



The Case for Federal Support for Bicycle and Pedestrian Improvements in the City of Portland and Portland Metropolitan Region



Rails to Trails Conservancy Proposal Cooperators

Metro	Multnomah County
City of Beaverton	Washington County
City of Cornelius	North Clackamas Parks and Recreation
City of Estacada	Tualatin Hills Park and Recreation District
City of Fairview	Portland General Electric
City of Forest Grove	Oregon Department of Transportation
City of Gresham	Oregon State Parks and Recreation Service
City of Happy Valley	National Park Service
City of Hillsboro	United States Fish and Wildlife Service
City of Hillsboro Parks & Recreation	United States Forest Service
City of Lake Oswego	40-Mile Loop Land Trust
City of Milwaukie	Barlow Trail Association
City of Oregon City	Bicycle Transportation Alliance
City of Portland	Columbia Slough Watershed Council
City of Portland Water Bureau	Friends of Baltimore Woods
City of Portland Department of Transportation	Friends of Forest Park
City of Portland Parks & Recreation	Hillsdale Neighborhood Association
City of Sandy	npGREENWAY
City of Sandy	Portland Audubon Society
City of Sherwood	Portland Citywide Parks Team
City of Tigard	Sullivan's Gulch Trail Friends Group
City of Troutdale	Trust for Public Land
City of Tualatin	Tualatin River National Wildlife Refuge
City of West Linn	Urban Greenspaces Institute
City of Wilsonville	Washington County CPO 3
Clackamas County	

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EXECUTIVE SUMMARY

MaryAnne Cassin

Manager
Planning and Capital Development
Metro Parks & Greenspaces
600 NE Grand Ave.
Portland, OR 97232
(503) 797-1854
maryanne.cassin@oregonmetro.gov

Mel Huie

Regional Trails Coordinator
Metro Parks & Greenspaces
600 NE Grand Ave.
Portland, OR 97232
(503) 797-1731
mel.huie@oregonmetro.gov

Roger Geller

Bicycle Coordinator
Portland Office of Transportation
City of Portland
1120 SW 5th Avenue
Rm 800
Portland, OR 97204
(503) 823-7671
roger.geller@pdxtrans.org

Ms. Gregg S. Everhart, ASLA

Landscape Architect / Senior Planner
Strategy Finance and Business Development \
Portland Parks and Recreation
1120 SW Fifth Avenue
Room 1302
Portland, Oregon 97201

Background

The City of Portland has been a leader in creating a walkable and bikeable city. The lessons learned are here are valuable and potentially applicable to other cities. At the same time, there is still more to accomplish to reach the highest possible mode share. The Portland metropolitan region includes 3 counties and 26 cities. The region has both accomplishments and aspirations to increase mode share. The metropolitan region and the City of Portland join together here to present our current mode share information, our investments to date and our knowledge of how to invest wisely to increase mode share.

Key Factors

Portland and the region are well positioned to serve as a national laboratory in demonstrating how to take bicycle and walking transportation in the US to a world-class level. Our foundation includes strong planning, our collaborative regional government structure, strong policies and supportive political leadership.

Portland's current bicycle mode split is estimated to be between 4-8%, with the metro region's non-motorized mode split just under 5%. We are able to show a correlation between investment in the system and increasing mode share.

Transportation cyclists can be categorized as 1) Strong and Fearless, 2) Enthused & Confident, 3) Interested but Concerned, and 4) No Way No How. We have addressed the first two categories and focus here on "Interested but Concerned", approximately 60% of the population, who would bicycle if they felt comfortable and safe.

Proposal

Our proposal is for \$50 million to increase mode share within the City of Portland and \$50 million to increase mode share within the region. Whereas the city has high density and compact land use, the

region has more dispersed population and job centers. Despite the differences we believe a common approach will be successful.

- ◆ Connecting people via their local, quiet streets to off-street trails and destinations.
- ◆ Building off-street trails that give people the safe experience they're looking for.
- ◆ Keeping existing trails and bike/facilities in good condition through repair.
- ◆ Making connections easy over major barriers, such as highways.
- ◆ Educating people about how to best take advantage of alternatives to driving.

Results

The City of Portland envisions achieving a 25% bicycle mode split and the region 8.5% mode split over the next 15 years.

INTRODUCTION

The City of Portland has long been recognized as a supremely walkable and bikeable city. In May of 2008 The League of American Bicyclists recognized Portland's accomplishments in bicycle transportation when they designated the "City of Roses" as the first large city to achieve Platinum status as a Bicycle Friendly Community. This singular award for a large city reflects the results of decades of effort in creating an environment where many of our citizens feel comfortable enough to meet their daily transportation requirements by bicycle. As recently as 2004, Portland received the "The City at Your Feet Award" from America Walks, recognizing Portland as a pedestrian-friendly city.

Portland and the Portland region are perhaps the best poised among all American cities and regions to serve as a national laboratory in demonstrating how to take bicycle transportation in the US to world-class levels.

Furthermore, Portland sits within a region that has worked closely together to develop a comprehensive system of trails, bikeways, and walkways. This vision encompasses the regional jurisdictions, linked to each other and to Portland by transit and shared use trails. Each city in the region has its own bicycle and pedestrian plan. In addition, all are linked together in planning documents such as the Regional Transportation Plan and in the Metro-led Connecting Green initiative, with the goal of creating the world's greatest system of parks, trails, and natural areas. Regional leaders have already developed cost estimates and plans for a top priority set of shared use trails, all of which will be connected to transit, schools, parks, commercial areas, and other destinations by on-street bikeways and walkways.

Many of the regional jurisdictions have significant accomplishments. For example, Beaverton has been recognized at the Bronze level as a Bicycle Friendly Community by the League of American Bicyclists since 2003. Because of the foundation we have laid with our rail system and collaborative regional government structure, we have an excellent opportunity to invest both in Portland and its neighbors to achieve maximum mode share impacts.

Both the citizens and governments of the Portland Metro area have shown a proven desire and resolve to develop a sound transportation plan that includes both bicycling and pedestrians. This has not only fostered the development and implementation of bicycle and pedestrian friendly policies, making Portland the highest bicycle mode split in the country, it has also created a bicycle culture that permeates all aspects of the city's civic, artistic, political, and corporate life.

The conditions that have led the region to its current status are:

- ◆ Strong policies at the state, regional, and local levels to encourage an environment supportive of bicycling and walking
- ◆ State laws that require the provision of bikeway and walkways with all new or reconstructed roadways
- ◆ State law that provides a dedicated minimum level of funding for constructing bikeways and walkways
- ◆ Political leadership

It is also these conditions that make Portland and the region perhaps the best poised among American cities to serve as a true national laboratory and take this modest vehicle—the bicycle—and demonstrate how to realize its full potential to affordably, efficiently, effectively—and perhaps most importantly—quickly address the environmental, health, economic, and transportation issues that currently vex so many American cities and towns.

PROPOSAL

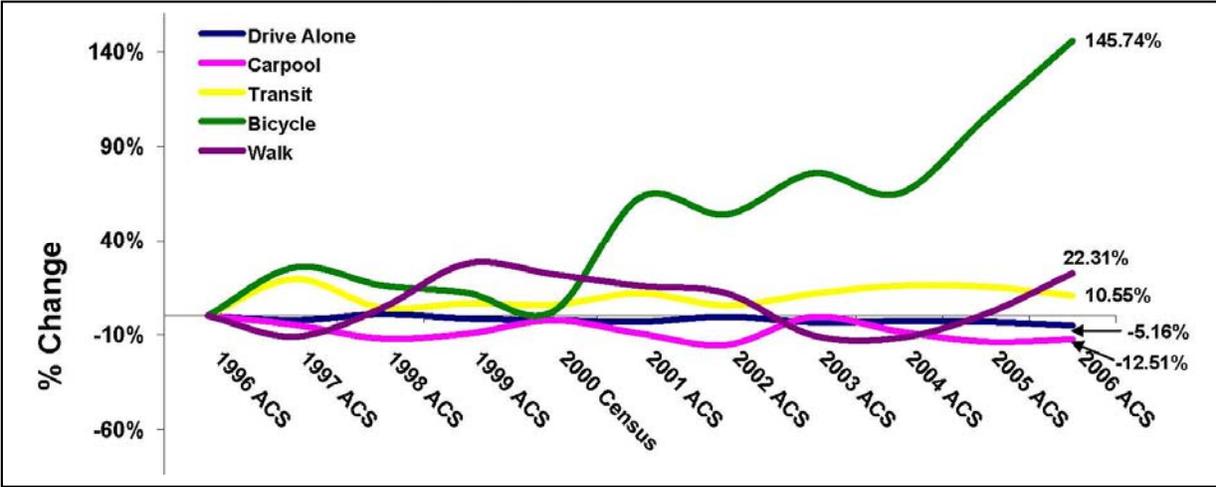
Invest \$100 million to significantly increase the mode share with three key elements:

- ◆ Get people from their houses to their destination on quiet streets with minimal car traffic;
- ◆ Connect these bike boulevards to off-street trails for longer distance travel that is safe and has a high quality experience; and
- ◆ Educate people about how to best take advantage of alternatives to driving.

Current Mode Shares

Based on a number of sources, including the US Census, American Community Survey and annual city surveys conducted by the City of Portland’s Office of the Auditor, we estimate Portland’s current bicycle mode split to be between 4-8%, with the Portland metro region’s non-motorized mode split just under 5%. Figure 1 displays how commute mode changed in Portland for bicycling, walking, transit, carpooling, and driving alone between 1996 to 2006.

Figure 1.
Portland percentage change by mode 1996-2006, compared to 1996



Accompanying this increasing ridership is a rapidly decreasing crash rate. While Portland’s ridership has quintupled since the early 1990s the number of reported crashes has held relatively steady. This combination allows us to state with confidence that Portland’s bicycle crash rate is declining precipitously (Appendix A, Figure A1). A preliminary analysis of data from the US Census, a recent study conducted by Portland State University’s Center for Transportation Studies, and in-house modeling suggests that Portland’s rate of serious bicycle crashes is less than half that of the United States on the basis of distance traveled. This result is consistent with scholarly work from around the world, including in the United States, which demonstrates that bicycling becomes safer as more and more people bicycle.

