

PUBLIC COMMENTS FOR IBR JOINT ADVISORY GROUP

Received between July 21, 2025 and August 25, 2025

** ADA compliant versions of the attachments can be made available upon request*

Comment Received: 7/21/2025

From: Randy McCourt

Email Subject: Joint CAG/EAG Public Comment

Attachment Included: Yes

Joint CAG/EAG Public Comment

In response to your questions, here is feedback on the third question:

3. When using the current bridge, what aspects of its design most influence your feelings of comfort or safety? What would encourage you to use the bridge by walking or rolling more?

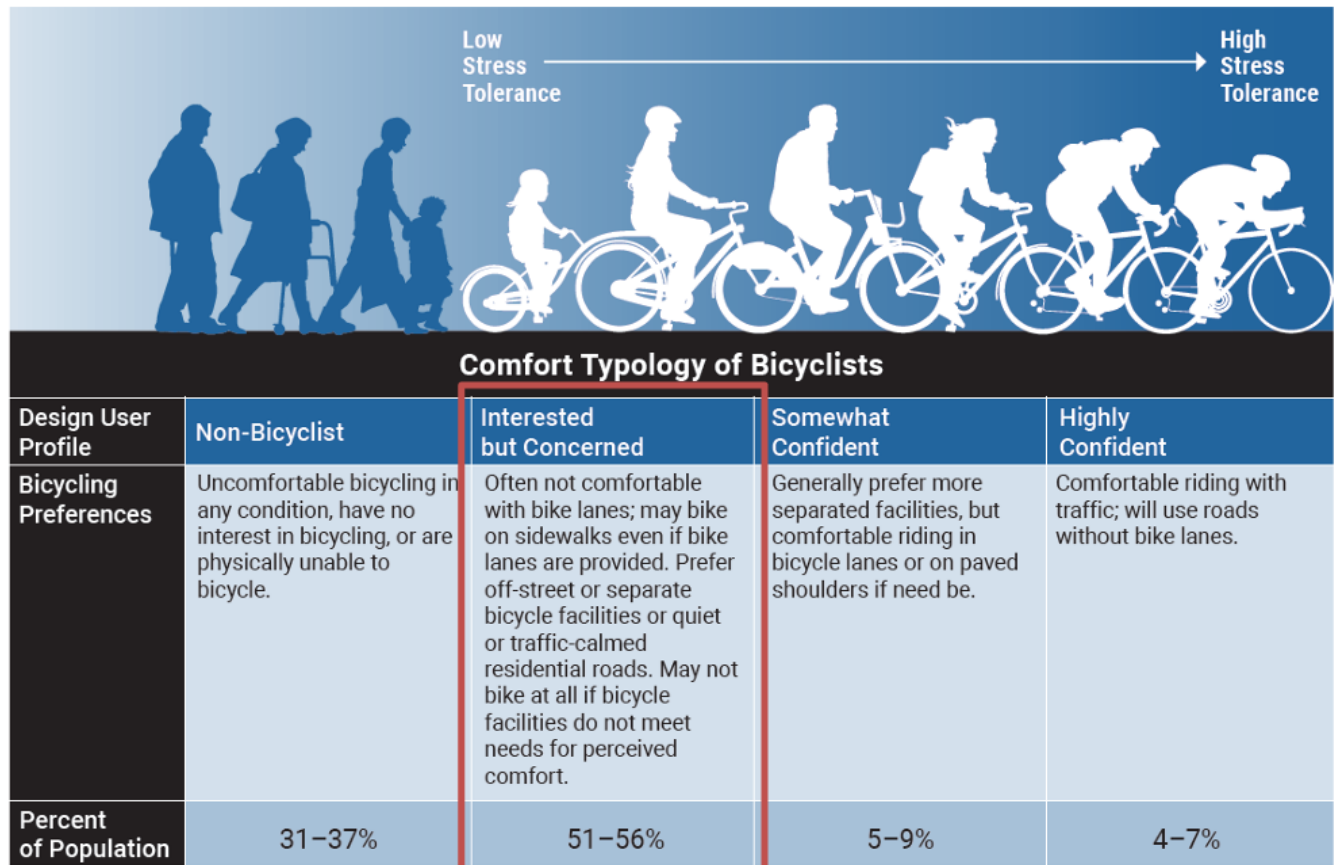
First and foremost the bridge access for walking and rolling users must be connected directly with approach trails networks that naturally would draw users to the bridge. This is a abject failure today - narrow, confined and inaccessible to the traveling public. The opportunity for the future is that the 40-mile loop, Portland active transportation network and Vancouver trail opportunities would be directly connected and integrated to the bridge crossing. There are unique opportunities to link to Vancouver Waterfront Trail, Land Bridge, and greater Vancouver via the Burnt Bridge Creek corridor with the river crossing that are not integrated today The attachments provide greater detail as to the things that should be connected and how.

