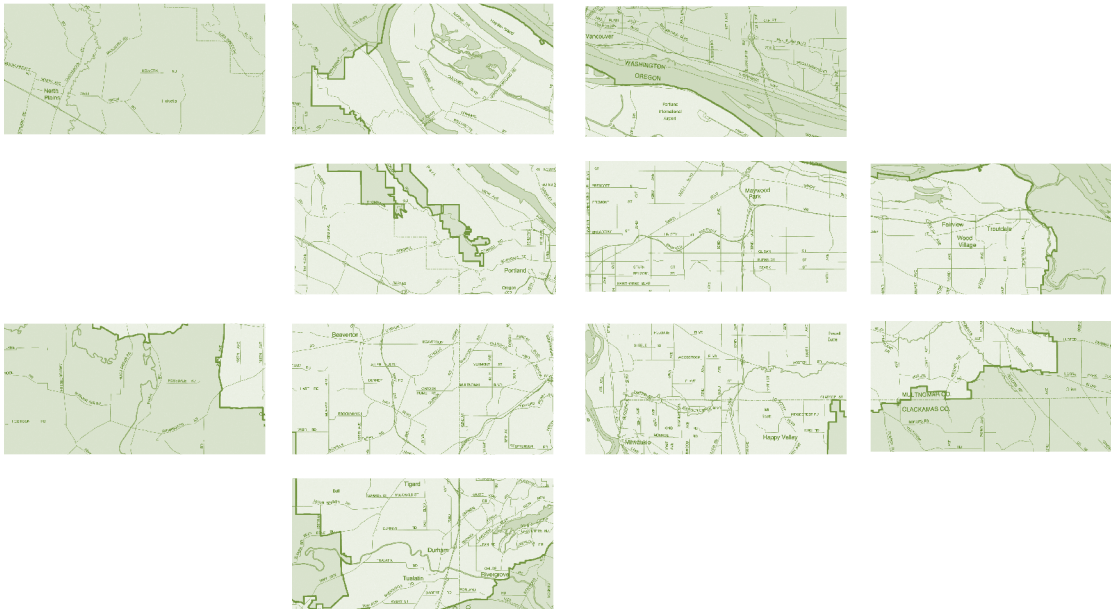




Transportation projects and programs

2010-13

Regional flexible fund allocation

Public comment executive summary

December 2008

Metro's web site: www.oregonmetro.gov

Project web site: www.oregonmetro.gov/regionalflexiblefund

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

Transportation Projects and Programs 2010-13 Regional flexible fund allocation

Executive Summary December 2008

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Introduction

This report presents a compilation of public comments received from December 13 through December 1, 2008, on projects and programs proposed for the 2010-13 Regional Flexible Fund allocations.

Regional flexible funds come from two federal funding categories established by Congress—the Surface Transportation Program and Congestion Mitigation/Air Quality funds. These funds are administered in the Portland metropolitan region by Metro. A total of \$67.8 million is expected to be available this funding cycle.

Every two years Metro allocates these flexible funds according to policies established by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT). The projects and programs selected to receive allocations will be listed in the 2010-13 Metropolitan Transportation Improvement Program (MTIP).

The MTIP schedules distribution of all federal and some state transportation funds in the Portland metropolitan region over a four-year period. Four agencies administer MTIP funds: Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. The MTIP may include only projects or programs that are already listed in the current Regional Transportation Plan; however, for informational purposes, the document may also list locally funded projects.

New allocation policy guides the 2010-13 funding cycle

A new, two-step process for allocating regional flexible funds was developed by JPACT after extensive stakeholder and community input. In Step 1, JPACT identified regional project and program areas (see list of regional program areas below), and recommended a portion of the total expected federal funding to apportion among them. For the 2010-13 cycle, JPACT recommended that \$46.14 be set aside to allocate among the identified regional programs, and also recommended amounts to be apportioned among the programs. Public comment was solicited on the recommended regional allocations.

In Step 2, local jurisdictions and agencies submitted competitive applications to fund local projects and programs. This funding cycle, about \$21.65 million was available for those local allocations. (See short descriptions of local project areas below). In addition, JPACT set \$7.2 million as a minimum from the local funding pool to ensure that our region meets state air-quality goals. Those goals specify adding 5 miles of new bike and 1.5 miles of new pedestrian facilities each funding cycle.

Regional projects and programs areas

- The Transit Oriented Development (TOD) program
- High-capacity transit bond payments
- High-capacity transit planning (Portland to Lake Oswego corridor)
- The Regional Travel Options (RTO) program
- Transportation System Management and Operations (TSMO)
- Metropolitan Planning Organization activities (Metro Planning)
- Regional travel behavior survey
- Transportation corridor planning

Local projects and program areas

- **Regional mobility corridors:** projects aimed at completing the transportation network for all types of transportation.
- **Mixed-use implementation:** projects that support a mix of employment, retail and residential growth in centers and on main streets.
- **Industrial and employment area implementation:** projects to help industrial and employment areas retain and attract jobs by providing adequate freight and employee access.
- **Environmental enhancement and mitigation:** projects to reduce pollution or negative impacts of the transportation network on natural systems.
- **Project development:** preliminary design and engineering work to provide reliable cost, design and impact data on conceptual projects to be considered in the future.

Evaluating regional program funding recommendations and local project applications

JPACT identified nine programs and projects as regional, and as stated above, recommended that \$46.14 be allocated among them in Step 1 of the allocation process.

In Step 2, Metro received 26 applications for local projects and programs requesting a total of \$ 57.8 million. Applications that were complete and received by the deadline were evaluated based on how well they met regional policy goals as stated in the project solicitation packet; on qualitative criteria as compared with other applications within the same project area (projects were not compared across project areas); technical feasibility and readiness.

A 45-day public comment period was held from October 13–December 1, 2008, on the recommended allocations to regional programs, and to help narrow the final project list to more closely match the anticipated remaining \$21.65 million. The public comment period included the four evening “listening posts” where residents could talk with staff and submit oral and written comments. Those listening posts were held on October 15 in Gresham, October 20 in Hillsboro, October 28 in Oregon City, and October 30 in Portland.

