



November 20, 2019

Dear Transportation Funding Task Force Members,

The Oregon Trails Coalition is a broad coalition of trail users and public agencies and business partners. This year we have hosted four regional trails roundtables to discuss important projects in our communities. As you craft your recommendations on corridors and programs in the transportation measure tonight and in the future, we ask that you consider the following.

The transportation measure is critical to funding regional trails that serve as the backbone of our regional active transportation network.

- Our region has a strong regional trails plan within our regional transportation plan that could be transformative for people trying to walk and bike to essential services, and for people who can't imagine biking as transportation now, because they don't feel safe on our roads. Our trails are critical green infrastructure that increase transportation equity and climate and emergency resilience.
- Many small projects within the regional trails plan can be accomplished through the Parks and Nature bond and through Regional Flexible Funds, but these existing funding sources are not large enough to invest in closing significant gaps in the network like building major bridges and completing longer trail segments. The transportation measure is a critical opportunity for trails specifically as local governments cannot fund trails outside road right of way with gas tax dollars.

Don't miss the opportunity to fund regional trail system gaps as part of the corridor approach.

- Please recommend funding the Council Creek Trail as part of the TV Highway Corridor project list. This trail provides a critical, safe, off-street connection for residents of Hillsboro, Forest Grove, and Cornelius. This trail is a crucial alternative to the high traffic road *in addition* to on-street safety and transit enhancement improvements.
- Elevate the Oak Grove to Lake Oswego Bridge/Willamette River Crossing to Tier One corridor list. Without it, those commuting across the river to service industry jobs in Lake Oswego have to go ten miles out of their way to walk or bike to work. This project is critical to the regional network; it should not be halted by those who would rather limit mobility and practice economic exclusion for any residents in our region.
- In all corridors under consideration, please ensure funding for safe bike and pedestrian trail crossings and access points, such as fully funding the Trolley Trail bridge in the McLoughlin corridor. Ensure that the corridors in the transportation measure do not



remain barriers to those trying to access school, work, services, and transit by walking and biking.

Invest in major trail system gaps outside of corridors through program funding.

- The draft Active Transportation Regional Connections program in the measure is a critical pot of funding for off-corridor safety improvements of all types. As currently described, it is not robust enough to fund major gaps in our regional trail and bike/pedestrian network. Please support a programs bucket in the measure robust enough to fund key gaps such as the French Prairie bridge connecting Wilsonville, Highway 26 bridge to connect Westside Trail, and new sections of North Portland Greenway that exist within Portland and Metro right of way.

We support a just measure.

- At our regional trails advocacy roundtables, there has been strong support for a measure that doesn't just include trail investments, but that is fully in line with our region's climate and equity goals and centers transit, safety, and biking and walking. Oregon Trails Coalition is a member of the Getting There Together Coalition, and we support Getting There Together's full suite of recommendations.

Thank for your commitment to the future safety, health, and welfare of our region in serving on this taskforce.

On behalf of the Oregon Trails Coalition,

A handwritten signature in black ink that reads "Stephanie Noll".

Stephanie Noll
Coalition Director