Any design that places pedestrians in the crossing or approaches in dark, covered areas - require spiral ramps (not direct) are barriers to use. Absolutely UNMEMBORABLE. Treating the walk and roll opportunity as directly as vehicles (rather than zig-zags, spirals or out of direction) will greatly transform opportunity for greater use by micromobility and walkers.

Retaining view opportunity for walkers to the east and Mt. Hood and the river corridor makes the experience unique by itself. Spaces (bulb out, carved out of the path of travel) outside the walking and rolling areas to allow pauses to view, take pictures, rest are needed (several). How highway noise is addressed for the users of the crossing will either make the experience unique or ancillary to a highway (while a ped/bike only bridge - Walkway over the Hudson produces this environment naturally - maybe hanging the ped/bike element to the east might address this - with railings (permeable) rather than barrier and wall that will become graffiti ridden.

August 27, 2025

Balancing the connections to the bridge between street and off-street trail will address all users ONLY if the connectivity from the bridge ped/bike element. The AASHTO Bike Guide clearly states the use profile of nearly 60% of the users desiring the off-street trail experience. This is critical to the 40-mile loop and Burnt Bridge Creek Corridor connections to the communities north and south.



Thank you for considering these comments.

Take care and be safe

Randy

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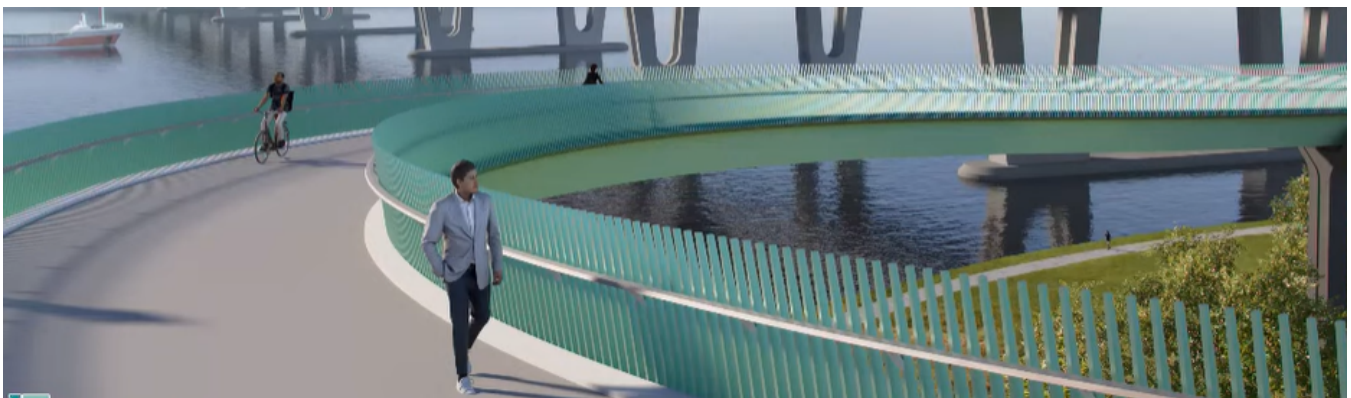
Attachment Included: No

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If the "Sandwich Concept"...

August 27, 2025

- Results in direct connectivity to Portland and Vancouver walk/roll networks without gaps or obstructions GREAT
- Uses art to break up the monotony of a long walk trip GREAT
- Provides for resting areas or view points that are outside the functional travel areas for walking and rolling - GREAT
- Includes benches that are provided in significant carve-out areas along the bridge for folks to congregate (likely 5 to 6 of these over the crossing) GREAT
- Allows for the journey to provide continuous visual interest GREAT (for example the image you showed is valuable for the entirety of the ped/bike crossing and transitions to land based networks - railings and cables v. barriers and walls, permeable, open, not subject to graffiti).



Take care and be safe
Randy

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For the rest areas and bulb out (carved out areas from the 24 foot trail - could you please consider aligning the pedestrian/walk carve out areas with the piers (allowing for structural support) - particularly if the trail is hung (offset) below the highway level.

