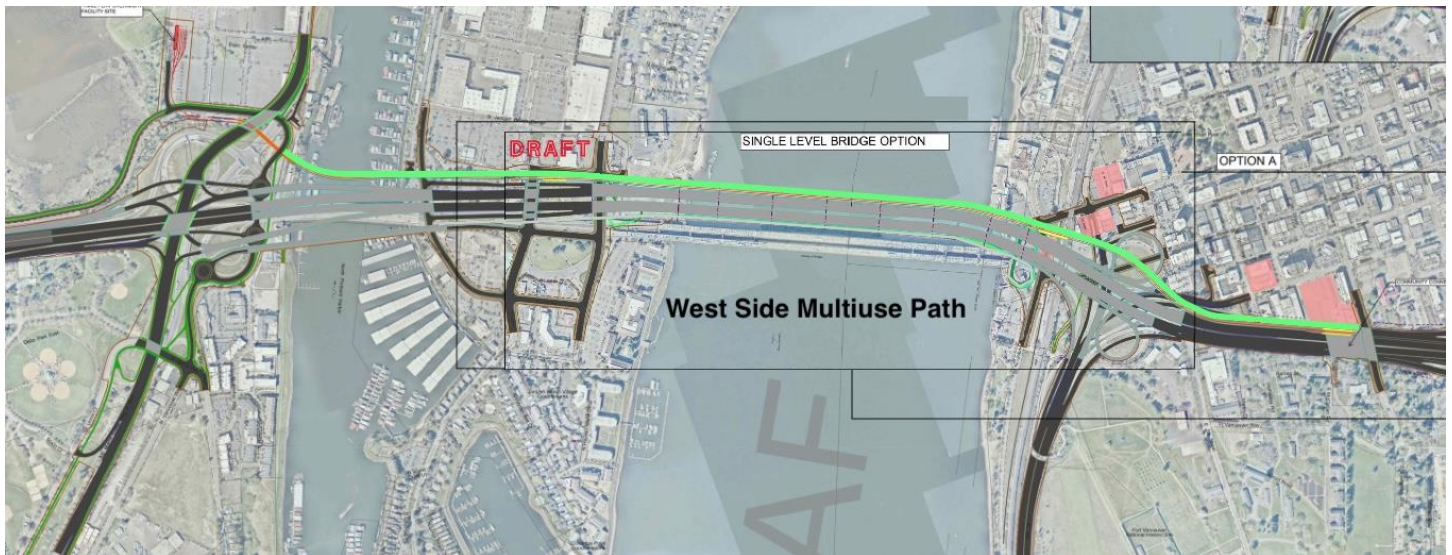


Leigh Anne and Phil Francis
Comments on Path on the West Side of the south bound Main Bridge

The IBR proposes building the light rail line on the south bound main bridge and the multiuse path on the north bound main bridge span. The IBR proposal makes each system separate from each other. The IBR proposal makes connections between these two systems difficult and inefficient for transit and active transportation users.

The IBR proposal has stairs and elevators providing connections for transit users but the stairs and elevators are not usable for users of the multi-use path. The multi-use path has ramp connections for users that are not usable for transit riders. Though these two systems are parallel to each other, but they are entirely separated systems. These systems do not connect easily even though active transportation users want to connect to transit.

We believe additional study is needed to connect these two systems together. 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 makes these blended trips difficult.



- Provides Eyes on the Path: Transit operators and passengers provide a continuous presence, reducing the isolation felt on a multi-use path and enhancing safety and comfort.
- Better Emergency Egress: The multi-use path should double as an emergency exit route for the transit way, supporting user safety during unexpected events.
- Inclusive Design Principles: These principles ensure the accessibility and usability of both transit and active transportation facilities for individuals of all abilities.
- By building the multiuse path on the west side of the light rail trackway provides greater separation from vehicle noise and would offer a more pleasant experience for active transportation users compared to a multiuse path on the east side immediately next to vehicle travel.
- If the multiuse path was built next to the light rail line on the light rail bridge crossing North Portland Harbor, then the multiuse path connection to the 40 Mile loops would be direct rather than out of direction when the multiuse path is on the local Harbor Bridge.

Regarding Views: There is a good view of Mt Hood if the multiuse path is on the east side of the north bound main bridge, however there is a good view to the west too. Additionally, a quality view of North Portland Harbor and Mt Hood views could be experienced on the local harbor bridge, but the IBR proposes the multiuse path on the west side of that local Harbor Bridge. The IBR also shows a side walk on the east side of the local Harbor Bridge. We propose that the side walk on the east side of the Local Harbor Bridge be as wide as possible and include wide spots for stopping on the route to rest and appreciate one of the region's best view of North Portland Harbor.



View East from
Local Harbor
Bridge

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