This current level of bicycling activity results primarily from Portland’s construction of a comprehensive, interconnected bikeway network designed to create conditions that feel comfortable and safe. Our development of this network over time, as well as its complete build-out as called for in our 1996 adopted Bicycle Master Plan is shown in Appendix A, Figure A2.

Along with the lines on the map showing Portland’s obvious investment in its 300 miles of developed bicycle lanes, bicycle boulevards¹ and off-street trails, we have consistently looked for and introduced

¹ A bicycle boulevard is a low-traffic volume, low-speed street that we modify to make a priority for bicycle transportation. Improvements typically include making it easier for cyclists (and pedestrians) to cross busy streets, using traffic calming to further slow traffic speeds, using traffic diversion to further reduce traffic volumes, and relocating stop signs to allow cyclists easier mobility.

civil, signal, and operational improvements unique to the United States in an effort to best serve our citizens. Our efforts are focused not only on serving current cyclists, but also more importantly on attracting to bicycling those Portlanders who are interested in bicycling but who may be concerned for their safety. Our approach has been to not simply accept what is allowed by existing designs, but rather to ask ourselves “what is the best way to do this?” As our increasing ridership and decreasing crash rates demonstrate, we are succeeding.

Investments in bicycling infrastructure – and accompanying education and encouragement programs – are the most affordable means of achieving a rapid and significant shift away from over-reliance on automobiles for personal transportation.

In recent years we have leveraged our investments in infrastructure by turning more of our resources toward encouraging increased bicycling. Our “SmartTrips” program works annually in 20,000 household swaths of Portland, offering information about alternatives to the automobile and guided bicycle rides to familiarize those unfamiliar with our bikeway network. This program has created measurable decreases in single-occupancy automobile trips (averaging 9% per neighborhood) and increases in bicycling, walking and transit use.

Regional Mode Share

The regional mode share is just below 5% for non-motorized travel, however this number is influenced by the higher mode share numbers of Portland. Looking exclusively at the suburbs, that mode share number drops to under 3%. Table 1 shows the mode share numbers from the 2000 US Census for additional cities within the Portland-metro region.

Table 1.
Regional Commute Mode Share (2000)

City	Total Commuters	Walk/Bike	% Walking / Biking
Beaverton	107,270	2,621	2.44%
Fairview	10,140	179	1.77%
Gresham	66,731	1,377	2.06%
Lake Oswego	43,116	1,468	3.40%
Milwaukie	24,887	966	3.88%
Tigard	59,097	1,332	2.25%
Tualatin	32,859	731	2.22%
Wilsonville	10,299	302	2.93%
Total	354,399	8,976	2.53%

To increase mode share in cities where topographic challenges, lack of connectivity, and development patterns inhibit bicycling and walking as a primary transportation option for many, we have developed a strategy to focus on off-street trails connecting to transit centers, schools, neighborhoods, and employment centers throughout the Portland region. We chose the identified trails because they show high potential for increased mode share while connecting to an extensive and complementary system of on- and off-street bicycle and pedestrian facilities. The trails are distributed throughout the region, providing benefits to all residents of the greater Portland metro region.

We previously identified the many of the trails targeted in this case statement as high priority regional projects through Metro-led efforts projects. The regional government included these trails in Metro’s 2006 Natural Areas bond measure that was overwhelmingly approved by voters. The \$227.4 million bond measure provides Metro with acquisition funds for trails and natural areas.

These are solid and realistic projects. Much planning work has been completed and grassroots participation and support is strong. Working from the foundation presented here, the Portland Metropolitan Region will work over the coming months to make our case for active transportation even stronger. We are now working to further develop the case for our trail priorities, including trails

that are strong in recreation value, and to more formally engage and mobilize elected and civic leaders and formally adopt a state and federal agenda for active transportation in the Portland Metropolitan Region. This work has already begun and will continue through early 2009.

Table 2
Regional Trails Data within ½ of Trail

Trail	Total Length (miles)	% complete	Residents	Jobs	Greenspaces (acres)	Schools
Fanno Creek Greenway	18.6	59	59,566	38,779	1538	32
Gresham/Fairview Trail	5.7	56	22,247	4853	495	7
Willamette Greenway North	23.0	5	42,539	116,754	2346	19
Rock Creek Greenway	10.7	25	45,167	7,700	1154	11
Trolley Trail/ SE 17 th Ave.	7.4	0	32,962	14,171	430	16
Sullivan's Gulch	7.4	0	50,354	41,689	409	24
Tonquin Trail	18.1	0	25,044	17855	833	9
Tualatin Greenway	6.0	24	22,436	12,368	766	8
Westside Trail	21.4	18	64,200	13,225	3213	17
South Waterfront Greenway	1	10	4,288	11,202	45	2

The development cost of the total length of these trails exceeds \$50 million. Key segments would be developed

Return on Investment

The City of Portland has achieved its high level of bicycling activity despite relatively minor investments in bicycling infrastructure. Consider that the total invested in developing the City of Portland's 300-mile network of bikeways (~\$50 million in \$2008) in the three decades we have been building such facilities would not fund the construction of even one modern freeway interchange. For that minor investment, we have seen bicycling mode split rise from less than 1.0% to somewhere between 4.5%-8%. No other expenditure of transportation dollars can provide a similar return on investment in terms of mode share.

The Portland Office of Transportation (PDOT) spent only 0.7% of its capital budget on bicycling between 2000-2008². A recent PDOT analysis of Portland's 300 mile bikeway network places its value at between \$45-\$50 million (*\$2008*)³. Almost half this value arises from the construction of off-street trail projects. The value of Portland's on-street bikeway network is approximately \$25-\$30 million. The total cost of developing Portland's bikeway network reflects an average annual investment over 28 years of approximately \$3.50-\$3.80 (*\$2008*) per capita.

The total three-decade investment in Portland's 300-mile network of bikeways would not fund the construction of even half of one modern freeway interchange.

The regional trail system has been identified as a 930-mile network. The highest priority trails within the network are approximately 450 miles that, once completed, will connect within one half mile to 80 % of the region's residents (within Metro's jurisdictional boundary). Using the trail system these residents would in turn be connected to 34 town centers, 674,823 jobs and 268 schools within one half mile. Over the past fifteen years \$79 million has been invested in trails. Approximately \$60 million of this amount has been based on transportation funding, drawn from \$630 million invested annually in regional transportation. Of the \$630 million only 2.5 million is spent annually on trails despite the benefits they can provide so many residents in the region.

Because of this cost-effectiveness, investments in bicycling and pedestrian infrastructure—and accompanying education and encouragement programs—are the most affordable means of achieving a rapid and significant shift away from over-reliance on automobiles for personal transportation. Of all the multiple strategies that must be employed to reduce the transportation sector's contribution

² Between 2000-2007 PDOT spent \$380 million on capital projects; of that \$2.7 million funded bicycle capital improvements.

³ Other bikeway expenditures were in Portland were made by Portland Parks & Recreation, the Oregon Department of Transportation, the Port of Portland, Portland's Bureau of Environmental Services and the Portland Development Commission.

to greenhouse gas emissions, to reduce congestion, to improve people’s health and to keep more money circulating in our local economies, bicycling offers the best return on investment.

Transportation System Needs

Despite our achievements in bicycle and pedestrian transportation, like most US regions, automobile use still dominates the transportation landscape. Also like most US regions, the Portland metro area’s transportation infrastructure is largely built. There are few opportunities to create new roadway systems or to widen existing roads to serve more automobiles—even if we could afford to do so or desire to do so on a system-wide scale. Instead, Portland has worked to create viable choices for people in how they move about the city and the region. Table 3 shows the most recent commute information available for Portland and the Portland Metropolitan Region from two main sources: the U.S. Department of Commerce (Census and American Community Survey data) and the City of Portland’s Office of the Auditor. As Table 3 also shows, there are many households throughout the region without automobiles, making alternatives to the auto essential for these residents’ mobility. This is especially true in the City of Portland.

Table 3.
Commuting in Portland and in the Portland Metropolitan Region

	US Department of Commerce				Portland City Auditor’s Office
	US Census 2000		American Community Survey 2006 (2007?)		
	City of Portland	Portland Metropolitan Region	City of Portland	Portland Metropolitan Region	City of Portland (2007)
Walking Mode Split					
as <u>primary</u> means of commuting	5.5%	3.1%	5.5%	3.4%	4%
as <u>primary & secondary</u> means of commuting					9%
Bicycling Mode Split					
as <u>primary</u> means of commuting	1.8%	0.8%	4.4%	1.7%	6%
as <u>primary & secondary</u> means of commuting					16%
Transit Mode Split					
as <u>primary</u> means of commuting	12.9%	6.6%	13.5%	6.8%	10%
as <u>primary & secondary</u> means of commuting					27%
Households w/o motor vehicles	14.0%	8.1%	15.2%	7.9%	

Approach

The region’s approach is based on both an understanding of our potential “market” for cycling and our analysis of where we’d achieve the best return for future investments in bicycling. We’ve placed residents along a continuum based on their willingness and concerns about using a bicycle for transportation (as opposed to bicycling only for recreation). This continuum identifies four types of cyclists: the “strong and fearless,” the “enthused and confident” the “interested but concerned” and the “no way, no how.” This continuum is graphically displayed in Figure 2.

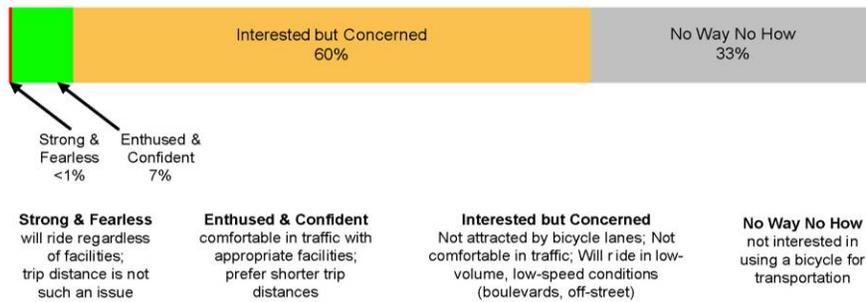


Figure 2.
Four Types of Transportation Cyclists by Proportion of Population

While most US cities and regions are still working to attract “enthused and confident” cyclists to their streets, Portland has largely succeeded with this group and is focused more on the “interested but concerned” cyclist, as that is where the majority of potential cyclists fall on the spectrum. These “interested but concerned” cyclists are just that. They are average people—the same people using a bicycle for transportation in cities around the world—who would bicycle if they felt comfortable and safe when riding and if using their bicycles was more appealing to them than driving.