August 27, 2025



Take care and be safe
Randy

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Speaking to memorable experience - for the walkers and rollers - if the access point to the crossing (north and south) had a arcing leaping salmon (art) overhead as gateways - as public art and creating an "entry" to the bridge space would be recognizable (other options are good too (sentinel Bald Eagles or Douglas Firs). These would be big enough for the drivers to see them too (think of the Golden Bears on the Klamath River Bridge crossing of US 101).

Take care and be safe
Randy

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Having the ped/bike element of the bridge consider the design to accommodate major runs/bike events (design of space to temporarily accommodate the event while remaining open to all users) in design (just like a roadway would include a shoulder for incident management) so the event is part

August 27, 2025

of the design rather than an afterthought after infrastructure is built and people have to figure out how to force fit the event into the bridge.

Love the idea of linking Vancouver and Portland events like Farmers Markets, fireworks, and community events. It is worth looking at how Poughkeepsie, NY uses the Walkway over the Hudson. Planning "receiving plazas" on the Vancouver and/or Portland side for these events to be created is important planning for the land on each side of the ped/bike bridge approach.

Take care and be safe
Randy

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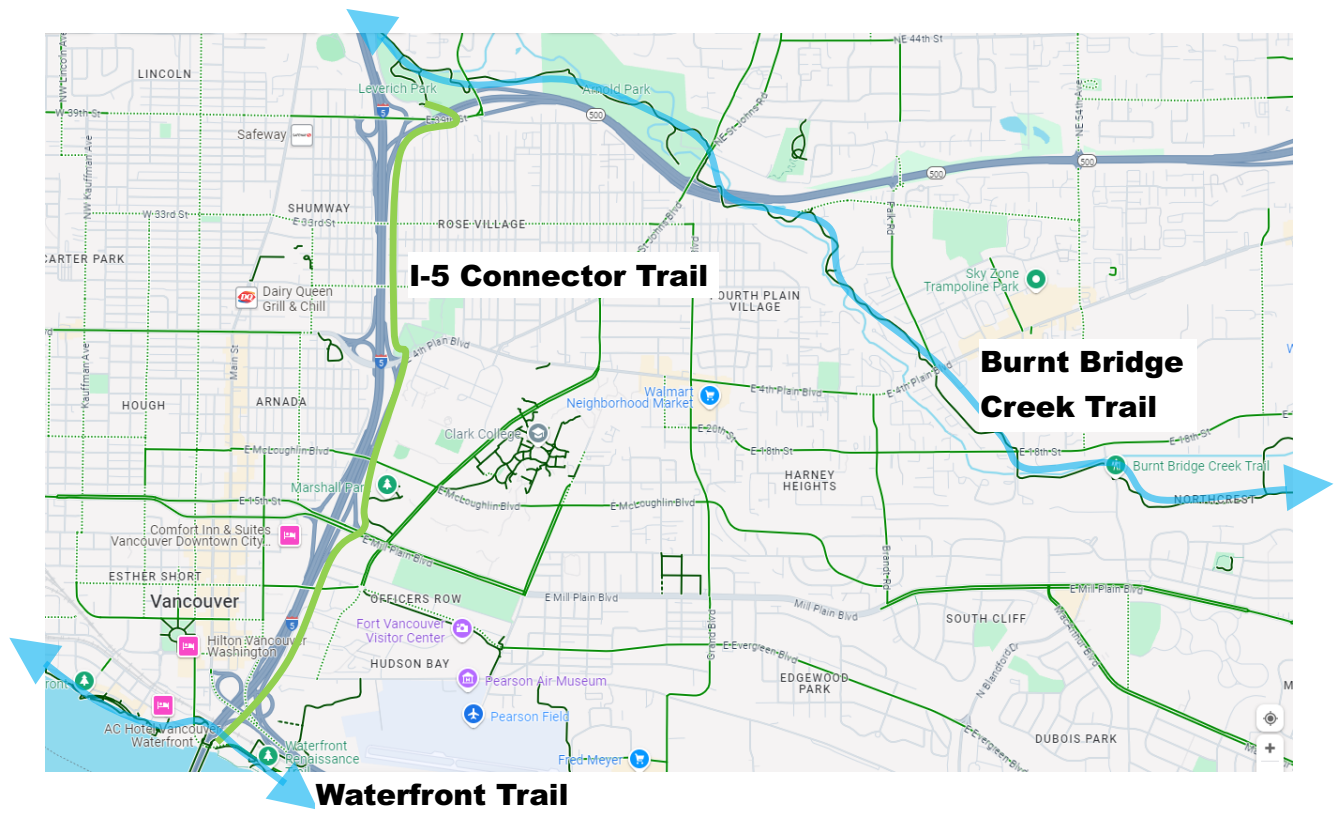
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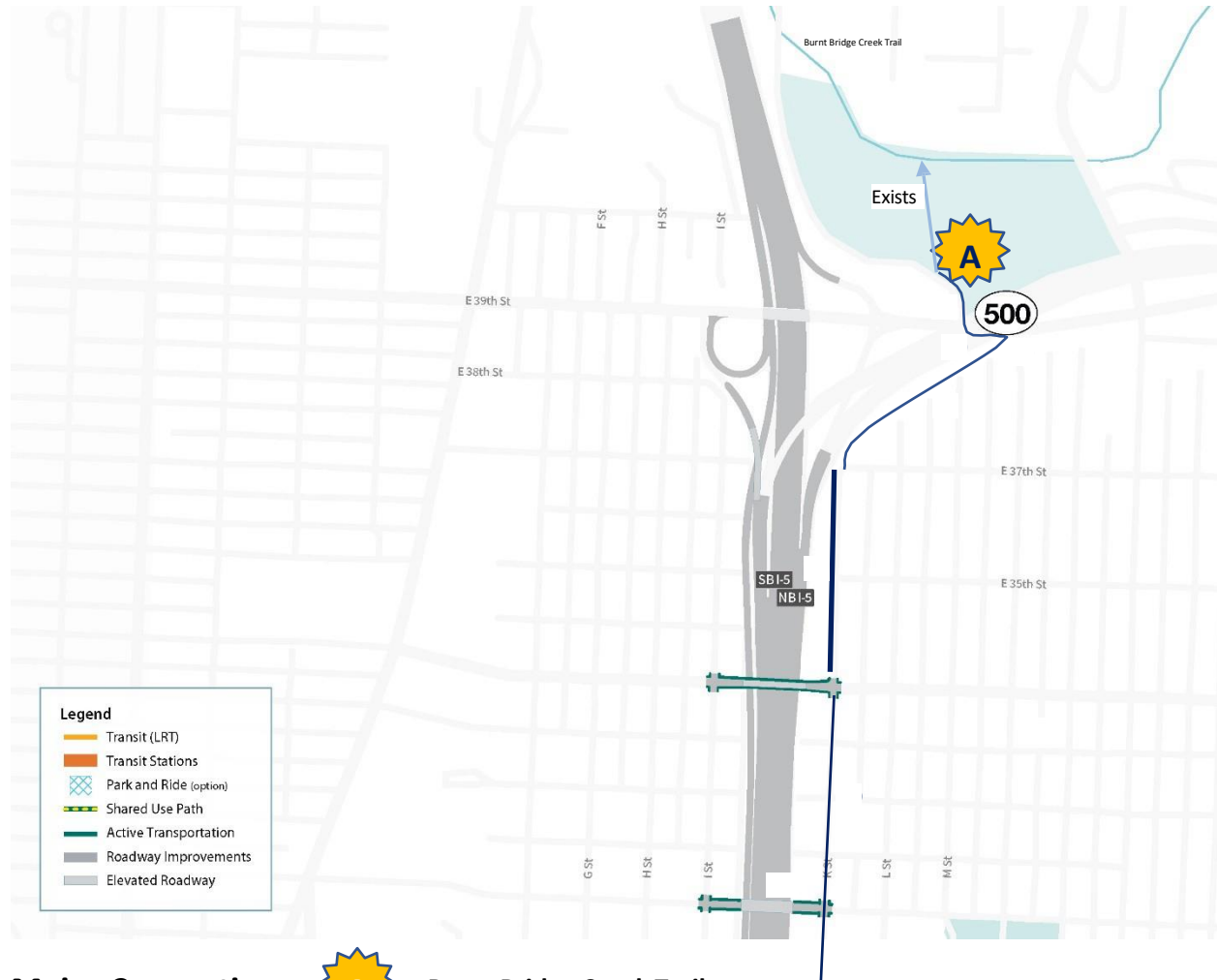
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To build on the "this is my bridge" idea - hanging the ped/bike element independent of the highway makes it "my bridge". Scabbing the ped/bike element to the shoulder of the highway is "their bridge".