Comments were also accepted any time during the comment period online at www.oregonmetro.gov/regionalflexiblefund; by e-mail to trans@oregonmetro.gov; by fax at 503-797-1930; or by US Post addressed to Metro Planning, 600 NE Grand Avenue, Portland, 97201. Highlights of comments received during the comment period are summarized in this report.

Staff will consider public comments along with factors such as impact on jobs, environmental justice and equity issues, prior commitments, local overmatch and prior technical evaluations before developing a final funding recommendation for public comment. JPACT will release a final draft recommendation in February 2009, and is scheduled to hold a formal public hearing on February 13, 2009, before considering approval of the allocations. Consideration of approval by JPACT is scheduled on March 5, 2009, and by the Metro Council on March 12, 2009. (Confirm the date and time with the Council Office, 303-797-1540, or check the calendar on the Metro website at www.oregonmetro.gov.)

Summary of Comments

This section presents highlights of comments received on the funding recommendations for the regional flexible fund component of the 2010-13 Metropolitan Transportation Improvement Program (MTIP).

Metro received a total of 797 comments as letters, emails, comment forms, online and written summaries of oral comments offered at four public "listening posts." About 85 people attended the listening posts.

This year 574 comments were submitted via an online comment tool—72 percent of all comments received. It is interesting that during the comment period of the previous funding cycle, 321 comments came in through the web—only about 26 percent of the total 1,237 comments.

Of the total 797 comments, 752 (94%) were in support of specific projects, 9 (1%) had qualifications or questions; 12 (2%) were opposed, and 15 (>2%) were general comments not specific to projects on the current list. Bicycle, trail and pedestrian projects (across categories) attracted 553 (69%) of all the comments received.

The comments received are summarized in the "Table of Comments" on the following pages. The local projects and programs are presented first, organized alphabetically by project, followed by regional projects and programs. At the end are miscellaneous comments about general transportation facilities or services.

Please note that the comments have been paraphrased or otherwise shortened to fit the table in this executive summary. A Public Comment Report will be published in January 2009 that will contain the full, unedited text of all comments.

Regional projects and programs

Regional projects and program received 81 comments, about 10 percent of the total. The majority of those comments pertained to projects or programs with which individuals or business interests have had experience or could easily imagine, such as a proposed streetcar extension to Lake Oswego or the Regional TOD program. Long-term or more abstract programs, such as Next Corridor Planning or Statement (EIS) work, attracted far fewer.

Bus stop and Streamline Development Program: 1 comment in support of improving transit facilities to support growing use.

Transit Bus Diesel Engine Emission Reduction: 5 comments, 4 in support of cleaner air; 1 questioning the high per-bus cost.

Electronic Mini-Hybrid Bus Retrofit: 5 comments, 2 in support (one of those with qualifications), 1 opposed, and 2 with questions about the project.

School Bus Diesel Engine Emissions Reduction: 4 comments, 2 in support and 2 with questions about how this project compares with the other bus projects.

Regional High Capacity Transit (HCT) Bond Payment: 3 comments, 2 supporting the idea of honoring prior commitments, and 1 opposed on the grounds that TriMet should pay.

Milwaukie Light Rail & B-W Commuter Rail: Supplemental HCT bonding: 6 comments, all support the program.

Streetcar Extension: Portland to Lake Oswego via Willamette Shore: 10 comments, 9 in support, especially if the extension includes a multi-use trail; 1 opposed, questioning the cost of the EIS.

Metro Planning: 3 comments, 1 in full support, 1 with qualified support, and 1 opposed.

Regional Travel Options program: 10 comments, 8 supporting a program that promotes alternatives to automobile travel; 1 with a question about what “managing travel demand” means; and 1 with a general suggestion for improving bicycle storage.

Regional Transit Oriented Development (TOD) program: 23 comments, 22 in support of supporting developments that promote transit use and make those kinds of developments financially feasible; 1 opposed to subsidizing developers.

Regional Intelligent Transportation Systems/Transportation System Management & Operations (ITS/TsMA) program: 4 comments, all in support of a program that provides a lot of benefit for a relatively small investment.

Regional Travel Behavior survey: 4 comments, 2 supporting the study; 1 indicating support, but offering suggestions for the survey design; and 1 miscellaneous comment requesting late-night transit service.

Next Corridor planning: 3 comments, 1 with general support and 2 with suggestions for routes to study next.

Local projects and programs

The 26 local projects and programs received 701 comments, 88 percent of the total. The remaining 15 comments (2 percent of the total) were not related to specific projects or programs, but rather addressed general transportation concerns. As noted above, projects pertaining to multi-use trails and bicycle and pedestrian improvements attracted the most attention across the region by far.

Regional Mobility Corridors

NE/SE Twenties Bikeway: Lombard - Springwater Trail: 126 comments, 124 of those supporting the need for a north-south bicycle route; 1 questioning whether the route had sufficient room for bike lanes; 1 suggesting the money be applied to places with greater need.

Hogan/NE 242nd Dr: Glisan – Stark: 10 comments, all in support to address safety issues.

Westside Trail: Kaiser Ridge Park - Kaiser Woods Park: 22 comments, all in support of this multi-use commuter and transportation trail.

Farmington Road at Murray Blvd Intersection: 3 comments, 1 in support for bicycle safety; 1 with qualified support if the design addresses current pedestrian and bicycle safety issues; 1 opposed to widening the road for automobiles.

40 Mile Loop: Blue Lake Park - Sundial Rd: 34 comments, 31 supporting this addition to the 40-mile loop; 3 opposed: 1 questioned how the trail would connect to Troutdale; 1 had concerns about a cancer-causing substance in trail construction material; and 1 would rather see the effort put into addressing congestion on N. Marine Drive near Troutdale.

Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd: 9 comments, all in support of adding bicycle facilities in an area that needs them.

Mixed-use implementation

SW Rose Biggi: Hall - Crescent: 0 comments.

102nd Ave: NE Glisan - SE Washington: 8 comments, all in favor of supporting the development of Gateway.

McLoughlin Blvd: Clackamas River Bridge - Dunes Dr: 28 comments, 24 in favor of completing the second phase of a successful project; 3 with qualified opposition, 1 questioning the value of doing aesthetic improvements only, and 2 contingent on improving pedestrian facilities.

