



April 12, 2007

Cindy Lesmeister  
Transportation and Growth Management Program  
555 13<sup>th</sup> Street NE, Suite 2  
Salem, OR 97301

Dear Ms. Lesmeister:

Representing the Central Lane Metropolitan Planning Organization (MPO), the Metropolitan Policy Committee is writing to support the sole Transportation Growth Management Program application from this area for the 2007-2009 biennium:

- Coburg Multimodal Loop Implementation Strategy

The project supports the implementation of the Regional Transportation Plan's (RTP) goal of providing:

*“an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the auto and enhance livability, economic opportunity, and the quality of life.”*

Planning for multimodal facilities are an important part of creating a regionally balanced transportation system. Developing an implementation strategy for a hard-surface multimodal loop for the historic City of Coburg has many transportation benefits and relationships with comprehensive community planning for the MPO.

A connected path system in and around the City promotes auto-free level grades for commuting and recreation. Major trip generators and activity centers are in close alternative-mode friendly proximity to Coburg and yet it is an auto-oriented community. The center of downtown is an intersection of two Lane County arterials. Local streets have no sidewalks or bike lanes. Providing a safe, interconnected path system will provide a car free mobility option.

Coburg is on the National Historic Register for its rural and traditional housing inventory. Antique shops dominate the downtown core, which is a tourist draw for visitors and an economic development resource for the City. Tourism is closely associated with the demand for recreational facilities. A path system will not only connect to economic

centers, but will also provide routes for walking, running, bicycling, and commuting. A path system is an affordable way to stimulate economic development.

Parents in Coburg drive their children to school. Few children walk or ride bikes. Safety is the issue, particularly for the elementary school-aged children who must cross one or two arterials to travel to and from school. An implementation strategy for an off road path system will provide a safe route to school for walking and biking. This also enables exercising for children and adults.

A grade-level path strategy will provide infrastructure to serve wheelchair users and other members of the community with disabilities that affect their mobility.

Infrastructure costs for the only small community within the MPO are a perpetual issue. Planning for an alternative transportation facility by developing a solid implementation strategy could ultimately result in the building a less expensive facility compared to the cost of road infrastructure.

Another important relationship for sustainable transportation is interaction with the natural environment. The path system will provide an interaction with the rural beauty of Coburg as well as provide volunteer opportunities for schools and community groups. Further, the implementation strategy will include recognition of the value of providing a community meeting place and a canvas for social interaction around this new transportation facility.

We strongly support this project for funding through the Transportation Growth Management Program for FY07-09.

Sincerely,

Kitty Piercy, Chair  
Metropolitan Policy Committee