

Leigh Anne and Phil Francis
Comments on Cork Screw Ramps

The IBR proposes building the light rail line on the south bound main bridge. The Vancouver shoreline light Rail Station is approximately 100' in elevation above the ground and is access through stairs and elevators.

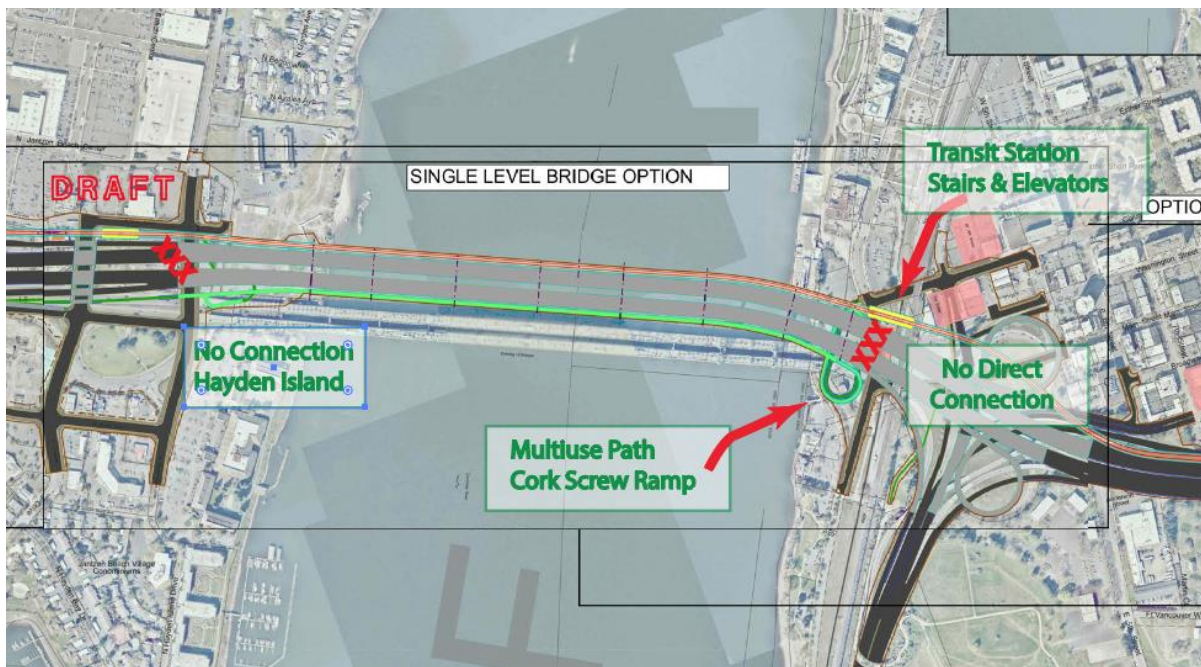
The multiuse path is built on the north bound main bridge span. The end point of the multiuse path on the Vancouver shoreline is approximately 100' in elevation above the ground and is access by a cork screw ramp of approx. ½ mile in length.

Though the Vancouver shoreline Light Rail Station and the end point of the Multiuse Trail are adjacent to each other and are both 100' in elevation above the ground, the access systems for each are entirely separate from each other. The stairs and elevators for transit users are not usable for users of the multiuse path. The ramp connection for multiuse path users that are not usable for transit riders.

The Hayden Island light rail station and Oregon side of the main bridge multiuse path has the same disconnection, though the elevation is less at about 35' above ground.

People who are not driving to their destination, a goal of the IBR, will often use several modes to reach their destination. Users may ride their bikes to a light rail station, place their bikes on the train in storage specially design for bikes on the light rail train, then ride their bikes for the final leg of their trip. The IBR design of entirely separate light rail and multiuse path access makes these blended trips difficult.

We believe additional study is needed to connect these two systems together.



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