Red Electric Trail: SW 30th - SW Vermont: 53 comments, 50 supporting a safe trail for children and bicyclists in SW Portland; 2 neutral, requesting more information about the project; 1 opposed, questioning the utility of the trail.

N Fessenden/St Louis: Columbia Way - Lombard: 31 comments, 29 strongly in favor to address serious safety issues; 2 opposed to the potential effects on freight movement.

Killingsworth: N Commercial - NE MLK Jr Blvd: 29 comments, all in favor of completing the second phase of improvements in this urban renewal area.

SE Division: 6th - 39th: 32 comments, 29 in favor to revitalize the neighborhood and support local business; 3 opposed because other areas are in greater need of scarce resources.

OR 43: Arbor Dr - Marylhurst Dr: 11 comments, 9 strongly in support, 1 with qualified support because the improvements cover too short a distance; 1 questioned the need.

Industrial and employment area implementation

St Johns Rail Line (UP): N St Louis - N Richmond: 5 comments, all in support of reducing noise.

Evergreen Rd: 253rd Ave - 25th Ave: 2 comments, 1 in support of building in advance of need; 1 opposed, questioning the need.

Environmental enhancement and mitigation

School Bus Diesel Engine Emission Reduction: 4 comments, 2 in favor; 1 asked if the technology had been tested; 1 asked how this project compared with other bus projects on the list.

Electronic Mini-Hybrid Bus Retrofit: 5 comments, 1 in support and 1 with qualified support, preferring all-electric buses; 1 oppose suggesting that TriMet pay for this from fuel savings; 1 questions the technology; 1 asked how this project compares with other bus projects on the list.

Transit Bus Diesel Engine Emission Reduction: 5 comments, 4 in favor, and 1 in favor but with a question about the high per-bus cost.

Project development

French Prairie Bridge: Boones Ferry Rd - Butteville Rd: 30 comments, 29 in support to address the safety of bicycle travel; 1 opposed to investing here when other areas have greater need.

Airport Way at 82nd Ave Intersection: 5 comments, 2 in support to correct a problem intersection; 3 opposed based on expense.

SE 174th: Jenne – Giese: 3 comments, 2 in support, and 1 with qualified support but wanting more information.

Council Creek Trail: Banks - Hillsboro: 27 comments, all strongly in support of the study (and building the trail).

Willamette Greenway Trail: N Columbia Blvd - Steel Bridge: 216 comments, 214 strongly in support of the study (and seeing a trail completed); 1 questioning the ability to gain right of way from the railroad, and 1 opposed on the basis that there is greater need in Clackamas County.