Surveys, interviews, focus groups, countless studies, a reading of the literature from the US and around the world and the day-to-day staff interaction over years identifies as the primary reason why people in the “interested but concerned” group will not ride is concern for their safety. If we are to effectively increase bicycle use to the levels seen in jurisdictions around the world, then we must address this understandable concern for safety. Bicycle lanes on busy streets—a very standard US bicycle traffic design—will not suffice. People in the interested but concerned group have told us again and again that they just do not feel comfortable enough to ride a bicycle on busy streets, even in the presence of bicycle lanes. However, what we have heard and experienced is that people interested in bicycling feel quite comfortable on off-street trails and on quiet local streets that have been improved to work better for bicycle transportation (otherwise know as “bicycle boulevards”).

This understanding of where our target market lies and the nature of their needs have led Portland and the region to place a stronger emphasis on improving our existing bicycle boulevards and constructing many more miles of them as well as more off-street trails.

In addition to understanding the design needs of potential transportation cyclists, we also need to understand what areas of the city currently has the best existing conditions for bicycling as well as those areas with the highest potential for future bicycle use. We divided the city into 32 “cycle zones” in order to better identify constraints and opportunities in each distinct part of Portland. We evaluated each cycle zone based on the quality of the existing bikeway network, the density and connectivity of the roadway network, geographic and man-made barriers to cycling, proximity to retail and commercial destinations, and slope. The results of this analysis are shown in Appendix A, Figures A3 and A4. This tool provides the city with two important pieces of information: how to focus our efforts in each part of the city in order to address the constraints within each of the 32 “cycle zones,” and where we’re likely to achieve the highest return on investments in infrastructure and encouragement programs.

Much of the Portland Metropolitan Region surrounding the City of Portland is suburban, and even rural in nature. For that reason, this document emphasizes both the dense relatively urban areas of Portland, as well as the suburban areas of the region. This second area is particularly important as much of American development is suburban and we need to find ways to make those areas work for bicycling, too.

Plan

The following plan for achieving a maximum bicycle mode split in The City of Portland and the Metropolitan Region is based on and supported by several local and regional planning efforts

currently underway. First is an update to Portland’s Bicycle Master Plan. The city’s Bicycle Master Plan was originally adopted in 1996 and identified a bikeway network of more than 600 miles that emphasized bicycle lanes on major roadways. This update, underway for the past 18 month will focus more on bicycle boulevards and using better bikeway designs for existing and new facilities in order to appeal to the “interested but concerned” demographic.

Metro, the regional governmental body, is engaged in two activities supporting this plan. First is an update to the Regional Transportation Plan (RTP). This update is similarly refocusing regional policies to favor development of bicycle boulevards and off-street trails. The Metro Council is also spearheading a regional effort, Connecting Green Trails identify a full range of funding options to build a 400-mile regional trail network that will cost approximately \$1 billion.⁴

Our plan is strategically selected with the support of regional partners, designed to be a synergistic effort in applying the lessons learned in the urban laboratory to the outlying suburbs while building on the successes within Portland to maximize mode share throughout the region.

The key components are:

- ◆ Build and repair bicycle and pedestrian facilities including regional trails to be high quality and meet the safety test of the “interested but concerned” population
- ◆ Connect facilities at key points including trails with on-street bike facilities and both with bridges across major obstructions
- ◆ Educate people about and encourage people to use facilities to increase the mode split

Table 4
Portland Metropolitan Regional Transportation Plan

Build: We will build the missing portions of the regional trails identified in Table 2 We selected these trails because they have maximum potential for increased mode share.	\$50 million
Build: We will build 100 miles of bicycle boulevards within the city of Portland so that Portland’s existing 30 miles of boulevards will expand to 130 miles throughout the entire city. With 130 miles of bicycle boulevards 80% of Portland’s citizens will be within one-half mile of these popular, family-friendly bikeways.	\$21 million
Connect: We will improve on-street connections that link to the trails identified in Table 2 and trailheads in the region through improved crossing, bike boulevards, signage, signals, crosswalks, etc.	\$5 million
Repair: We will improve existing bikeways in the City of Portland —bringing our existing bicycle boulevards to a higher standard, improving crossings, slowing traffic, widening bicycle lanes, and fixing the 50 worst intersections in Portland	\$6 million
Repair: We will repair and upgrade existing regional trails to bring them up to a higher standard.	\$2 million
Connect: We will build two bicycle-pedestrian bridges to eliminate barriers that currently prevent two Portland neighborhoods from having good bicycle and pedestrian access to our primary bikeway network.	\$7 million
Educate: We will expand our nationally-recognized Portland Smart Trips and Regional Transportation Options encouragement program to provide more information more frequently to more people throughout the region about how to best take advantage of alternatives to driving.	\$9 million

⁴ 198 miles of this network have already been constructed.

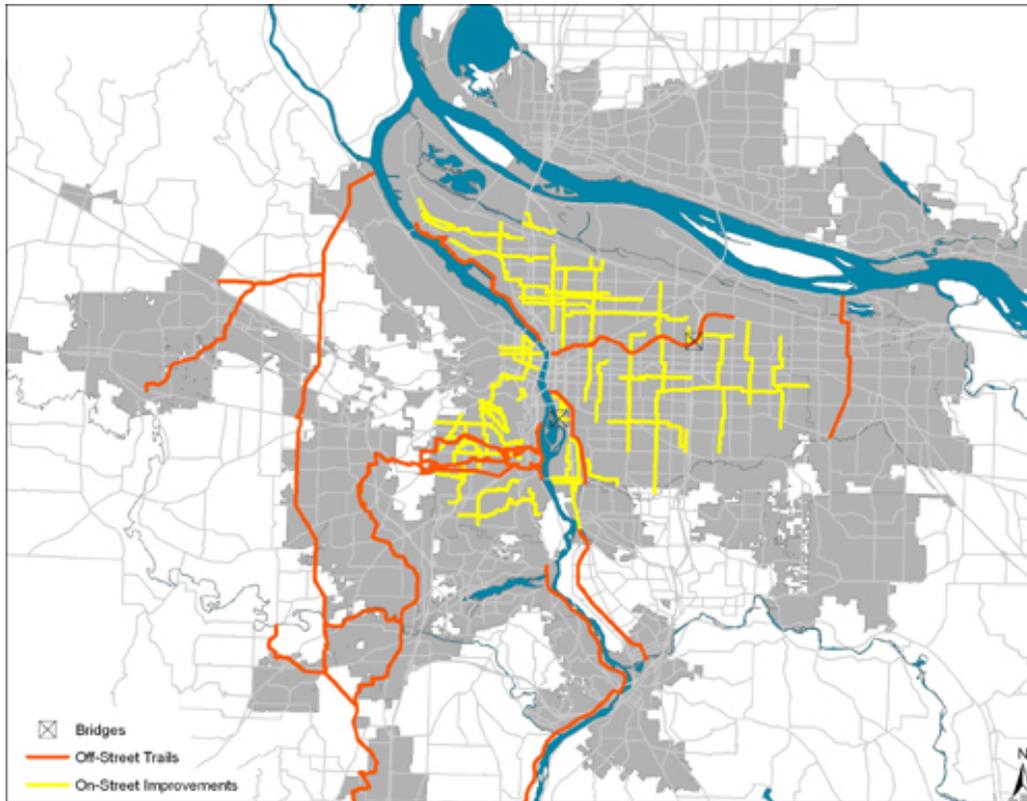


Figure 3.
Map of Proposed Regional Investments

The total of these above improvements (Figure 3) is \$100 million, and represent only a fraction of a more comprehensive package of more than a billion dollars in identified in bicycle and pedestrian improvements ultimately needed. However, this simple plan represents more than a 10-fold increase above current expenditures in the Portland metro area for bicycling. Implementing this plan will put the Portland region well on its way to achieving a 25% overall mode split for bicycling. This level of expenditure, though high by American standards, would be more in line with what cities across the world spend to support bicycling as a significant means of transportation (Appendix A, Figure A5).

Benefits

Creating a bikeway and trails system that will dramatically increase bicycle use offers many obvious and recognized benefits.

Health. The Federal Center for Disease Control and Prevention recommends increased activity for Americans as the primary means to address the serious problems of adult and childhood obesity and the accompanying epidemic of diabetes. The CDC has also long identified that “automobile trips that can be safely replaced by walking or biking offer the first target for increased physical activity in communities.” Why is this important? Consider that in 2000 the total direct and indirect costs of obesity to the US were estimated to be \$117 billion, mostly due to diabetes, heart disease and hypertension⁵.

Creating urban and suburban areas in which people can transport themselves using their own power for those trips under 3 miles will be sufficient to provide us with the 30 minutes of daily physical activity public health professionals recommend. We are fortunate that the majority of trips in this country are 3 miles or less. This length trip requires a bicycle ride of approximately 18 minutes at a

⁵ US Department of Health and Human Services, “The Surgeon General’s Call to Action to Prevent and Decrease Overweight and Obesity; Economic Consequences,” December 31, 2007, http://www.surgeongeneral.gov/topics/obesity/calltoaction/l_3.htm

“no-sweat” pace of 10 miles per hour. While such a trip requires no special equipment—other than a bicycle—it still provides a level of daily activity sufficient to improve and maintain personal health.

Environmental. In the Portland region, as in much of the country, the transportation sector contributes mightily to the emission of greenhouse gases. In the Portland metro area, transportation is responsible for 40% of overall climate change gases. Many scientists believe that in order to reduce the threat of global climate change we must, by 2050, reduce greenhouse gas emissions nationwide to 20% of 1990 levels. As part of our local strategy in achieving this goal, Portland will reduce emissions from the transportation section to 10% of 2006 emission levels. This ambitious goal requires changes at the federal, state and local levels. One of the most cost-effective changes we can make will be to create conditions under which more people can bicycle for their daily transportation needs.

Reducing greenhouse gases will not be the only environmental benefit to accrue to the Portland region from increased bicycling. Achieving a bicycle mode split of 25% within Portland and 8.5 % regionally in the next 15 years will also help reduce pollution from particulates and other air toxins produced by the burning of gasoline. More than two dozen community health studies since 1987 have linked particulate pollution to reductions in lung function, increased hospital and emergency room admissions, and premature deaths. Recently, two major epidemiological studies (by the American Cancer Society and Harvard University) showed that people living in more polluted cities had an increased risk of premature death compared to those in cleaner cities. One of the best ways the transportation sector can contribute to reducing particulate pollution is to switch trips from auto to non-polluting means.

