

NO LAWN SIGNS.
NO BILLBOARDS.
NO MAIL-ORDER Ph.D.
IN FACT, WHAT
MIKE RAGSDALE HAS
MONEY CAN'T BUY.

Willamette Week
 April 27, 1994

Metro Executive Officer

Mike Ragsdale

Find a chair and sit down.
 If Willamette Week is endorsing a Washington County...



...says his notions about regional government have changed. He has backed away from his longtime support for the proposed Western Bypass—a Washington County freeway sure to spread urban sprawl coastward. He now favors widening existing roads—projects that under current regulations must include long-forgotten bike paths and sidewalks. He shows an indication of being committed to solving the region's growth and transportation problems with something other than more pavement for cars.

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perhaps the region's most recalcitrant player, back on the team.

Metro needs someone at its helm who can help define the region's vision of its future and sell it to a variety of interested parties.

Neither [of the other candidates], though, has demonstrated the ability to bring diverse parties together that Ragsdale has shown in his public- and private-sector dealings.

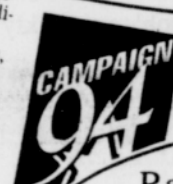
The most important vote you cast May 17 will be in this race. Vote Ragsdale.

The Oregonian
 May 4, 1994

Ragsdale for Metro

He's the candidate most likely to be needed to plan and...

He's the candidate most likely to build the bridges needed to plan and protect sensible growth in the region.



Ragsdale is the most likely candidate to bring together taxpayers, environmentalists, developers and other diverse interests.

Ragsdale has proven himself to be thoughtful and open-minded on matters of regional importance.

The Oregonian recommends voters in the May 17 election support Mike Ragsdale for the Metro Executive to guide the region into the next century.

If Mike Ragsdale can get Willamette Week and The Oregonian to agree on something, getting environmentalists and developers together ought to be a cinch.

MIKE For Metro Executive
RAGSDALE
 committee

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