SE Division: 96th - 174th: 10 comments, all strongly in favor of improving transit, pedestrian and bicycle safety and to promote area development.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
E-mail	Axelrod, Elizabeth	Resident	Portland	102nd Ave: NE Glisan-SE Washington	Supports continuing improvements that have made the area more comfortable and safe.
Comment	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	102 nd Avenue: Glisan-SE Washington	Strongly supports multi-modal connections in regional center.
Letter	Douglas, Justin	Portland Development Commission	Portland	102nd Avenue: Glisan-SE Washington	Strongly supports project as crucial to development of Gateway as a regional center.
Letter	Kimura, Arlene	Gateway Urban Renewal PAG	Portland	102nd Avenue: Glisan-SE Washington	Supports project as important to development Gateway as a regional center.
Web	Reese, Alesia J.	Woodland Park Neighborhood/Gateway urban renewal district	Portland	102nd Avenue: Glisan-SE Washington	Supports completing the streetscape to support neighborhood needs and accommodate future growth.
Letter	Robinson, Linda	Gateway Urban Renewal PAG	Portland	102nd Avenue: Glisan-SE Washington	Supports project as crucial to Gateway redevelopment.
Web	Warner, Bruce	Portland Development Commission	Portland	102nd Avenue: Glisan-SE Washington	Strongly supports project to support this Regional Center, attract employment-focused redevelopment and improve alternative transportation facilities. Has broad community support.
Letter	Whitford, Ray	Resident	Portland	102nd Avenue: Glisan-SE Washington	Support project to finish the job and support previous investments.
Letter	Barbarasch, Bruce	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports off-street pathways to create opportunities for healthy exercise and connect to existing paths and parks.
Letter	Baril, Cecile	Member BTA; Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Would rather see a project that addresses the congestion on N Marine drive just past the Troutdale Airport where there are numerous truck stops and much complicated traffic.
E-mail	Benner, Dick	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Questions project: How would one get from east end of new facility to downtown Troutdale (then east to Gorge) currently dangerous?
E-mail	Bowes, Megan	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project, although has not ridden this area. The 40 mile loop would be a great ride.
Letter	Budworth, Barbara	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project as a bike commuter from East County into the Portland International Airport to improve the safety of this area and open up the area to more recreational biking.
Letter	Cohn, Mara	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project to provide more bicycle access to the wonderful nature of Oregon.
Letter	Feldman, George	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project: looks like it would add a great recreational ride.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Grover, Barb	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project, but encourages also improving the north-south connections along NE 232nd - heading south from Blue Lake the first mile to connect to the 232nd Ave bike lan. The road is narrow high traffic has poor road conditions (pot holes and viaducts) and creates a hazard to those using teh 40 mile loof to head south toward Gresham.
Web	Itkin, Gerald	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project to enhance bike usage in an area difficult to connect to.
Web	Lewis, David	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports this project and is sorry that the MAX Path on the north side of I-84 from Gateway to City Center is not listed for funding.
Web	Newlin, John	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	I am especially excited about this piece having just attended the opening of the Renolds Trail!
Web	O'Herron, Patrick	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project: an extension of existing path near Blue Lake would be really nice.
Web	Oringer, Derek	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Please fund this project. Thanks!
Web	Perala, Travis	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Concern for Sundial Trail about the danger of the cancer causing PCB's in trail construction material. Would like to know what steps have been taken to clean up and to post signs warning of the extreme danger of this Cancer causing agent
Web	Peret, Ali	City of Troutdale committee member	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project as a city of Troutdale merchant, resident, member of several organizations and committees, and avid cyclist.
Web	Rice, Bud	Portland Wheelmen	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project as a good link off of Marine Drive, which is a very heavily traveled bike route. It would also open up an area that is now inaccessible to bikes
Web	Roman, Justin	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project to create a safe riding option near the East end of Marine drive. This route would appeal to bicycle riders of all levels. Please consider in your planning to have the trail wide enough and with signs so that pedestrians and bicycles can safely pass. Consider making any roads required to yield.
Web	Rueter, Michael	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports anything that can be done to finalize this loop. We need good routes to get out of the city on the east side!
Web	Sanders, Robert	PSU Employee	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Please fund this project.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Seeborn, Troy	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project: This is currently one of the worst stretches for stringing together other sections of the 40 mile loop. This trail would make the loop much more usable.
Web	Smith, Caroline	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project as an extension of the 40 Mile Loop. Multi use paths should be a top priority for Metro.
Web	Stanhope, Toni	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports this wonderful project for East County as a top priority.
Web	Stonewall, Gary	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project: The 40 mile loop is an incredible asset to the metro area, used by joggers bike riders hikers and families. Completing the pathway would make access much easier for every one including people with disabilities.
Web	Teiwes, Indigo	Resident	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd.	Supports the program. Urges off-road bike and pedestrian projects be a priority.
Web	Akers, Robert	Resident	E. Mult. Co.	40-mile Loop:Blue Lake Park-Sundial Rd.	Supports building the trail.
Web	Arden, Pam	40-mile Loop Land Trust; N. Portland Willamette Greenway Trail	Portland	40-Mile Loop:Blue Lake Park-Sundial Rd.	Supports completing this critical link in a trail that would fill a gap in the 40-mile loop.
Web	Barbarasch, Bruce	Resident	E. Mult. Co.	40-Mile Loop:Blue Lake Park-Sundial Rd.	Supports the project to create both opportunities for healthy exercise and make a good investment by connecting to existing paths and parks.
Web	Bricker, Scott	Bicycle Transportation Alliance	Portland	40-Mile Loop:Blue Lake Park-Sundial Rd.	Supports trail projects as promoting active transportation; believes active transportation options should be a priority for regional flexible funds as there are few if any other sources of funding for these projects.
Web	Egan, Melissa	Resident	E. Mult. Co.	40-Mile Loop:Blue Lake Park-Sundial Rd.	Supports this bike project.
Web	Gessner, John	City of Fairview	E. Mult. Co.	40-mile Loop:Blue Lake Park-Sundial Rd.	Supports travel options, leverages existing investments, provides connections among regional recreational facilities.
Web	Newlin, John	Resident	E. Mult. Co.	40-Mile Loop:Blue Lake Park-Sundial Rd.	Supports the project. Especially excited about this piece, having just attended the opening of the Renolds Trail!
Web	Stonewall, Gary	Resident	E. Mult. Co.	40-Mile Loop:Blue Lake Park-Sundial Rd.	Supports this addition to 40 mile loop used by joggers, bike riders, hikers and families. Completing the pathway would make access much easier for every one including people with disabilities.
Web	Weatherby, Mike	City of Fairview	E. Mult. Co.	40-mile Loop:Blue Lake Park-Sundial Rd.	Supports fixing "missing link" in trail. Supports travel options and provides recreation.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Whitford, Ray	Resident	E. Mult. Co.	40-Mile Loop: Blue Lake Park-Sundial Rd.	Supports project to provide safe route to work; encourage walking during lunch; draw employers
Web	Briggs, Carolyn	Resident	Portland	Airport Way at 82nd Ave Intersection	Wait on this project please until a future more lush funding cycle. Vehicular traffic can fend for itself and make do with stopping and waiting for the MAX at this intersection. Don't study anything new at this time just let this project stay on the shelf until there are more funds... thanks!
Web	Cohn, Mara	Resident	Portland	Airport Way at 82nd Ave Intersection	Supports project: Anything to make this safer and easier would be greatly appreciated.
Web	Cook, Patrice	Resident	Portland	Airport Way at 82nd Ave Intersection	Opposes project: Make the airlines pay for this one.
Web	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	Airport Way at 82nd Ave. Intersection	Opposes project; too expensive and will reduce accessibility
Web	Collier, Corky	Columbia Corridor Association	Portland	Airport Way at 82nd Ave. Intersection	Supports project to correct an intersection that is a known problem.
Web	Grover, Barb	Resident	Regional	Bus Stop and Streamline Development Program	Strongly supports improved transit facilities. Connecting pathways, more shelters and more ease-of-use are all needed and will help support the growing numbers of bus/rail riders.
Web	Beaston, John	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports regional trails as excellent opportunities for family-friendly, healthy recreation as witnessed by the heavy use of the Banks-Veronia and Springwater trails.
Web	Benner, Dick	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project to greatly encourage bike touring in the west end of the region.
Web	Drummond, Donna	Bicycle Transportation Alliance	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project as a continuation of extra-urban biking facilities critical if we are to remain true to our reputation as cycling friendly.
Web	Grover, Barb	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project to increase both transportation and recreation opportunities. I am especially excited about the prospect of better connectivity to Stub Stewart State Park.
Web	Hoffman, Lee	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project: It is a connecting route to the new mountainbike Park in Vernonia and has a decent price tag. It will be accessible to many cyclist and mountainbikers coming from Portland.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Johnson, Katharina	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project as a significant connection to the Banks-Vernonia trail. This would open up opportunities for serious recreational possibilities serving the health needs of the community and be a great commuting route for those who live and work along the council creek trail.
Letter	Kautz, Shellah	Tuality Hospital	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports Council Creek project!
Web	McGaa, Barbara	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project: I like to get out on out of city trails and would like my tax dollars to go toward projects such as these.
Comment	Newlin, John	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project: This will be very useful for me!
Comment	Oringer, Derek	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports the expansion of multi-modal trails and light rail in this region as smart planning.
Web	Roman, Justin	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project: Extending that trail and/or providing better access to it would be greatly appreciated. Making this extension/connection feels to me like Metro would really be building up a solid off-street transportation system. This also sets up a great link to the ocean which would be a very very attractive route.
Comment	Sanders, Robert	PSU Employee	Washington Co.	Council Creek Trail: Banks-Hillsboro	Please fund this project: it is a great extension of an existing trail... this segment would connect it to the metro city.
Letter	Smith, Caroline	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project: This would be an amazing connector and provide trail access from the MAX all the way to Vernonia. This would go a long way towards increasing our metro network of multi use paths.
Comment	Van Dyke, Kevin	Forest Grove Rural Fire Protection District	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project: This connection from Hillsboro to Stubb Stewart would be a great draw to cyclists from around the metro area. Area businesses would benefit from the increased number of visitors to the area. Cyclist safety would be vastly improved over riding TV Highway and Hwy 47.
Comment	Beaston, John	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports regional trails as excellent opportunities for family-friendly, healthy recreation as witnessed by the heavy use of the Banks-Vernonia and Springwater trails.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Letter	Bricker, Scott	Bicycle Transportation Alliance	Portland	Council Creek Trail: Banks-Hillsboro	Supports trail projects as promoting active transportation; believes active transportation options should be a priority for regional flexible funds as there are few if any other sources of funding for these projects.
Letter	Egan, Melissa	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports this bike project.
Web	Hough, Jim	City of Banks	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports feasibility study of trail as an alternative transportation project.
Comment	Lavoie, Edith	City of Cornelius	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports building a connection from end of MAX line westward that will be used by both recreational users and bike commuters. Has support of 4 cities and many community volunteers.
Comment	Lucas, Dan	Stub Steward State Park	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports trail application.
Comment	Meyer, Richard	City of Cornelius	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports building a connection from end of MAX line westward that will be used by both recreational users and bike commuters. Has support of 4 cities and many community volunteers.
Comment	Newlin, John	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports the project. This will be very useful for me!
Web	Ohlman, Ed	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports trail as an environmentally sound, safe and healthy way to add alternative transportation option.
Web	Robbins, Derek	City of Forest Grove	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports building a multipurpose trail that connects the end of the MAX line with 4 cities, makes major contribution to a regional trail system, and has broad-based community support. (Attached additional letters and other evidence of past support.)
Web	Schouten, Dick	Washington County Commission	Washington Co.	Council Creek Trail: Banks-Hillsboro	Strongly supports project as badly needed in Washington County, which is deficient in trails but growing in population.
Web	Taylor, Susan; Gamble, Tom	City of Forest Grove	Washington Co.	Council Creek Trail: Banks-Hillsboro	Strongly support funding this trail as a major recreational facility for the area that encourages active living.
Web	Teiwes, Indigo	Resident	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports the program. Urges off-road bike and pedestrian projects be a priority.
Web	Ahrend, Brent	Resident	Regional	Electronic Mini-Hybrid Bus Retrofit	Opposes using flexible funds for this project. TriMet should be able to realize sufficient fuel savings to pay for this improvement itself. support using limited flexible funds for this project.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Grover, Barb	Resident	Regional	Electronic Mini-Hybrid Bus Retrofit	Qualified support: Would prefer to see full electric buses. This is a good first step if the transition to all-electric is not an option.
Web	Koonce, Peter	Kittelison & Associates Inc.	Regional	Electronic Mini-Hybrid Bus Retrofit	Difficult to evaluate this and the other bus emissions projects, to compare the various benefits that each offer. Is there a way to provide a summary comparison of the projects?
Web	Selker, Frank	Resident	Regional	Electronic Mini-Hybrid Bus Retrofit	Questions track record of these mileage-saving devices.
E-mail	Teiwes, Indigo	Resident	Regional	Electronic Mini-hybrid Bus Retrofit	Supports the program.
Web	Spyker, Javier	PSU Student	Washington Co.	Evergreen Rd: 253 rd Ave.-25 th Ave.	Supports building infrastructure ahead of development.
Web	Tomison, William H.	Resident	Washington Co.	Evergreen Rd: 25th Ave-253rd Ave	Opposes project. The road already has basic bike lanes. There are other roads in the Hillsboro area which need "bicycle-improvement" much more desperately than any part of Evergreen.
Web	Briggs, Carolyn	Resident	Washington Co.	Farmington Road at Murray Blvd Intersection	Opposes widening this street or making the intersection larger for vehicles. If anything make this intersection smaller. Reduce lane width. Make huge sidewalk bump-outs and high curbs. Make smaller turning radii and higher curbs. Put vehicular stop lines 8 feet back from wide clearly marked pedestrian crossings.
Comment	Gerlach, Paul	Resident	Washington Co.	Farmington Road at Murray Blvd Intersection	Qualified support: Does this project include adding a bike lane on south bound Murray boulevard from TV highway to Farmington? The current signage directing cyclists onto the sidewalk is particularly dangerous for cyclists and pedestrians alike especially at night and during commuting hours.
Comment	Perkins, Dahra	Resident	Washington Co.	Farmington Road at Murray Blvd Intersection	Supports project for improving safety for bicyclists!
E-mail	Bricker, Scott	Bicycle Transportation Alliance	Portland	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports trail projects as promoting active transportation; believes active transportation options should be a priority for regional flexible funds as there are few if any other sources of funding for these projects.
Web	Egan, Melissa	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports this bike project.
Web	Holt, Anthony	Charbonneau Country Club	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project to improve safety for bicyclists and pedestrians and provide a bypass for emergency responders.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Johnson Jeffrey D.	Tualatin Valley Fire & Rescue	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project as a crucial safety improvement for bicyclists and pedestrians, and as a bypass for emergency responders.
Web	Leo, Greg	Friends of Historic Champoeg	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project as a crucial safety improvement for bicyclists and pedestrians, and as a bypass for emergency responders.
Web	Leo, Greg	The Leo Company	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports connecting the Portland Metro area with the Willamette Valley. Supports this as security bridge, giving emergency access across I-5. Important for bicycle safety.
Web	McCain, Tim	City of Hubbard	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project as a crucial safety improvement for bicyclists and pedestrians, and as a bypass for emergency responders.
Web	Newlin, John		Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	A very useful alternative to the unpleasant crossing on the I-5 bridge!
Web	Ottenad, Mark C.	Cycle Oregon	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project to promote bicycling safety, healthy recreation, rural economic development, and appreciation of history and culture.
Web	Rice, Melody	Hubbard Business & Economic Development Group	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project to promote safety, alternative transportation, recreation, tourism, and rural economic development.
Web	Smith, Gordon H.	U. S. Senate	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project as a crucial safety improvement for bicyclists and pedestrians, and as a bypass for emergency responders.
Web	Stancil, Dan	The Standard	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project to promote safer cycling and walking.
Web	Teiwe, Indigo	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports the program. Urges off-road bike and pedestrian projects be a priority.
Web	Thompson, Melody	City of Canby	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project as a crucial safety improvement for bicyclists and pedestrians, and as a bypass for emergency responders.
Web	Williams, Ben	Friends of French Prairie	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project to promote bicycling safety, healthy recreation, rural economic development, and appreciation of history and culture.
Web	Wood, Tim	Oregon Parks and Recreation Department	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project as a crucial safety improvement for bicyclists and pedestrians, and as a bypass for emergency responders.
Web	Benner, Dick	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd.-Butteville Rd.	Supports project to open the valley south to bikers and encourage use without driving to south end of I-5 bridge. Big step toward bike touring in north end of valley.

