

SULLIVAN'S GULCH TRAIL CONCEPT PLAN

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Brad Perkins	1722 NE Sunnyvale 97212	perkinsrealty@comcast.net
✓ JERRY PARKER	PO Box 13503 97213	parker72012@gmail.com
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✓ TAMARA Delidder	1707 NE 52nd 97213	TAMARA@delidder.users.gmxx.com

**Subject: Testimony to the Portland City Council on the proposed Sullivan's Gulch Trail,
July 24, 2012**

I am not here to either support or oppose a Sullivan's Gulch Trail. The 35.9 million dollar price tag is not about peanuts. My chief concerns are equity and self-sustainability.

Per Metro, with indirect costs factored in, motorists pay for about 60 percent of the costs of driving. Per other sources, close to 90 percent of the costs for roadway infrastructure comes from motorist paid fuel taxes; license, registration and other motorist paid user fees. Additionally, about 10 percent jobs in the United States are directly tied to the auto industry - one of the primary reasons President Obama extended the stimulus loans to the auto industry during the height of the present and lingering recession. Currently, one less motorist and one more bicyclist is one less transportation taxpayer, multiplied several times over, equates to one less job.

Looking back at history, beginning in 1878 and following their US commercial manufacture, bicycles became a common form of transportation in Portland. With bicycling becoming trendy, there was a desire to keep bicyclists off the streets and sidewalks. That led to the idea of bicycle paths between the street and sidewalk. In 1896, the United Wheelman's Association was organized, in part, to promote the construction of paved bicycle paths. Lacking any funding, and with the support of this Portland bicycle group; in 1899 Multnomah County initiated a bicycle licensing program - including for out of state and other Oregon bicycles used in the county. All bicycles found without license tags were seized until payment was made. . .

Fast forward to today, and somewhere with the advent of the automobile, before the past few decades when specialized bike lanes began appearing on Portland streets, the vision and self respect of adult bicyclists paying their own way became lost. Today bicyclists want to be given preferential treatment and infrastructure while expecting somebody else to fund the price tag. Providing bicycle infrastructure is not a right, yet it has become a vast entitlement program - welfare for bicyclists regardless of income.

If the Sullivan's Gulch Trail is to be constructed, it is imperative that equity and fairness prevail. The adult bicycling community needs to be assessed for any of the local and/or state dollars allocated. This back to the future funding approach can be done with either an unbiased bicycle license and registration fee, and/or by making the Sullivan's Gulch Trail a toll facility, similar in reverse to the Columbia River Crossing where with such a plan, adult bicyclists only would pay a toll for their use of the corridor.

Moreover, requiring adult bicyclists to pay for bicycle infrastructure has a reality check similarity to property owners paying for improving gravel streets through a LID. . . .

The Sullivan's Gulch Trail has merit, but only when the bicycling community is willing to accept the financial responsibility and pay for it with user fees.

Respectfully submitted,

Terry Parker





240 N Broadway, Ste 214
Portland, OR 97227

LatinoNetwork
www.LatNet.org

info@LatNet.org
503.283.6881

**Sullivan's Gulch Trail
Concept Plan
Wednesday, July 25, 2012
2:00 PM (Time Certain)
Presentation to City Council
Portland City Hall**

Good evening Mayor Adams, Commissioners. My name is Cynthia Gómez and I work as the Program Director of Leadership and Civic Engagement programs at Latino Network. Our mission is to provide transformative opportunities, services, and advocacy for the education, leadership and civic engagement of our youth, families and communities. I also am a member of the Sullivan's Gulch Trail Project Advisory Committee; live one block south of the 60th Avenue Max Station and the proposed Sullivan's Gulch Trail; and am a member of the Portland Comprehensive Plan Infrastructure Policy Expert Group

I applied to be a member of the Committee because I felt this would be a great opportunity to get Latinos on the move and improve health through the creation of a safe multiuse trail that is comfortable and accessible for a range of users. While the concept of a trail has been identified as a community priority for more than 15 years, we quickly realized that low-income and communities of color had little say or knowledge of the project. It was important that Latino Network and the Immigrant and Refugee Community Organization had representation on the Committee.

Conversations that challenged the Committee to think about equity issues led to conversations with Parks staff about how the Parks Bureau could improve services for Latino community members who may underutilize the Portland Parks system. This lead PPR to start a collaboration with Latino Network. The goal was to solicit feedback from Latino community as to how the Parks system could be improved. Latino Spanish speaking Parks staff worked closely with Latino Network and moved to plan the first ever Latino Family Day. *w the help of Alejandro*

The event took place in April 2012 at Mt. Scott Community Center in SE Portland and to our delight, nearly 240 parents and children were in attendance. The event featured swimming, roller skating, basketball, arts & crafts, music, and dance performances, a raffle, and a resource fair. Commissioner Nick Fish and PP&R Director Mike Abbaté addressed the crowd. Members of Latino Network's Leadership Academy collected 60 Spanish language surveys developed by the Parks Bureau that sought to better understand the interests and needs of the community. The success of the event prompted future plans for similar days in other Parks locations. One occurred in North Portland earlier this month at Pier Park. The next event will occur at Mt Scott Park on August 4th. You are all invited to join us!

Latino Network views this as a great example of how city bureaus, when committed to equity, can operationalize an equity agenda.

Muchísimas gracias

Bob Currey-Wilson
Real Estate Director
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Portland, OR 97202



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To: Mayor Sam Adams and City Council

Re: Sullivan's Gulch Hiking, Biking, and Walking Trail

Dear Mayor Adams and City Council,

As an adjoining business owner/operator, Fred Meyer Stores supports the Sullivan's Gulch Trail Project. This proposed trail is adjacent to the busiest Fred Meyer store in the city of Portland.