While the air pollution produced by automobiles is clear, less obvious but no less serious is the water pollution resulting from deposition from automobiles. Automobiles drip oil, antifreeze, grease and metals on streets and driveways that then find their way to streams, rivers and lakes. Even materials emitted as gas, including nitrogen and other contaminants, eventually settle in water. Each year Americans dump enough oil to contaminate about 1.5 trillion gallons of water. Reducing car use helps reduce this level of pollution, as well.

Transportation. One of the principal transportation issues facing any urban area is congestion of the roadways. One of the most cost-effective means of reducing congestion in an urbanized area is to successfully shift trips away from the automobile. With very limited resources Portland has been successful at achieving the highest bicycle mode splits of any large city in the US. At the same time, we’ve seen the proportion of automobile commute trips drop (see Figure 1). While many strategies are needed to address congestion—including focused roadway improvements—developing a successful system for bicycling will always offer the best return on investment.

Economic. While recent rises in the cost of oil and gasoline have brought this point home more than ever before, driving and supporting and maintaining an automobile is expensive. Much of the money spent to keep an automobile running typically is sent to countries able to pump oil out of their lands. In Portland, which neither refines oil nor builds cars, most of the annual expenditures on automobiles leaves our region.

A recent study by a nationally recognized economist⁶ determined that because our citizens drive less than the national average the Portland Metropolitan Area annually keeps more than \$800,000,000 circulating in our local economy that would have otherwise left the region. That money, which supports local businesses, would instead have been sent to those places in the world that either produce oil or build cars. We expect the effect to our local economy to be even bigger under this plan for several reasons. First is that with increased bicycle use will come higher savings as bicycling costs even less than transit. Second is that more people using alternatives to the automobile will collectively produce a higher savings than was estimated for existing conditions. Third is that with the rising cost of gasoline there is simply more money to be saved.

⁶ Cortright, Joe, “Portland’s Green Dividend,” A white Paper from CEOs for Cities, July, 2007, <http://www.ceosforcities.org/rethink/research/files/PGD%20FINAL.pdf>

CONCLUSION

Producing these benefits requires putting the above plan into place. Fortunately, Portland and the Metropolitan Area possess the leadership, expertise, and interest to do so.

Portland is truly poised to demonstrate how an American city and American suburban region can create world-class cycling conditions. The Portland Metropolitan Region has the policy support, political leadership, engineering expertise, understanding of the cycling “market,” community desire, foundation and “bones” to take American transportation cycling to the next level. We know much about how to build transportation systems that emphasize bicycling, walking and transit. While we still have more work to do in refining and advancing our designs and policies, the thing we most lack, the one thing that most holds us back is lack of funding.

Portland will continue to be a national laboratory both demonstrating the art of the possible as well as providing encouragement through example to jurisdictions across the country.

We have the knowledge.
We have the experience.
We have the expertise.
We have the leadership.
We have the interest.
We have the foundation.

