

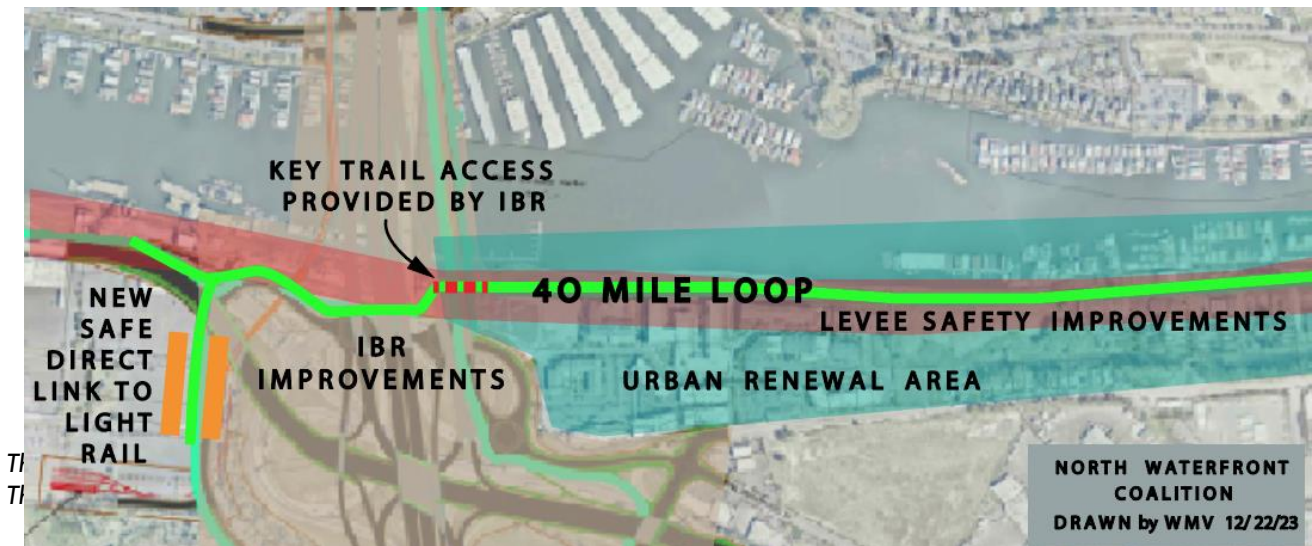
Leigh Anne and Phil Francis
Comments on Building the Bridgeton Trail

Coordinate synergies between improvements by the IBR and other large public and private projects being constructed at the same time. This synergy coordinated by the Cities of Portland and Vancouver could create public amenities greater than any of the individual projects could provide on their own.

Example: Create Bridgeton Trail Segment of the 40 Mile Loop

- 1) IBR Road system requires acquisition of property in order to build the new Harbor Bridges. That property under the new bridges finally puts into public ownership a key missing trail segment of the 40 Mile Loop.
- 2) At the same time as the IBR, the Army Corp of Engineers is upgrading the adjacent levee. The improved levee will be higher in elevation and finished with a compacted gravel maintenance road.
- 3) That key trail segment is also located in an existing Portland urban renewal district. The urban renewal district has already designed the finished trail, amenities and connections to local walkways. The urban renewal district had set aside funds to do the finish work once the trail easements were acquired.
- 4) By completing this Trail segment, Hundreds of residential units in Bridgeton have a direct, protected and safe way to walk and roll to the Expo Light Rail Station. This enhances ridership numbers for the IBR Light Rail and FTA funding requests.

The City of Portland can coordinate these projects together. Work IBR is already planning to do can create a synergy that builds a key piece of Trail infrastructure greater than any one project could do on their own.



Respectfully,
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