The continuing growth of alternative transportation infrastructure in Portland benefits both residents and businesses in the area, and this project would benefit our Customers and our Associates who walk or bike to shop or work.

Respectfully submitted,

Fred Meyer Stores, Inc.

A handwritten signature in dark ink, appearing to read "Bob Currey-Wilson", written over a horizontal line.

Robert Currey-Wilson
Real Estate Director



July 23, 2012

Mayor Sam Adams
Commissioner Nick Fish
Commissioner Amada Fritz
Commissioner Randy Leonard
Commissioner Dan Saltzman
1221 SW 4th Avenue
Portland, Oregon 97204

Re: Sullivan's Gulch Trail

Dear Mayor Adams and Commissioners:

I am writing in support of the Sullivan's Gulch Trail project. The city and stakeholders recently completed the draft Sullivan's Gulch Trail Plan. Capstone Partners LLC encourages the City of Portland to continue investing in the trail planning process and to pursue available funding to do so.

Capstone Partners LLC is currently in the pre-development stages for Grant Park Village, a mixed-use project with approximately 200 apartment units and 45,000 SF of commercial space at the former Albina Fuel site at NE 33rd Avenue and Broadway. The Grant Park Village site abuts the future Sullivan's Gulch Trail alignment. The future trail provides an important and safe multi-modal option for both Grant Park Village residents and customers and greater inner North and Northeast Portland.

I welcome the opportunity to provide you with more information about Grant Park Village and how the Sullivan's Gulch Trail relates to the project. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Lauren Golden Jones', written in dark ink.

Lauren Golden Jones
Development Manager
Capstone Partners LLC

Cc: Paul Smith, Portland Bureau of Transportation



Sullivan's Gulch Neighborhood Association, c/o Holladay Park Plaza, 1300 NE 16th Ave., Portland, Oregon 97232

www.sullivansgulch.net

Land Use and Transportation Committee
Carol Gossett, Chairperson

July 25, 2012

City of Portland
Mayor Sam Adams and City Council
City Hall
1221 SW 4th Avenue, Room 340
Portland, Oregon, 97204
Attention: Mr. Chris Caruso, City Planner

Re: Sullivan's Gulch Hiking, Biking, and Walking Trail

Dear Mayor Adams and City Council,

The Sullivan's Gulch Neighborhood Association (SGNA) supports the Sullivan's Gulch Trail Project (the Trail). Preliminary planning by the City of Portland has been completed for the Trail project; and SGNA has participated in the N/NE Quadrant Planning process and various other planning efforts related to new investment around our neighborhood. We would like to follow this planning with implementation efforts that will keep the Trail project moving forward.

To this end we recommend that the portion of the Trail within the N/NE Quadrant Plan boundaries be included along with any infrastructure projects proposed including improvements at I-5 and Broadway/Weidler, secondary and tertiary corridor improvements within the Lloyd District area, and any other infrastructure improvement planning and funding available for the implementation of the N/NE Quadrant Plan.

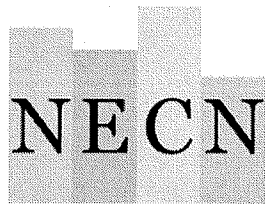
Further, we encourage the City of Portland to allocate funding for staff to pursue public and public/private partnerships. Adjacent to the Lloyd District and Sullivan's Gulch, areas of significant private and public investment, the Sullivan's Gulch Trail provides an opportunity to complete an ideal multi-modal network of transit options necessary to support and sustain regional economic growth. Therefore we believe this project is a priority for inner North and Northeast Portland and encourage funding be identified and secured as soon as possible.

We welcome the opportunity to work with the City of Portland and others to plan and finance this project.

Sincerely,
Sullivan's Gulch Neighborhood Association
Land Use and Transportation Committee

Carol Gossett, Chairperson
(503) 49-1253
gossett.carol@gmail.com

cc: file; Dave Brook, SGNA Chairperson



NORTHEAST COALITION
OF NEIGHBORHOODS

May 1st, 2012

To: Mayor Sam Adams and City Council

Re: Sullivan's Gulch Hiking, Biking, and Walking Trail

Dear Mayor Adams and City Council,

The Northeast Coalition of Neighborhoods supports the Sullivan's Gulch Trail Project. Preliminary planning has been completed for this project; however, NECN would like to keep the project momentum moving forward and encourage the City of Portland to pursue all available funding in order to do so.

The Sullivan's Gulch Trail is a necessary addition to the Rose Quarter, Lloyd District, and Sullivan's Gulch areas and provides an opportunity to enhance existing infrastructure investment. Adjacent to regional private and public investment, the Sullivan's Gulch Trail provides an opportunity to complete an ideal multi-modal network of transit related options necessary to support and sustain regional economic areas. Therefore we believe this project is a priority for inner North and Northeast Portland and encourage funding be identified and secured as soon as possible.

We welcome the opportunity to provide you with additional information. Thank you for your consideration of this matter.

Sincerely,
Chris Lopez
President, Northeast Coalition of Neighborhoods

www.necoalition.org

Alameda | Boise | Concordia | Eliot | Grant Park | Humboldt | Irvington | King | Sabin | Sullivan's Gulch | Vernon | Woodlawn
At King Neighborhood Facility, 4815 NE 7th Avenue, Portland, OR 97211. 503-823-4575 main, 503-823-3150 fax, info@necoalition.org