APPENDIX A. SUPPORTING GRAPHICS

Figure A1. Portland Central City Ridership and Crashes

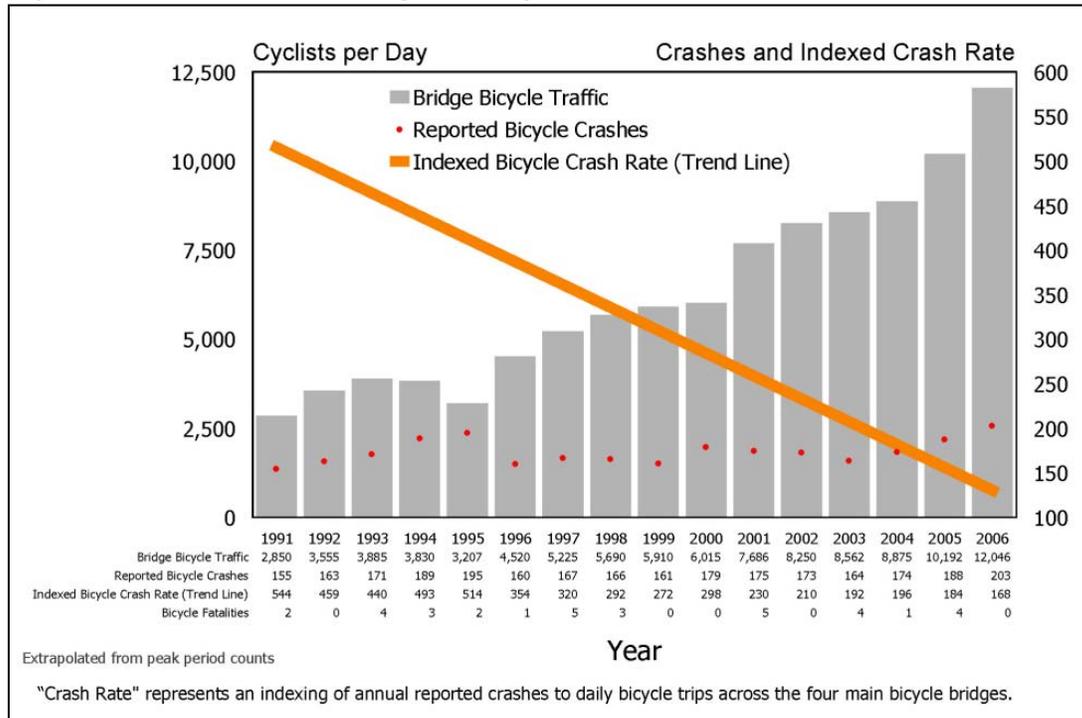


Figure A2. Portland's Bikeway Development Over Time

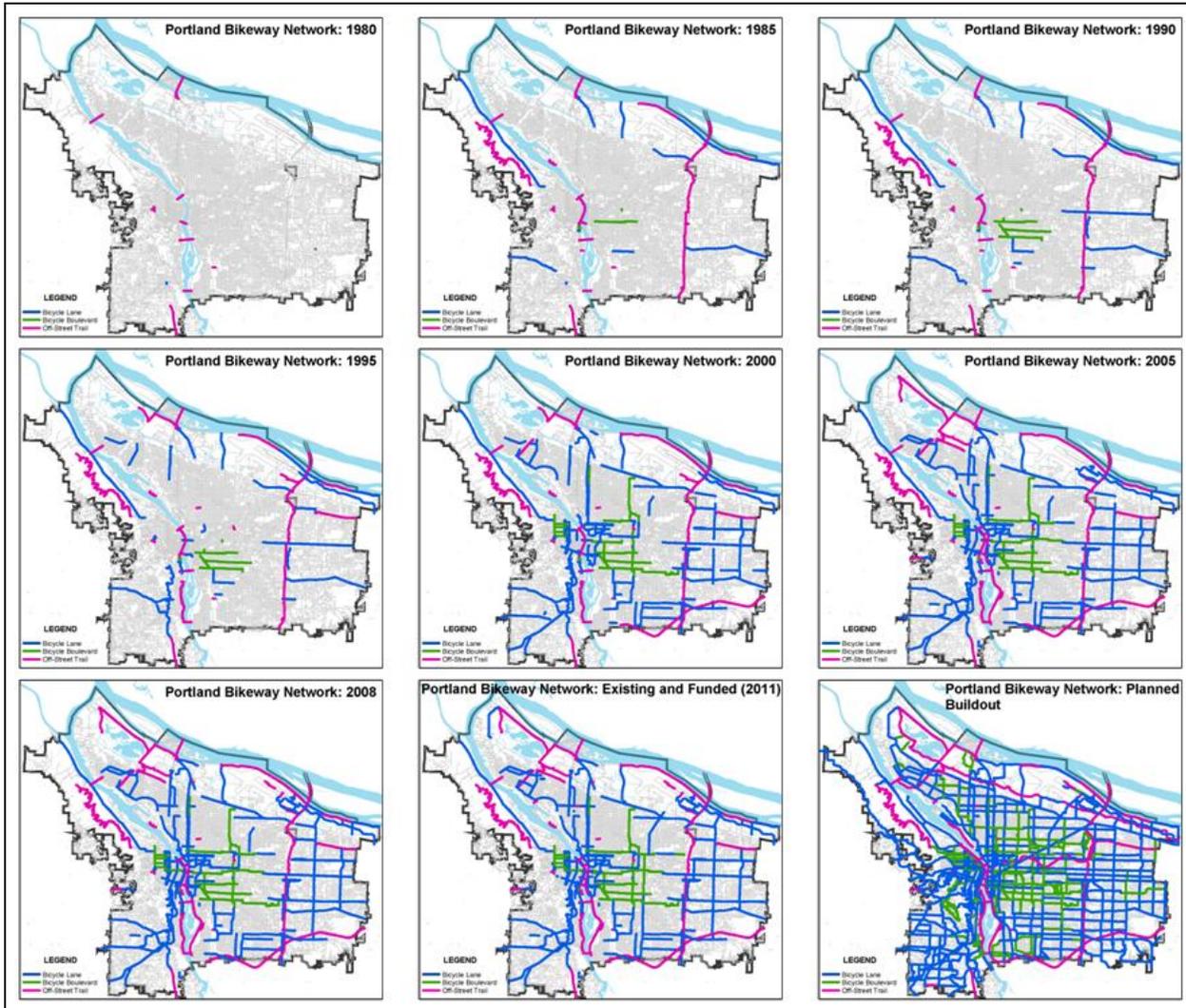


Figure A3. Existing Conditions for Bicycling in Portland

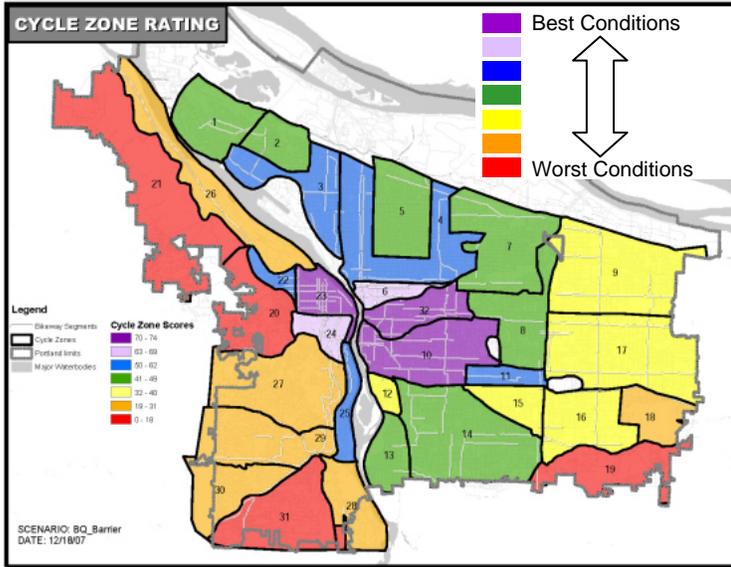


Figure A4. Map of Bicycling's Potential in Portland

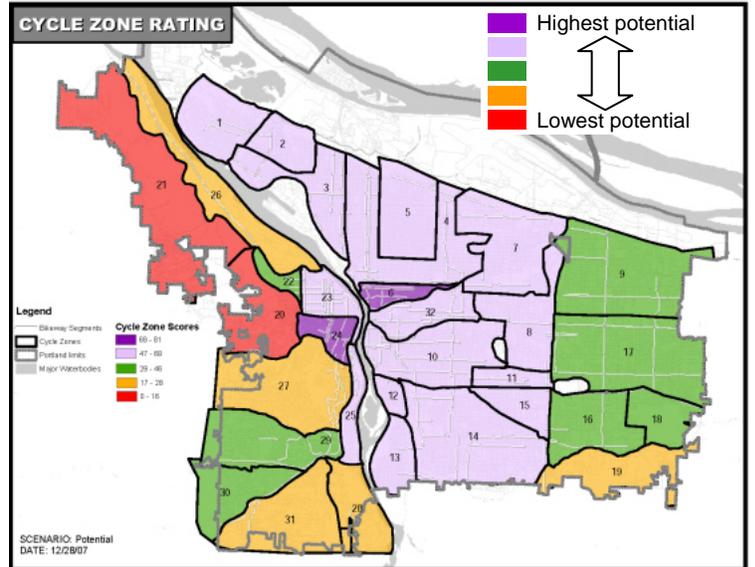
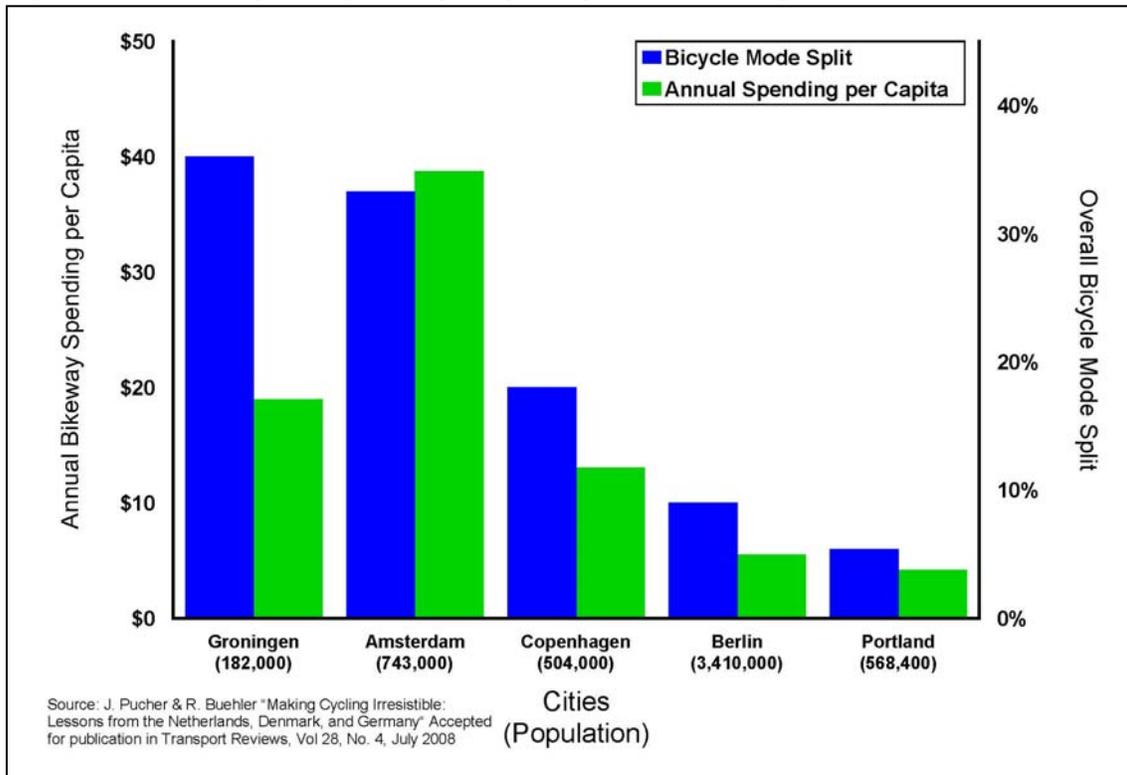


Figure A5. Annual Spending on Bicycles per capita and mode split



Appendix B. Letters of Support



CITY OF GRESHAM

Department of Environmental Services
1333 N.W. Eastman Parkway
Gresham, OR 97030-3813
(503) 618-2525
TTY (Hearing/Speech Impaired) - (503) 661-3942
FAX (503) 661-5927
www.ci.gresham.or.us/des

David S. Rouse
Director

Transportation &
Development
Services
John Dorst
Deputy Director

Office of Community
Relations
Tam Driscoll
Manager

Parks & Recreation
Division
Robb Courtney
Manager

Watershed
Management Division
Steve Fancher
Manager

Wastewater Services
Division
Guy Graham
Manager

Water Division
Brian Stahl
Manager

Recycling & Solid
Waste
Program
Dan Blue
Manager

June 26, 2008

The Honorable Ron Wyden
United States Senate
223 Dirksen Senate Office Building
Washington, D.C. 20510

Dear Congressman Wyden:

The City of Gresham, Oregon supports the *Rails to Trails Conservancy's '2010 Campaign for Active Transportation'*. This initiative will fund 40 cities and/or regions around the country at \$50 million each to increase non-motorized transportation options for bikes and walkers. Funds could be used to construct additional regional trails, bike lanes and bike boulevards, sidewalks and education/marketing/incentive programs to get people out of their cars. The program would be administered through the U.S. Department of Transportation's Federal Highway Administration. (FHWA) Current FHWA funding programs are up for reconsideration of re-authorization by Congress in 2010.

The Portland metropolitan area has long been a leader in urban trails/bicycle transportation. Agencies and non-profits collaborate and work together in reducing automobile trips and increasing alternative mode split. We are proud of Portland's recent 2008 recognition of Platinum-level status as a *Bicycle Friendly Community* by the League of American Bicyclists.

Portland and the surrounding communities have identified more than 50 regional trails for Multnomah, Clackamas and Washington counties. Metro has identified the "Great Eight" as high-profile, high-volume trails that will help reduce automobile use. These include the Gresham-Fairview Trail, Tonquin Trail, Fanno Creek Greenway Trail, Red Electric, Trolley Trail, North Portland Greenway, Sullivan's Gulch and Westside Trail. Clark County, Washington also has planned for a significant series of regional trails that will connect with Oregon's trails.

Gresham has five regional trails within our jurisdictional boundaries that will require funding. These include:

40-Mile Loop	\$ 950,000
Columbia Slough Trail	\$ 990,000
Scouter Mountain Trail	\$ 1,312,000
Gresham-Fairview Trail	\$ 4,535,944
East Buttes Loop	\$ 14,777,138
Totals	\$ 22,565,082

As the above figures indicate, the costs of planning, land acquisition, design and construction are substantial.

Benefits of the Gresham / Fairview Regional Trail

Let's examine the benefits of the 5.2-mile Gresham-Fairview Trail more closely. Phase I was dedicated on National Trails Day - June 7, 2007. Phases II and III are currently in design development with construction starting in 2009.

- Provides a safe north/south off-street 10-12 foot wide, multi-use, paved trail to walk, ride a bike, run, rollerblade, skateboard, observe nature, hike, or commute. This is the only north/south regional trail east of I-205 in Multnomah County. When fully completed user counts are estimated at 700,000 trail trips annually.
- Provides connectivity and safe off-street, non-motorized public access to:
 - * Neighborhoods
 - * Schools
 - * Employment Centers
 - * Industrial Areas
 - * Ruby Junction Light Rail Station and Bus Transit Systems
 - * Parks, Trails and Natural Areas
 - * Other Community and Regional Facilities
- Links to Regional and Town Center, Main Streets, Transit Oriented Development, Bike Oriented Development, etc.
- Provides safe crossing of seven major arterial roads. This trail is considered part of the national 'Safe Routes to Schools' program.
- The trail will be fully ADA accessible to trail users of all ages and abilities.
- Located within one mile of the Gresham Regional Center and the Rockwood Town Center, the trail increases opportunities for citizens, employees and visitors to participate in Gresham's most popular recreational activities of walking, running, hiking and bicycling.
- Links and connects six east/west trails, including five regional trails:
 - * Springwater Corridor Trail
 - * MAX Trail
 - * I-84 Multi-Use Bike / Pedestrian Path
 - * Columbia Slough Trail
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 - * Fairview's Salish Ponds Trail
 - * Future connections to regional trails: East Buttes Powerline Corridor Trail, East Buttes Loop Trail, Scouter Mountain Trail, Clackamas River, and other trails.
- Encourages physical activity which helps prevent health problems, boosts confidence, and builds self-esteem through trail related recreation. Obesity is a national concern. Walking is the # 1 recreational activity in Oregon for adults and children as identified in the State of Oregon Parks SCORP (Statewide Comprehensive Outdoor Recreation Plan)

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 - * Johnson Creek Natural Resource Area
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 - * Metro's Blue Lake Regional Park
 - * Columbia River.

