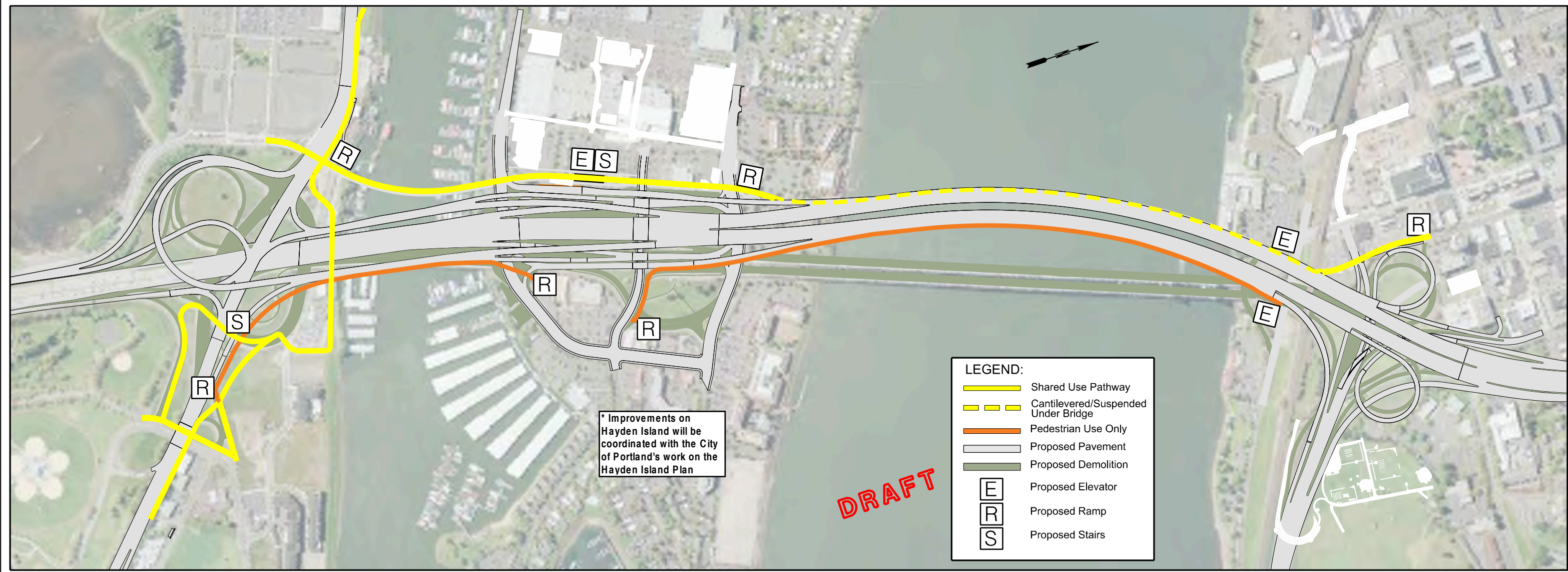
Trails.....3-197

Attachments:

- CRC Pedestrian and Bicycle Advisory Committee Recommendations
- What is a Draft EIS
- Draft EIS Comment Guide
- Draft EIS Availability Fact Sheet