Take care and be safe
Randy



Pedestrian/Bike Trail Strategy with IBR



Major Connections **Burnt Bridge Creek Trail**

Facilities Description

1. Pave trail 12+foot wide path on the east side of NE Leverich Parkway beside the bollards for 300 feet to the linkage to Burnt Bridge Creek Trail/Leverich Park path.
2. Widen sidewalk into path (14 feet) on the south side of E. 39th Street for 125 feet and cross at existing signal at NE Leverich Park Way
3. Widen the existing trail link from the cul-de-sac at N Street to East 39th Street
4. From N Street cul-de-sac proceed south off-road as a 2'+12'+2' trail (see sketch to right) until K Street/E. 37th Street - consider connections to L Street and M Street
5. At K Street/E. 37th Street, create a one-sided trail on the west side of K Street paving to the fence line from the back of curb ~12 feet continuing south to East 33rd Street and crossover to K Street
6. Use K as a shared route between East 33rd Street to East 29th Street
7. At E. 29th, install bike lane on bridge and widen sidewalks linking east to K Street (plan is blank here)

2

Pedestrian/Bike Trail Strategy with IBR



Major Connections **B** VA Hospital

C Clark College

D Marshall Park/Center

E Hudson Bay HS/Memory Mill Plain Park

Facility Description

1. Share the use of K Street as a shared path from East 27th Street north to East 33rd Avenue
2. Per plan, link northward from E. Fourth Plain with a trail to K Street at East 26th Street beside the Vancouver Barracks National Cemetery;
3. Where the weigh station paving ends extend new 2+12+2 trail north to the SW corner of Fourth Plain and the I-5 N/B off-ramp - improve crossings and utilize signalized crossing
4. At a point south of E. McLoughlin Boulevard raise the trail up adjacent to, connecting to the overpass of E. McLoughlin using the old weigh station pavement for trail provision - provide barrier separation;
5. Link to Clark College Athletic Fields trails and south to E. McLoughlin Boulevard, using existing pavement as much as possible
6. From Marshall Park, proceed north with a new 2+12+2 trail link to the west side of the Luepke Center/Marshall Center parking lot
7. redirect linkage to Marshall Park more northward and create a "Y" connection to the north and east, as needed expand trail segments to 12 feet
8. Cross Mill Plain at-grade using traffic signal
9. From Officers Row (elbow) create an opening to link to the SE corner of the Mill Plain/NB I-5 off-ramp

