

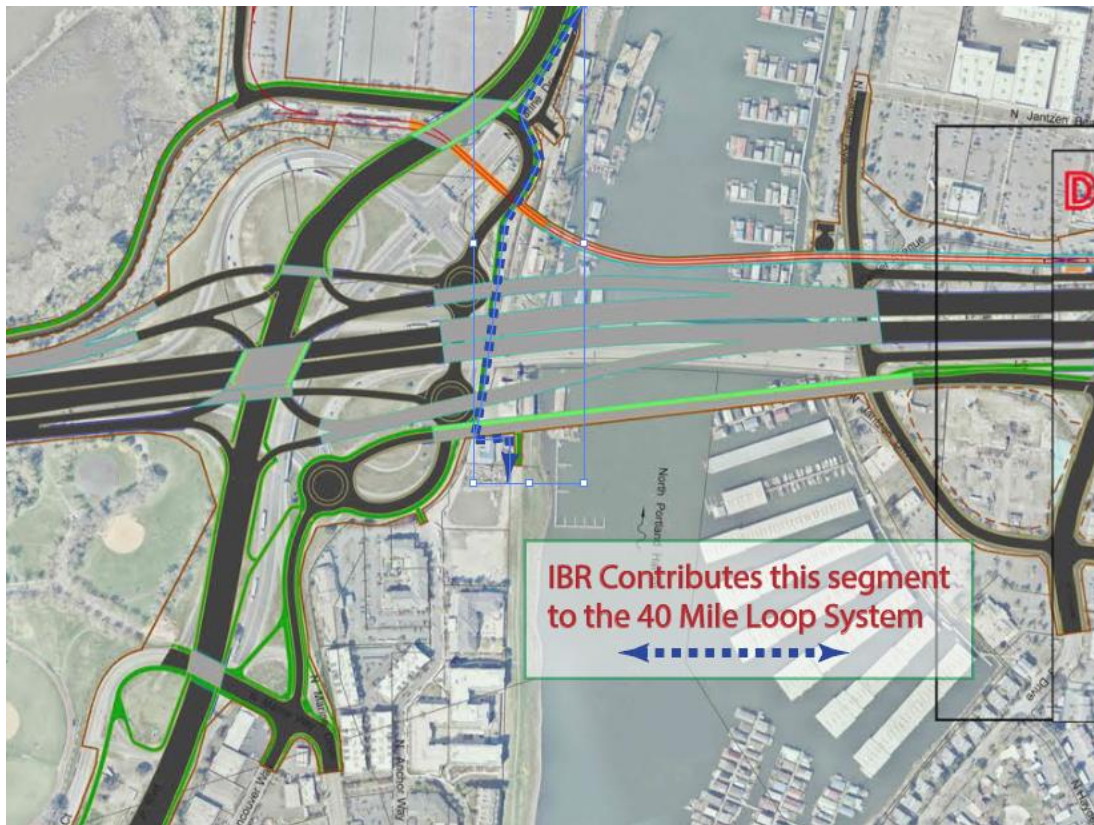
Leigh Anne and Phil Francis
Comments on IBR Multi-Use path connections
to the 40-Mile Loop East/West Corridor

The 40-Mile Loop is a comprehensive regional trail system forming a central Hub that connects nearly all other regional trails and parks within Multnomah County. The Loop alignment, which has been planned and incorporated into regional land use frameworks for over 40 years. While the trail alignment for the 40-Mile Loop has long been established, certain easements remain unacquired, and some portions of the trail are yet to be constructed.

The adopted alignment of the 40-Mile Loop passes through the area impacted by the Interstate Bridge Replacement (IBR) project. While the IBR project provides several benefits to the 40-Mile Loop, we believe additional study is warranted to make the proposed trails safer and more usable.

IBR Positive Contributions to the 40-Mile Loop Trail

The IBR project will construct the segment of the 40-Mile Loop within the project area. This new trail segment will provide a safe, separated trail connecting the existing 40-Mile Loop trail located west of the proposed bridges through the project area, under the many new IBR bridges emanating from mainland Portland. After crossing under the local Harbor Bridge, the east most bridge proposed, the IBR will stub out the Trail to the East for a future connection to the Bridgeton Trails segment of the 40 Mile Loop. This is a good trail addition to the 40 Mile Loop and appreciated by the 40 Mile Loop Land Trust board.



Concerns with the Proposed Connection of 40 Mile Loop
to the multiuse path on the local Harbor Bridge.

However, the proposed trail connections from the multiuse path on the local Harbor Bridge to the new 40-Mile Loop segment is not optimal. The proposed design requires users to travel out of their way, navigating a traffic circle and crossing vehicle lanes to reach both the eastbound and the westbound trail connection. This routing is neither convenient nor efficient and could discourage its use.



Request for Further Study of better East and West Connections to the 40 Mile Loop

We strongly recommend that alternative design options be considered to provide a more direct, connection to and from the east and west to the local Harbor Bridge multiuse path.

Possible additional study include:

- 1) Creating a direct connection from the East stub of the Bridgeton Trail to the sidewalk on the east side of the local Harbor Bridge. This direct connection would make it easier and more appealing for cyclists and pedestrians to cross the Harbor Bridge, while also offering a scenic route with views of North Portland Harbor and Mt Hood.
- 2) Additionally, we request that the sidewalk on the east side of the local Harbor Bridge be designed to be as wide as possible, with areas to rest and enjoy the views, further enhancing the experience for users.
- 3) Study more direct trail connections from the local Harbor Bridge multi use path to both the east and the west that do not involve routes around the Marine Drive traffic circles and crossing travel lanes.
- 4) Study routing the IBR entire multiuse path on the west side of the bridges rather than the east side. If the multiuse path was located on the light rail bridge on the west side, the east and west connection would be straight forward and direct. The west side multi use path is discussed more in a separate comment.
- 5) Lastly, we have a separate comment on ways the IBR could facilitate more just a stub for the east side connection to the Bridgeton Trail segment of the 40 Mile Loop.

Respectfully,
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