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Web	Bowes, Megan	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project and funds look reasonable. I would definitely use this route for my rides through Wilsonville.
Web	Briggs, Carol	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project to provide safe and at grade river crossings that are available to pedestrians and bicyclists (and emergency vehicles). Something that will benefit Metro residents for years to come.
Web	Drummond, Donna	Bicycle Transportation Alliance	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project: This bridge is critical for local cyclists and visitors.
Web	Garcia, Alan	Bicycle Transportation Alliance	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project as third priority behind the NE/SE 20s bikeway (my top priority) and the Red Electric project.
Web	Kreger, Laura	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project to promote bike commuting as a serious and sustainable form of transportation.
					Strongly supports project as important to connecting the Portland Metro area with the Willamette Valley. It is a homeland security bridge giving emergency access across I-5 in times of traffic accidents and other emergencies.
Web	Leo, Greg	The Leo Company	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	A very useful alternative to the unpleasant crossing on the I-5 bridge!
Web	Newlin, John	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Please fund this project. Thanks!
E-mail	Oringer, Derek	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project as a boon to old town Wilsonville and increase bike traffic to Champoe Park.
Comment	Pennington, Darren	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports this route to avoid riding bikes on I5 to cross the river.
Web	Shepard, Mark	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	
					Opposes project as giving the "haves" even more when those who need more bicycle transportation are located in the Gladstone Oregon City Clackamas area. Please consider other options that serve a broader spectrum of people. A bridge across the Willamette is needed, but not near Charbonneau. Please reconsider.
E-mail	Stubenrauch, Cynthia	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Strongly supports project: As of now we must either transport our bikes via auto to Champoe Park and start from there or ride the shoulder of I-5 over Boone Bridge. A bridge with accommodation for pedestrians and bicyclists would promote safe and healthy activities for area residents and visitors alike.
Letter	Van Dyke, Kevin	Oregon Fire District Directors Association	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	

