



Port of Vancouver to extend multiuse path that will eventually connect downtown to Vancouver Lake

POV_trail completed in March 2013_hires.jpg

A completed section of multiuse path along Northwest Lower River Road in Vancouver. The Port of Vancouver says it will eventually extend the path along port property to Vancouver Lake Park. (*Port of Vancouver*)

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The Port of Vancouver is slowly piecing together a 3.7-mile path that will connect the city's downtown and popular recreation spots, taking bicycle commuters and recreational cyclists off a heavily trafficked freight corridor.

The port on Monday announced it had received a \$350,000 **Federal Transportation Alternatives Program** grant to build a half-mile stretch of a multiuse path that will open access from downtown to businesses at the port. The path will connect the convergence of Mill Plain, Fourth Plain and Lower River Road to the port's administrative offices. Construction will begin in February 2014.

From there, a path completed in March as part of a separate construction project picks up for another half mile. The grant will also allow the port to design -- but not build -- a 1,750 foot extension of that path that would reach Northwest Gateway Avenue.

The port said it plans to extend the 12-foot-wide path incrementally as it builds new facilities on its land to the west.

Lower River Road has 3-foot-wide bike lanes on either side, but bicycle advocates say fast-moving freight traffic can make the stretch intimidating for cyclists and pedestrians.

"Vancouver Lake, the (Ridgefield National) Wildlife Refuge and Frenchman's Bar are recreation destinations that attract people from around the region, but most people are forced to drive there," Eric Giacchino, president of **Bike Clark County**, wrote in a letter of support for the grant. "This stretch of highway is lacking any infrastructure and can be dangerous for non-motor uses."

-- Elliot Njus

Lower River Road bike path

Click on sections for more details. Blue sections are completed. Yellow sections are funded or partially funded. Red sections are planned, but yet not funded or designed.

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