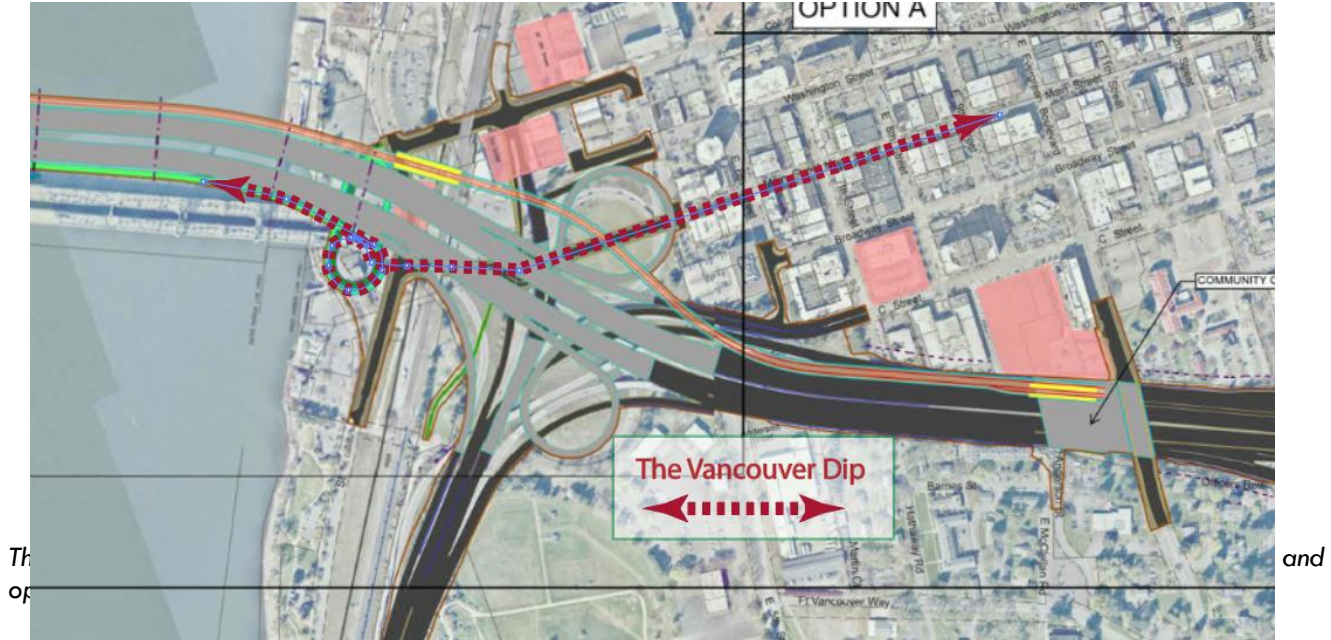


**Leigh Anne and Phil Francis
Comments on The Vancouver Dip.**

If you are traveling by active transportation from central Vancouver, you must first travel down grade to the Vancouver shoreline, then travel up the long spiral ramp to connect to the main bridge multi use path. We call this the Vancouver Dip.

This is a significant barrier that will discourage use of active transportation due to the extra effort needed to travel down grade from central Vancouver to the shoreline, then up a long ramp to go south on the multiuse path. Northbound travel by active transportation user would experience the same Vancouver Dip in reverse.



To better meet the purpose and need, additional study is needed to see if the multiuse path could be extended to the next light rail station which is proposed to be a transit hub for Vancouver. This transit hub brings together the new light rail line extension and several BRT lines together. Adding a direct connection to the multiuse path at this transit hub would encourage active users and facilitate active transportation users using both transit and biking efficiently for their complete non-auto trip. This would eliminate the Vancouver Dip.

One idea that needs additional study that would alleviate the disconnection between transit and active transportation users is to place the multi-use path and the transit line next to each other on the west side of the southbound main bridge. This idea of the west side multiuse path will be discussed more in a separate comment.

Respectfully,
Leigh Anne and Phil Francis
173 NE Bridgeton Road Slip #6
Portland OR 97211
laleggs2@gmail.com