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Web	Wooley, Randy	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project as an excellent improvement to promote bike and pedestrian access. Currently the only access across the river is via the shoulder of I-5. The bridge will be a much safer route.
Letter	Yurk, David	Resident	Clackamas Co.	French Prairie Bridge: Boones Ferry Rd-Butteville Rd	Supports project. Right now the Canby ferry is the safest way to get to the other side of the river. Would using the railroad bridge as a ped/bike crossing be viable?
Comment	Anderson, John	City of Troutdale	E. Mult. Co.	Hogan/NE 242 nd Dr.: Glisan-Stark	Supports safety improvement that could reduce left-turn accident potential at intersection; will help address bottleneck between I-84 and Hwy 26.
Comment	Ashton, Gregory	Resident	E. Mult. Co.	Hogan/NE 242nd Dr.: Glisan-Stark	Supports this project to address serious safety issue caused by high traffic volumes and cars stacked up to make a left turn.
Web	Bemis, Shane	City of Gresham	E. Mult. Co.	Hogan/NE 242nd Dr.: Glisan-Stark	Supports project to provide incentives to develop industrial lands and improve access to industrial areas.
Letter	Dreyfus, Kate	City of Gresham	E. Mult. Co.	Hogan/NE 242 nd Dr.: Glisan-Stark	Supports providing left-turn lane and other improvements for bike travel and freight movement.
Comment	Houck, Kathy	Reynolds School District	E. Mult. Co.	Hogan/NE 242 nd Dr.: Glisan-Stark	Supports turn lane to improve school bus safety and eliminate delays from queuing for a left turn.
Letter	Weatherby, Mike; Thalofier, Paul; Bemis, Shane; Wyatt, Bill	Columbia Cascade River District	E. Mult. Co.	Hogan/NE 242nd Dr.: Glisan-Stark	Supports project to support employment density in the area, benefit freight traffic, and improve pedestrian and bicycle safety.
Letter	Whitford, Ray	Resident	E. Mult. Co.	Hogan/NE 242nd Dr.: Glisan-Stark	Supports project to keep traffic moving and help with Springwater Concept Area.
Comment	Ahrend, Brent	Resident	E. Mult. Co.	Hogan/NE 242nd Dr: Glisan-Stark	Supports addressing the safety issues with added turn lane, but suggests delaying full improvements until adjacent parcels are developed.
Web	Ashton, Gregory	Bureau of Environmental Services	E. Mult. Co.	Hogan/NE 242nd Dr: Glisan-Stark	Supports this over-due project. Lives two blocks from NE 242nd, and sees and hears vehicle crashes on NE 242nd at SW 23rd. It is currently very unsafe.
Web	Ball, Chantelle	Resident	E. Mult. Co.	Hogan/NE 242nd Dr: Glisan-Stark	Supports project to accommodate growth in the area.
Web	Accetta, Alex	Resident	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd	Supports project to improve safety of bicycle route that links SW Portland to Lake Oswego and adjoining neighborhoods.
E-mail	Ahrend, Brent	Resident	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd	Supports project to provide bike lanes between the west side of Lake Oswego and Portland.
Web	Aicher, Kelly	The Bike Gallery	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd	Supports project to improve the rideability and safety of this main connector to the PCC campus.