HG: cf



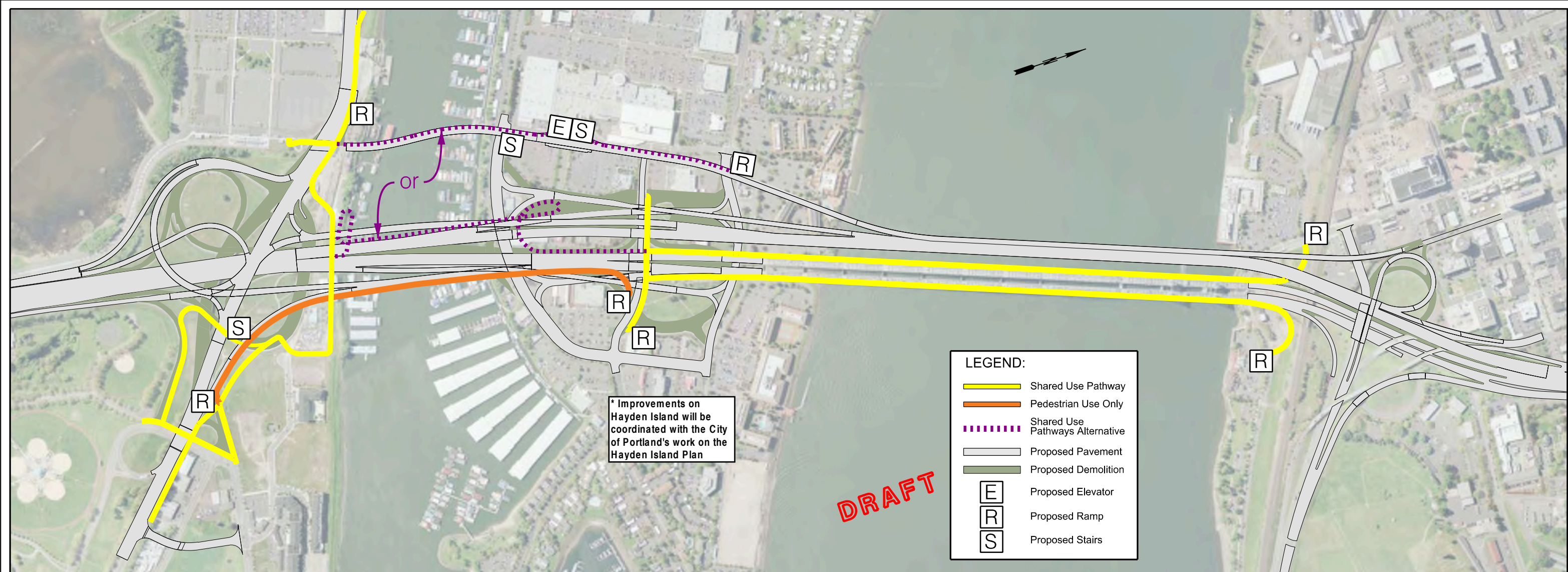


* Improvements on Hayden Island will be coordinated with the City of Portland's work on the Hayden Island Plan

DRAFT

LEGEND:

- Shared Use Pathway
- Cantilevered/Suspended Under Bridge
- Pedestrian Use Only
- Proposed Pavement
- Proposed Demolition
- E Proposed Elevator
- R Proposed Ramp
- S Proposed Stairs



LEGEND:

- Shared Use Pathway
- Pedestrian Use Only
- Shared Use Pathways Alternative
- Proposed Pavement
- Proposed Demolition
- E Proposed Elevator
- R Proposed Ramp
- S Proposed Stairs

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Pedestrian and Bicycle Bridge Pathways Around the World

Shared Pedestrian and Bicycle Paths



**Tacoma Narrows Bridge
Tacoma, WA**

10' shared-use path (1)
Total 10'



**Golden Gate Bridge
San Francisco, CA**

10' shared-use path (1 full-time)
10' (5' clear) bike path (weekend)
1' raised above roadway
Total 10' (15' weekend)



**Carquinez Bridge
Vallejo, CA**

12' shared-use path (1)
Total 12'



**New Bay Bridge
SF/Oakland, CA**

15.5' shared-used path (1)
7.5' belvederes (2)
Total 15.5'



**Cooper River Bridge
Charleston, SC**

12' shared-use path (1)
Total 12'

Separated Pedestrian and Bicycle Paths



**Pfluger Bridge
Austin, TX**

10' bi-directional bike path (1)
5' sidewalks (2)
15' observation deck
Total: 20'



**Willemsbrug
Rotterdam, Netherlands**

6' sidewalks (2)
6' bike lanes (2)
Total: 24'



**Erasmusbrug
Rotterdam, Netherlands**

6' sidewalks (2)
6' bike lanes (2)
Total: 24'



**Stone Arch Bridge
Minneapolis, MN**

Bi-directional bike path (1)
Sidewalks (2)
Total: 24'



**I-80 Ped/Bike Bridge
Berkeley, CA**

8' bi-directional bike path (1)
5' sidewalk (1)
Total: 13'