The many benefits of the Gresham-Fairview Trail are typical of regional trails. As of February 1, 2008 Gresham's population reached 100,000. Gresham is one of 24 growing communities in the Portland area. The area is expected to attract an additional million residents by 2050. How will they move around? A network of regional trails infrastructure is analogous to the interstate highway system of the 1950's - 1960's. Portland and the rest of the county need this bill to pass now for the current generation:

- The country needs to finally have a substantial amount of funds from the federal level for trails and bike/ped projects.
- Re-authorization of the Transportation Highway Bill is critical and needs to include funding for alternative transportation.
- The Portland region has educational, marketing, and incentive programs to get more people to bike and walk.
- The rising high costs of gasoline and automobiles will encourage more physical activity.
- Currently there are limited funds or few other sources of funding; thus this new funding source is needed.

Thank you for your support of the *Rails to Trails Conservancy's '2010 Campaign for Active Transportation'*. Oregon is proud of its system of regional trails and the substantial use they have and will continue to have in the years to come.

Sincerely,



Robb Courtney
Parks & Recreation Division Manager
City of Gresham



CITY OF GRESHAM

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1333 N.W. Eastman Parkway
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June 26, 2008

David S.
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Director

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John Dorst
Deputy Director

Office of
Community Relations

Tam
Driscoll
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Recreation
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Robb
Courtney
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Watershed
Management
Division

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Fancher
Manager

Wastewater
Services
Division

Guy
Graham
Manager

The Honorable Gordon Smith
United States Senate
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Water
Division

Brian Stahl
Manager

Recycling &
Solid Waste
Program

Dan Blue
Manager

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Sincerely,



Robb Courtney
Parks & Recreation Division Manager
City of Gresham

Dear Oregon Congressional Delegation:

June 24, 2008

The Honorable Ron Wyden
The Honorable Gordon Smith
The Honorable David Wu
The Honorable Earl Blumenauer
The Honorable Darlene Hooley

npGREENWAY strongly supports the Portland regional funding proposal to the Rails to Trails Conservancy for funds to build multipurpose trails. Our organization has worked with the City of Portland, Metro, neighborhood and business associations and the general public for several years to advocate for the completion of the North Portland Greenway Trail.

Portland is an ideal city to be one of 40 cities in the Rails to Trails Conservancy initiative that would receive \$50 million from Congress to increase options for bicyclists and walkers.

Enthusiasm for multipurpose trails in the Portland Metropolitan area is shown every day by the thousands of bicyclists and walkers who use existing trails for commuting and recreation. Annual counts at points along multipurpose trails show a far higher number of bicyclists and walkers than at street intersections with bike lanes. The 15,000 people who biked and walked streets closed to auto traffic in North Portland on Sunday June 22, 2008 for Portland's experimental Sunday Parkways, shows the pent up demand for safe, healthy, car free biking and walking.

The North Portland Greenway Trail will extend roughly ten miles north of downtown, along the Willamette River, linking neighborhoods, shopping, schools, a university, and employment centers. The trail will connect to other regional trails significantly expanding the number miles of safe, off road biking and walking. Bike lanes along streets used by experienced bicyclists don't serve the huge number of people who feel uncomfortable bicycling with vehicle traffic, especially parents with children and beginning bicyclists. Our transportation system needs a mix of on and off street biking and walking facilities for healthy ways to move about the city.

With the cost of gasoline increasing many people want an alternative to driving. Safe biking trails with direct access to jobs, shopping and schools provide a necessary optional alternative to driving.

npGREENWAY is a citizen volunteer organization like a number of other friends of trail groups in the Portland Region. Activity by citizen groups is one reason that Portland is an ideal city to receive federal funds to significantly increase biking and walking. Due to our efforts, supporters of the North Portland Greenway Trail includes the Swan Island

Business Association and the Lloyd District Transportation Management Association; both be served by the trail. Supporters include the University of Portland, adidas America and TerraFirma Building. Significant federal funding is necessary to finally make a regional multipurpose trails system in Portland a reality.

npGREENWAY urges your support for Metro and the City of Portland's applications for funding the Rails to Trails Conservancy's 2010 Campaign for Active Transportation.

Thank you for your support,

On behalf of npGREENWAY

Pam Arden

Scott Mizze

Francie Royce

Curt Schneider

www.npGREENWAY.org

Attached letters: Lloyd District TMA
adidas America
Swan Island Business Association
Terra Firma Building

Cc. Mel Huie, Regional Trails Coordinator, Metro
Rex Burkholder, District 5 Councilor, Metro



*** MEMORANDUM ***

TO: Francie Royce
North Portland Willamette Greenway Trail Project

FROM: Rick Williams
Executive Director, LTMA

DATE: June 27, 2008

RE: *Board of Directors Endorsement of Greenway Trail Project*

Let me begin by expressing our thanks to you for briefing the Lloyd Transportation Management Association (LTMA) Board of Directors on the North Portland Willamette Greenway Trail Project. The project is certainly ambitious and, when completed, will provide a marvelous asset to North Portland and the entire City of Portland. The LTMA Board truly appreciated the time you took to walk us through the project vision.

As you know, the LTMA's mission is to support the economic vitality and livability of the Lloyd District through business based programs and services that facilitate the transition of auto trips to non-single occupant vehicle modes of access, particularly employee trips. Our 2007 – 2009 Strategic Plan calls for increased efforts to improve pedestrian and bicycle options for the district. Our goal is to increase bicycle commute trips from 5% to 10% and walk trips from about 2% to 5%.

The North Portland Willamette Greenway Trail Project truly meshes with our strategic goals for the Lloyd District, particularly for the 9% -15% of our employees who currently live north of the district. Like the Eastbank Esplanade and the Springwater Corridor, the envisioned water-level trail connection from Cathedral Park to the Steel Bridge has the potential to become a central component of the region's multi-modal transportation infrastructure, serving thousands of cyclist and pedestrian commuters and recreational users. We are confident that many can and will be Lloyd bound trips. Particularly important for the Lloyd District is that the trail will link North Portland with the Eastbank Esplanade, downtown across the Steel Bridge and other neighborhoods and business districts south. Lloyd's place along the trail will add to its significance as a central link to the rest of the Central City.

We know that as you move forward with this project that issues of how the trail interacts with private property interests, and how the trail will be designed to assure a high level of quality and safety, will come up. It is our hope that everyone involved can see the positive contribution such a link can make to meet our multi-modal transportation goals and work positively and creatively to arrive at a project that is truly unique, if not world class. The LTMA Board immediately recognized the positive impact this project will have on the accessibility and attractiveness of our business district.

Please use this endorsement as you move forward to communicate the LTMA's full support for this important project. We urge that the North Portland Greenway Trail be put on official zoning and comprehensive plan maps, and that land acquisition and development decisions be made in support of this goal.

Also, continue to keep us up to date and informed on the project and how we can stay abreast and participate. We look forward to the project's progress.

Cc: LTMA Board of Directors



July 20, 2007

David Bragdon
Metro Council President
600 NE Grand Avenue
Portland, OR 97232

RE: npGreenway Vision for the North Portland Greenway Trail

Dear President Bragdon:

adidas America endorses and supports the npGreenway vision for the North Portland Greenway Trail and its associated projects that will improve access and create recreational opportunities around Swan Island and all along the Willamette River in North Portland.

As a sports company, we promote and advocate healthy and active lifestyles for our employees and members of the community who share this commitment. Our employees exemplify this as many run, walk, and bike as part of their work day.

With the close proximity of our US headquarters to the proposed improvements, it would be a great benefit and welcome addition for use by our employees as well as for the surrounding community. We recognize the importance of accessibility and safety for everyone who walks, runs, or bikes as a means of transportation and/or recreation.

As a neighboring business to Swan Island and the North Portland community, we urge that the North Portland Greenway Trail be put in the Regional Transportation Plan (RTP) and on official zoning and comprehensive plan maps, and that land acquisition and development decisions be made in support of this goal.

Sincerely,

A handwritten signature in cursive script that reads "Patty Goffe".

Patty Goffe
Community Relations Manager

cc: Councilor Rex Burkholder, Metro
Mel Huie, Regional Parks, Metro

adidas
5055 N. Greeley Ave.
Portland, OR 97217

T +1-971-234-2300
F +1-971-234-2450



*Swan Island Business Association
P.O. BOX 4773, Portland, OR 97208*

October 10, 2007

To Whom it May Concern,

Swan Island Business Association endorses a North Portland Greenway Trail from the Eastbank Esplanade to St Johns.

Swan Island businesses and their employees have enjoyed the benefits of a segment of the Greenway Trail on Swan Island since the 70's. It is an important amenity for employees as well as a key link in the area's transportation options.

Extending the Greenway south to the Esplanade and north to St Johns will improve job access to businesses throughout Swan Island and all along the river, and expand recreational opportunities for employees and neighbors in the adjacent communities.

We believe that the Trail must be designed and constructed so as to minimize impacts on businesses...SIBA does not support a Trail segment through the Shipyards!...and urge the City of Portland to move decisively to construct segments where publicly owned right of way and/or public/private partnerships offer once in a lifetime opportunities.

Links to North Portland neighborhoods, such as recent improvements to Going Street and the funded Waud Bluff Trail, make it easier for Swan Islanders to live and play close by to where they work, reducing commuter trips on the area's constrained roadways.

SIBA looks forward to working with Swan Island's many businesses, City and Metro staff, and citizen advocates like npGreenway to see this decades old dream come to fruition.

Sincerely,

Dave Panchot, SIBA President



TerraFirma Building, Inc.
4303 N. Albina Avenue
Portland, Oregon 97217
V : 503.282.2271 F : 503.282.2272

www.terrafirmabldg.com

September 5, 2007

Mayor Tom Potter
1211 SW 4th Ave., Suite 340
Portland, Oregon 97204-1995

Dear Mayor Potter,

TerraFirma Building, Inc. would like to voice its support of the npGreenway vision for the North Portland Greenway Trail.

As real estate developers in the North Portland area, we understand the need for, and positive impact projects like this have on our community and the city in general.

This is more than just a bike path; it is one of the many choices we make in Portland to create an incredible city. A choice that we will enjoy today, but truly understood by generations to come.

Sincerely,

David Hassin
President

cc: Commissioner Sam Adams
Commissioner Dan Saltzman
Greg Everhart, City of Portland Parks Bureau
Shannon Buono, Bureau of Planning, City of Portland

June 25, 2008

The Honorable Darlene Hooley
United States House of Representatives
2430 Rayburn House Office Building
Washington D.C. 20515

Dear Representative Hooley:

I am writing to urge your support for the reauthorization of the Transportation Highway bill and, specifically, its inclusion of funding for alternative transportation.