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Web	Casey, Joyce	Resident	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd	Supports project to improve safety for pedestrians and bicyclists.
Comment	Sanders, Robert	PSU Employee	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd	Please fund this project.
Letter	Shepard, Mark	Resident	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd	Supports this overdue project as there are no good bike routes around the area.
E-mail	Skees-Gregory, Dresden	Resident	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd	Supports project as a good first step toward having bike lanes all the way along Boones Ferry and link PCC to bike lanes.
Comment	Aicher, Kelly	The Bike Gallery	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd.	Supports bike lanes on Kerr Parkway as improving safety on a key bike route for customers who ride to PCC or live in the Mountain Park area.
Comment	Skeesgregory, Dresden	Resident	Clackamas Co.	Kerr Parkway Bike Lanes: Stephenson-Boones Ferry Rd.	Supports any bike lanes in the areas of Lake Oswego, south Tigard, and North Wilsonville to improve bicycle safety. Just the beginning of what is needed.
Comment	Bowes, Megan	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project to make area more walker friendly.
Web	Dubose, Emiko	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project: This is part of my regular bike commute. These improvements are needed.
Letter	Hoesch, Ken	Max Fresh & the Defrosters	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project: Just do it baby.
Letter	Labbe, Jim	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project to greatly enhance commercial and retail district emerging around the intersection of multiple urban amenities: Interstate Light-rail PPC Cascade Jefferson High School North Portland Branch Library and Peninsula Park. Street Trees will add a critical and much needed green component to the streetscape.
Comment	Marschke, Gary	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project: Essential to the continued vitality safety and growth of the area. Long overdue!
Comment	Millhauser, Susan	Parent of students at Trillium Charter School and Ethos	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Strongly supports project. The recent improvements to N. Killingsworth west of this project area have vastly increased safety for pedestrians and bikers on a very busy arterial. By extending the streetscape and pedestrian improvements all the way to MLK Blvd, this project will help make better connections to neighborhoods and commercial areas to the east and contribute greatly to the on-going revitalization of the district. Would also like to see bike lanes.

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Comment	Mimiaga, Maureen	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Strongly supports project: Increased attention to this area will strengthen businesses and improve quality of life for residents as well.
Letter	Niggemann, Jessica	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Strongly supports project: It will add a lot of needed safety and comfort features for many people using all types of transportation. Also, consider addressing bicycle access. Right now the street is used by many bicyclists, but it is not safe.
Comment	Rice, Marion	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Strongly supports project given the sheer number of people living in this near downtown area and the economic diversity of the existing residents and the newer residents. The infill high density development is raising the number of people who live here who could feasibly commute by bike.
Comment	Smith, Caroline	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project to connect the MAX with PCC and with the Williams/Vancouver bike lanes. Cyclists and pedestrians would benefit from improvements.
Letter	Fall, John; Breunder, George	NE Coalition of Neighborhoods (Transportation)	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project to complete a project currently half done, complement revitalization efforts, support local business, improve livability and safety for pedestrians and bicyclists.
Web	Laster, Ron	NE Coalition of Neighborhoods (land use)	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project to complete a project currently half done, complement revitalization efforts, support local business, improve livability and safety for pedestrians and bicyclists.
Web	Shields, Chip	House of Representatives, Oregon	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports project to complete a project currently half done, complement revitalization efforts, support local business, improve livability and safety for pedestrians and bicyclists.
Web	Bittner, Andrew + 9 cosigners	Friends of Killingsworth Streetscape	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd.	Strongly supports project to complete improvements started under Phase I, improve pedestrian safety, revitalize the neighborhood and support local business.
Letter	Boardman, Charles	King Neighborhood Association	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd.	Supports project to complete important community and pedestrian-safety improvements.
Letter	Deutch, Daniel	Business owner	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd.	Supports project to continue redeveloping a blighted part of town.
Letter	Gatewood, Algje	PCC Cascade Campus	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd.	Supports project for badly needed safety improvements for pedestrians, bikers and transit riders as well as general community development.

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Letter	Halverson, Brad	Interstate Corridor Urban Renewal Area	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports project to leverage URA fund investment in Phase I and make non-auto safe and attractive.
Web	Haynes, Michelle	Reach Community Development, Inc.	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports project to continue on behalf of the low-income, elderly, transit-dependent tenants who would directly benefit from the improvements.
Web	Kingston, Emma; Ray, Ajina; Landaker, Erin; Fontenot, Lindsey	Friends of Killingsworth Streetscape	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Support the project as important to local business and residential communities. Builds on previous street improvements.
Web	Kuhn, Susan	Portland Development Commission	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports project that is supported by many local businesses, property owners and community organizations.
Web	Lewis, Charles	Ethos Music Center	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports project to improve safety for students, parents and faculty and to continue neighborhood revitalization in an underserved part of town.
					Supports project: The recent improvements to N. Killingsworth west of this project area have vastly increased safety for pedestrians and bikers on a very busy arterial. By extending the streetscape and pedestrian improvements all the way to MLK Blvd., this project will help make better connections to neighborhoods and commercial areas to the east, and contribute greatly to the on-going revitalization of the district.
Web	Millhauser, Susan	Parent of students at Trillium Charter School and Ethos	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports projects to continue improvements begun under Phase I to improve pedestrian safety and revitalize the neighborhood.
Web	Taylor, Joyce; Marschke, Gary	North Northeast Business Association	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports the program.
Web	Teiwes, Indigo	Resident	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Strongly support project to complete improvements started under Phase I to improve pedestrian safety, revitalize the neighborhood, support multi-modal transportation and support local business.
Web	Valenta, Walter; Holden, Sheila	Interstate Corridor Urban Renewal Area	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports project, but other needs take precedence.
Web	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Supports project as important to local business and residential communities.
Web	Foster, Bernie	The Skanner	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	Strongly supports project as crucial to the success of this urban renewal district: improves multi-modal transportation, leverages previous investments, serves an underserved part of the city.
E-mail	Warner, Bruce	Portland Development Commission	Portland	Killingsworth: N. Commercial-NE MLK Jr. Blvd.	

