



# Access for All, LLC

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## Access for All, LLC Comments on Draft SEIS for Interstate Bridge

Access for All, LLC, led by people with disabilities, advocates for full inclusion for people of all abilities in projects and programs available to the greater community. We specialize in access to outdoor developed areas and our comments reflect these missions.

In review of the Interstate Bridge Replacement Draft, we are primarily concerned with how the bridge design impacts the safety, connectivity, accessibility and user experience of people walking, using mobility devices and accessing transit. The following are aspects of the draft SEIS that would significantly impact seniors (slow walkers) and people with disabilities, as well as have an effect on the experience for all users.

**Trail access and the experience for people walking and using mobility devices:** Safe connections and wayfinding to the existing and planned regional trails network on both sides of the river is critical.

- Extending the bridge project to the north to Highway 500 and Leverich Park would provide connectivity to park trails, such as Burnt River Creek Trail and the Vancouver Waterfront Path. This is important in promoting a safe and interconnected travel route.
- On the south side, the bridge design should extend to planned segments of the Marine Drive Path that would connect to other trails at Delta Park, and the Columbia Slough Path.
- In the design, there is an area that dips down to the waterfront, followed by a ½ mile ascent to the bridge with a 4.5% grade. This is extreme for some users that use assistive walking devices or seniors. Including a multiuse path at the bridge's grade from Evergreen to the river front would resolve this.
- Similarly, there is a 4.5% grade for a ½ mile from the Vancouver waterfront to access the multiuse bridge path. If the elevation of the multiuse path crossing the Columbia River cannot be lowered, then elevators should be added.
- Wayfinding signage and pavement markings to connect folks to trails, active transportation facilities and transit stops is important on both sides of the bridge.

**To ensure safety and comfort:** Bridge connections should adequately separate people walking, biking, and rolling from motor vehicles. Adequate lighting should be at bridge and approach pathways. Benches with companion seating at viewpoints or along paths, where possible, as well as covered areas for protection from heat or rain on the bridge can provide respite and enhance the enjoyment of the experience for all.

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