The metropolitan Portland area has hugely benefited from prior federal investment in our bicycle and pedestrian transportation system. Local funding for these projects is so limited; this new source is critical to the development of additional trails and bike/ped projects.

I live in NE Portland and am part of a group working to encourage the development of the Sullivans Gulch Trail. It is a multi-use trail that would parallel the I-84 freeway and provide a significant new transportation alternative for the people on the east side of the city. We could safely bike or walk from the Eastbank Esplanade to the I-205 bike path and beyond.

Just think how wonderful it would be for visitors or residents returning home to see a green, busy multi-use trail paralleling the I-84 freeway as they drive or take MAX in from the airport. And maybe some of those visitors or residents would even use that trail to get to the airport. I used to work at the airport and drive through neighborhoods to get there. What a sweet way it would be to get to PDX by taking a safe trail out Sullivans Gulch to the I-205 bike path.

Thanks so much for your work to make the world, our country and our community a better place. I have been paying a lot more attention to politics lately, and have come to appreciate the people who really serve all of us in Washington DC.

Sincerely,

Susan Hathaway-Marxer
2136 NE 22nd Avenue
Portland, OR 97212

P.S. We met at the celebration of life for Marcia Keith. Gosh, don't you miss Marcia though. She was such a spark to our book group.

June 25, 2008

The Honorable Ron Wyden
United States Senate
223 Dirksen Senate Office Building
Washington D.C. 20510

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2136 NE 22nd Avenue
Portland, OR 97212



Serving Beaverton and the westside since 1955.

**TUALATIN
HILLS PARK &
RECREATION
DISTRICT** ADMINISTRATION OFFICE

15707 S.W. Walker Rd • Beaverton, Oregon 97006 • (503) 645-6433 • FAX (503) 629-6303
www.thprd.org

Doug Menke
General Manager

BOARD OF DIRECTORS

Joseph Blowers
John Griffiths
Bill Kanable
Larry Pelatt
Bob Scott

June 26, 2008

The Honorable Gordon Smith
United States Senate
404 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Smith,

I am writing you today on behalf of the Tualatin Hills Park and Recreation District to ask for your support of funding to assist the construction of trails throughout the Portland area, including the greater Beaverton area that THPRD serves. As envisioned by the Rails to Trails Conservancy's "2010 Campaign for Active Transportation" funds for that purpose would be included in the reauthorization of the U. S. Department of Transportation's Federal Highway Administration (FHWA) programs in 2010 as part of the Transportation Highway Bill. The Rails to Trails proposal is that \$2 billion would be made available to increase transportation options for bicyclists and walkers nationally, with at least \$50 million available to fund projects in each of 40 cities and/or regions.

One hundred million dollars is being sought for bike/ped projects in the Portland area including building regional trails, trail heads and trail connections to neighborhoods, bike facilities and boulevards, and conducting education/marketing programs. Soft surface and nature trails are not the focus of the initiative. At least half the funding in the Portland area would go to construction of regional trails such as the Westside and Fanno Creek trails in the Beaverton area.

Given the rapid rise in the cost of gasoline and the broad public interest in finding alternatives to commuting by car I believe this funding proposal is especially timely. Two recent statistically valid surveys found that over 40% of THPRD residents think creating hiking, biking and walking trails should be the first or second highest priority for spending District funds. Any funding THPRD might receive for bike/ped projects as a result of this effort would supplement existing efforts to add funding for that purpose such as:

- A recent decision by the THPRD Board of Directors to seek voter approval in November of a \$100 million bond measure to fund a variety of park and recreation projects including \$14,645,000 to build 15 segments of regional and community trails in the District and \$1.2 million to buy land for new trail connections;

- A recent authorization by the Board to apply for \$2.4 million in regional funding under the Metropolitan Transportation Improvement Program to build a three-quarter mile segment of the Westside Trail.

We are also in the process of building a two-mile segment of the Westside Trail in southwest Beaverton using \$1.2 million of local systems development funds and \$1 million of Federal funds.

The success of these and other efforts will move THPRD a long way toward implementation of its Trails Plan (map enclosed). However, much remains to be done. One challenge, for example, is finding ways for walkers and bicyclists to safely and directly cross major streets that intersect with trail routes. Receipt of Federal funds for trail system development would provide much needed assistance.

If you or members of your staff have any questions regarding this matter or anything relating to the Tualatin Hills Park and Recreation District, please feel free to contact me at (503) 645-6433 or dmenke@thprd.org. Thank you for any assistance you can offer.

Sincerely,

A handwritten signature in black ink, appearing to read 'Doug Menke', written in a cursive style.

Doug Menke
General Manager

CC: Board of Directors
Trails Advisory Committee

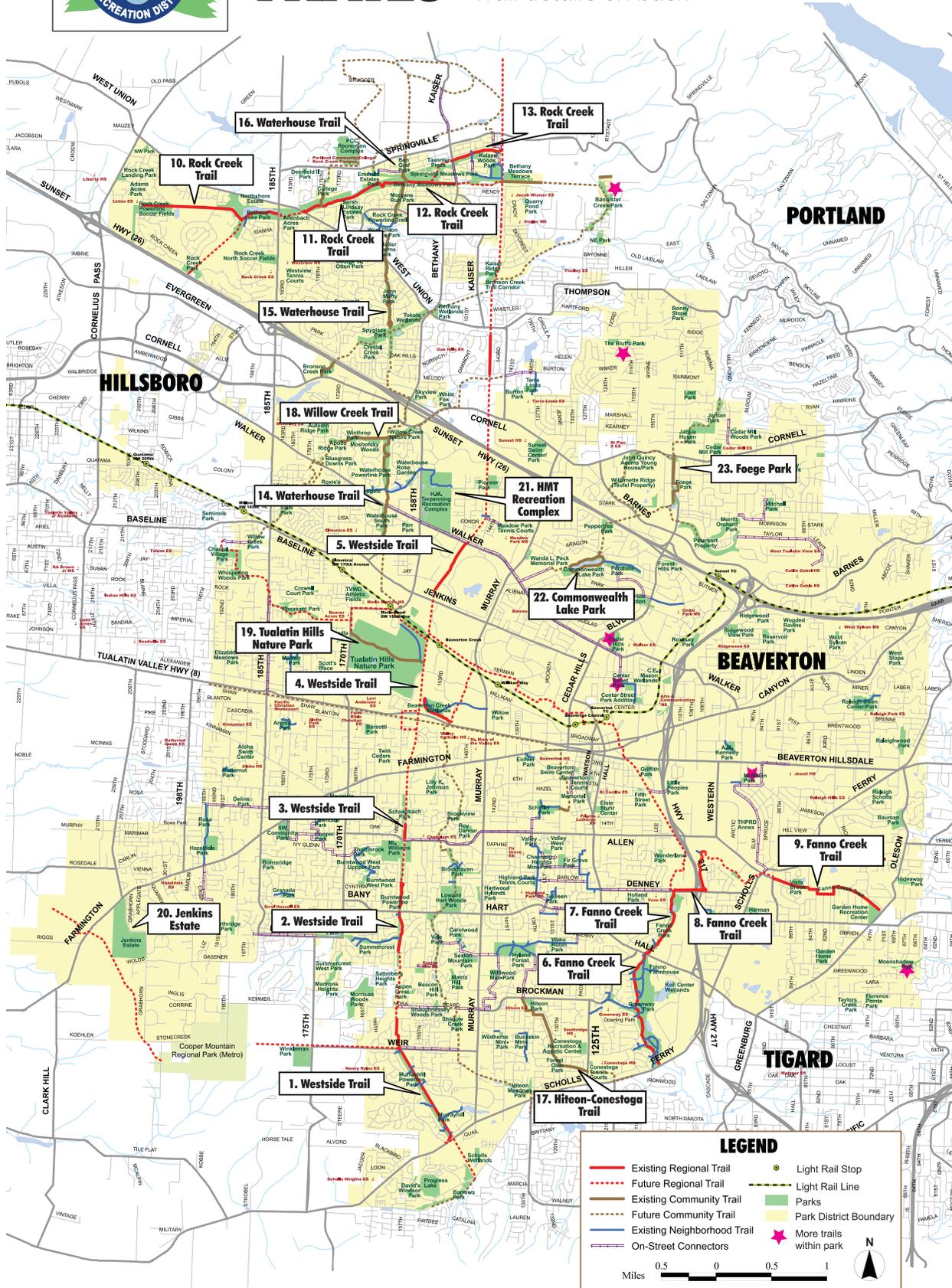
Enclosure



TUALATIN HILLS PARK & RECREATION DISTRICT

TRAILS

Trail details on back





TUALATIN HILLS PARK & RECREATION DISTRICT TRAILS MAP

The following is a list of the major trails within the Tualatin Hills Park & Recreation District. The map on the opposite side highlights the Regional Trails, Community Trails and significant Neighborhood Trails, as well as On-Street Connectors.

Regional Trails

10' - 12' wide, Hard Surface – Multi-Use Trail, ADA Accessible

Westside Trail (formerly Beaverton Powerline Trail)

Name	From – To	Street Crossings	Length
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June 26, 2008

The Honorable David Wu
United States House of Representatives
2338 Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Wu,

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Given the rapid rise in the cost of gasoline and the broad public interest in finding alternatives to commuting by car I believe this funding proposal is especially timely. Two recent statistically valid surveys found that over 40% of THPRD residents think creating hiking, biking and walking trails should be the first or second highest priority for spending District funds. Any funding THPRD might receive for bike/ped projects as a result of this effort would supplement existing efforts to add funding for that purpose such as:

- A recent decision by the THPRD Board of Directors to seek voter approval in November of a \$100 million bond measure to fund a variety of park and recreation projects including \$14,645,000 to build 15 segments of regional and community trails in the District and \$1.2 million to buy land for new trail connections;

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We are also in the process of building a two-mile segment of the Westside Trail in southwest Beaverton using \$1.2 million of local systems development funds and \$1 million of Federal funds.

The success of these and other efforts will move THPRD a long way toward implementation of its Trails Plan (map enclosed). However, much remains to be done. One challenge, for example, is finding ways for walkers and bicyclists to safely and directly cross major streets that intersect with trail routes. Receipt of Federal funds for trail system development would provide much needed assistance.