3

Pedestrian/Bike Trail Strategy with IBR

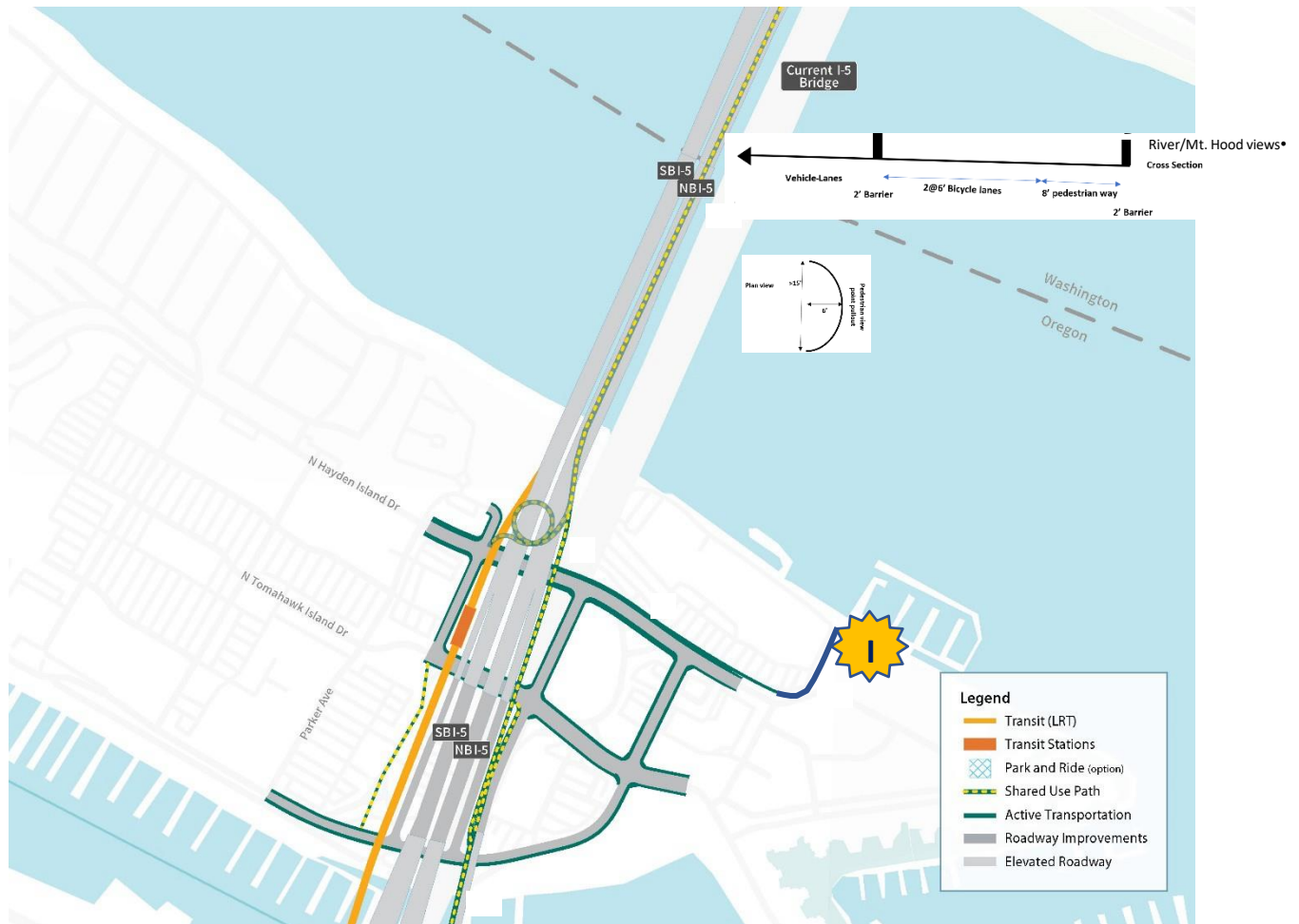


Major Connections

- F** Fort Vancouver
North end Discovery Historic Loop Trail
- G** Land Bridge + Downtown
- H** Columbia Riverfront Renaissance Trail

Facility Description

1. Shared use of Officers Row north of East Evergreen Blvd
2. Either shared use of Anderson Road or use remnant space of what's left of Anderson for a 2-12-2 trail north to the Community Connector.
3. Continue the I-5 trail as 2-12-2 trail northward from E. Fifth Street on backside of Western Lands parking lot north to Anderson.
4. Improve the south side of E. Fifth Street to the east linking to the Discovery Historic Loop Trail connection 1,400 feet east with a clear 12-foot trail up against the existing cyclone fence
5. Cross SR 14 at opportune elevation from Land Bridge as 14-foot trail northward to edge of Ft. Vancouver (SE corner) adjacent to I-5 N/B to downtown Vancouver ramp connecting to E. Fifth St
6. Provide 20' IBR ped/bike facility with view points on east side of structure hugging the N/B I-5 E/B SR 14 off-ramp, at the optimal elevation point hold the trail grade to link to Land Bridge, possibly reusing old S/B I-5 to SR 14 E/B off-ramp
7. Add an elevator + stairway at the crossing of I-5 and SE Columbia Way (no helix) expanding the plaza that exists on the south side of SE Columbia Way linking to the waterfront connection across the riverside of Who Song's and Larry's connecting to Columbia Waterfront Renaissance Trail. Be sure that 12-foot minimum linkages are built on the south side of SE Columbia Way to the existing landscape buffered trail



Major Connections Hayden Island Loop Hike

Facility Description

1. Create ped/bike facility on the eastern edge looking at the river and Mt. Hood, including bump outs for viewing stations (at least four).
2. Avoid helix ramp under freeway – ramps should be placed for open viewing of the river.
3. On North Hayden Island Drive to the east of the bridge sidewalk on north side of the street should be an 8 to 12 foot wide
4. Connect new sidewalk to the confluence point of the property lines between the Red Lion Hotel and The Waterside to the east. The new sidewalk should provide ADA ramps at the driveway intersection with North Hayden Island Drive and then develop an 8-12 foot trail link to the Hayden Island Loop hike 320 feet to the north at the Columbia River waterfront.
5. The ped/bike facility on the east side of I-5 should remain 20 feet wide over the slough to MLK Blvd Junction.