If you or members of your staff have any questions regarding this matter or anything relating to the Tualatin Hills Park and Recreation District, please feel free to contact me at (503) 645-6433 or dmenke@thprd.org. Thank you for any assistance you can offer.

Sincerely,

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Doug Menke
General Manager

CC: Board of Directors
Trails Advisory Committee

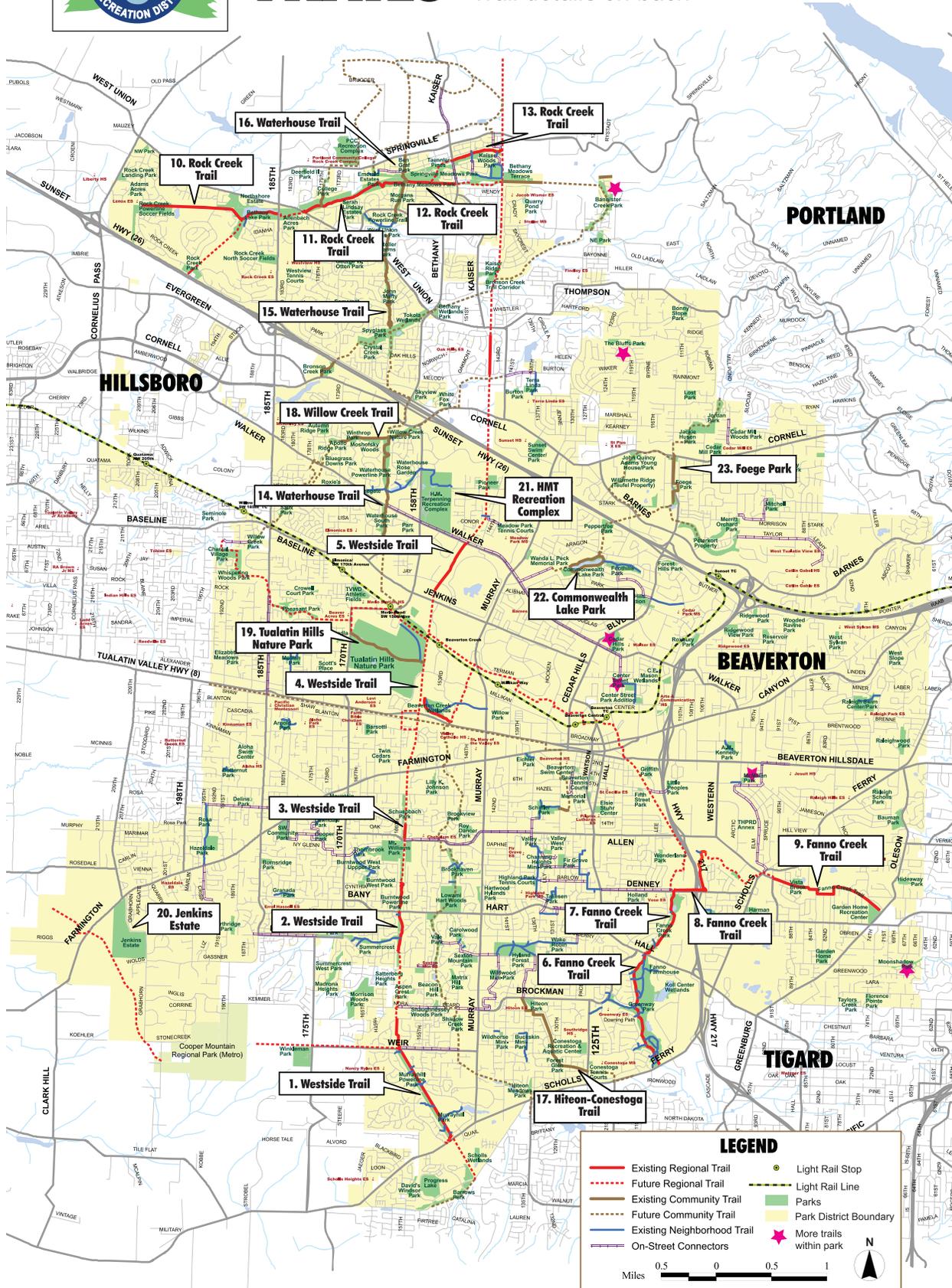
Enclosure



TUALATIN HILLS PARK & RECREATION DISTRICT

TRAILS

Trail details on back



LEGEND

- Existing Regional Trail (Red solid line)
- Future Regional Trail (Red dashed line)
- Existing Community Trail (Brown solid line)
- Future Community Trail (Brown dashed line)
- Existing Neighborhood Trail (Blue solid line)
- On-Street Connectors (Purple dashed line)
- Light Rail Stop (Green circle)
- Light Rail Line (Green dashed line)
- Parks (Green shaded area)
- Park District Boundary (Green outline)
- More trails within park (Pink star)

Miles 0 0.5 1



TUALATIN HILLS PARK & RECREATION DISTRICT TRAILS MAP

The following is a list of the major trails within the Tualatin Hills Park & Recreation District. The map on the opposite side highlights the Regional Trails, Community Trails and significant Neighborhood Trails, as well as On-Street Connectors.

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June 26, 2008

The Honorable Ron Wyden
United States Senate
223 Dirksen Senate Office Building
Washington, D.C. 20510

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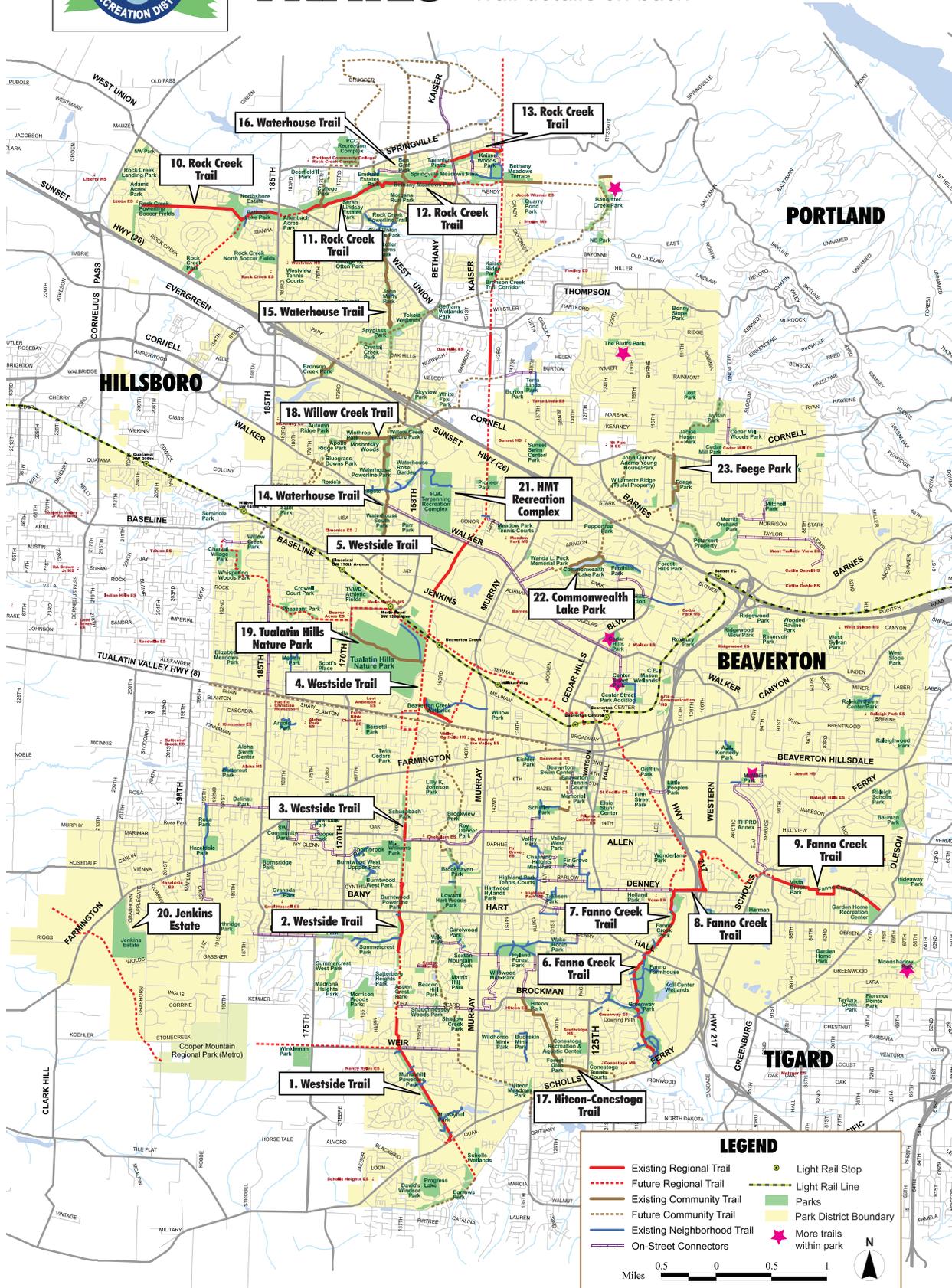
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June 26, 2008

The Honorable Gordon Smith
United States Senate
404 Russell Senate Office Building
Washington D.C. 20510

Re: Support for Rails to Trails

Dear Senator Smith:

On behalf of the Washington County Board of Commissioners, I wish to express our support for the \$100 million request through the Rails to Trails Conservancy for the upcoming Transportation Reauthorization.

We recognize that providing regional trails for residents, employers, employees, and visitors is a key component to the quality of life in Washington County. Partnering with other jurisdictions, we can create an interconnected open-space and trail system in the County and across the region. This network—linking cities, job centers, housing, and parks—provides both a recreational opportunity and an alternative mode of transportation that an increasing number of residents are calling for.

Trails and bike/pedestrian projects are an essential component of the next Reauthorization. Our communities have already made significant investments in these trails and additional federal funds would enable us to leverage further resources.

As Washington County and the region continue to grow, a well-balanced transportation system is critical. Opportunities for alternative modes of transportation, including a strong network of trails, are a necessary part of this system.

Thank you for your support.

Sincerely,

Dick Schouten, Vice-Chair
Washington County Board of Commissioners

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545



June 26, 2008

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United States House of Representatives
2338 Rayburn House Office Building
Washington D.C. 20515

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Appendix C. Regional Trail Maps