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Letter	Archer, Scott	City of Oregon City	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Strongly supports project to benefit both motorized transportation and non-motorized uses for transportation connectivity and recreation purposes.
Letter	Bowes, Megan	Resident	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports project to make area more walker friendly.
Letter	Breniman, Aaron	Oregon City Downtown Business Coalition	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports improvements to the entrance to Oregon City for travelers HWY 99E.
Comment	Briggs, Carol	Resident	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Questions whether money should support only beauty, unless there is vast improvement for pedestrian and bicycle safety.
					Qualified opposition: Approves of more pedestrian facilities, suggests instead extending the new bike trail being built on dunes drive to Clackamette Drive so you would ride along the river all the way to Clackamette Park. McLoughlin is just too noisy and ugly to be an acceptable bike or walking route.
Comment	Cone, Robert	Resident	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports this next phase of the project to support this regional center and give life to the waterway.
Comment	Folwer, Elizabeth	Oregon City Downtown Business Coalition	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports this project as needed by this cash-poor city to provide a gateway into this historic city.
Comment	Griffin, Kathy	Griffin Transportation	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports second phase of the McLoughlin Boulevard Enhancement Project to make the area so much more welcoming to historic Main Street Oregon City. It will also make that area a lot more pedestrian-friendly and attractive!
Letter	Met, Claire	Main Street Oregon City	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports project as providing a much needed link to our waterfront and Main Street and a safer roadway with street improvements and greenery.
Letter + petition	Orzen-Szeplakay, Lynda	Three Rivers Artist Guild	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports project: There is currently NO safe way to bike from Dunes Dr south into downtown Oregon City on McLoughlin Blvd. There is a need for a bike path from Main St in Oregon City to W. Arlington St since this is a very dangerous stretch on McLoughlin Blvd.
Letter	Rosenfeld, Alan	BTA member	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports project to connect from Oregon City to the I-205 bike path (old bridge by Gladstone DMV is still not repaired).
Comment	Shepard, Mark	Resident	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Supports project: McLoughlin Phase I is a great start! We need to improve the gateway into Oregon City with its designation as a regional center.
Letter	Slack, Donald	Settlers Corner LLC	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	

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E-mail	Stewart, Nick	Citizen of Clackamas County	Clackamas Co.	McLoughlin Blvd: Clackamas River Bridge-Dunes Drive	Qualified support: Please include pedestrian access to the north bank of the Clackamas River at the Clackamas River bridge. Currently there is no improved pathway down to the river and no public parking area.
Letter	Bernard, Jim	City of Milwaukie	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports phase II of the 99E Oregon City project.
Letter	Blanchard, Bill	Oregon City Transportation Advisory Committee	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports project to improve safety of pedestrians and connection to the riverside.
Petition	Cone, Robert	Resident	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Opposes project: A better idea is to extend the new bike trail being built on dunes drive to Clackamette Drive so you can ride along the river all the way to Clackamette Park. McLoughlin is just too noisy and ugly to be an acceptable bike or walking route.
Letter	David, Jonathan	Oregon City Transportation Advisory Committee	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Strongly supports project to enhance mixed use area, create sense of place, improve pedestrian and bicycle safety and connect to transit.
Letter	Fowler, Dan	Resident	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Strongly supports project to enhance visual entrance to Oregon City, improve safety of pedestrians, and improve connection to transit and the riverside walkway. Moves Oregon City section of 99E closer to completion.
Comment	Griffin, Kathy	Griffin Transportation	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	This project is needed by this cash-poor city in order to provide a gateway into this historic city.
E-mail	Holveck, Amber	Oregon City Chamber of Commerce	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports project: Phase I is being constructed; please continue with Phase II.
Comment	Mattson, Annette	Clackamas County Economic Development Commission	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports project to aid in the revitalization of an underdeveloped area, enhance bicycle and pedestrian amenities, and improve transit stops.
Comment	Morley, Karen	Resident	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports project to enhance visual entrance to Oregon City, improve safety of pedestrians, and improve connection to transit and the riverside walkway.
E-mail	Neeley, Doug	Oregon City Commission	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Strongly supports project to enhance visual entrance to Oregon City, improve safety of pedestrians, and improve connection to transit and the riverside walkway.
Letter	Parks, Wilda	North Clackamas Chamber of Commerce	Clackamas Co.	McLoughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports project as important to redevelopment of Clackamette Cove and to for providing alternative transportation.

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E-mail	Slack, Don; Fowler, Elizabeth	Main Street Oregon City	Clackamas Co.	McCloughlin Blvd: Clackamas River Dr.-Dunes Dr.	Strongly supports project to enhance visual entrance to Oregon City, improve safety of pedestrians, and improve connection to transit and the riverside walkway.
Web	Stewart, Nick	Citizen of Clackamas County	Clackamas Co.	McCloughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports project to provide pedestrian access to the north bank of the Clackamas River at the Clackamas River bridge.
Web	Tyler, Randy	The Cove	Clackamas Co.	McCloughlin Blvd: Clackamas River Dr.-Dunes Dr.	Supports project to improve traffic flow, pedestrian circulation, and aesthetics.
Web	Walters, Nancy	Resident	Clackamas Co.	McCloughlin Blvd: Clackamas River Dr.-Dunes Dr.	Strongly supports project to enhance visual entrance to Oregon City, improve safety of pedestrians, and improve connection to transit and the riverside walkway.
Web	Cohn, Mara	Resident	Regional	Metro Planning	Qualified support: Unclear what the program is. Needs more details, but sounds like a good thing.
Web	Cook, Patrice	Resident	Regional	Metro Planning	Supports program: We need to keep funding long term planning. That's what has made Portland and the metro area a great place to live.
Web	Selker, Frank	Resident	Regional	Metro Planning	Opposes program: This sounds like a bureaucratic way to use a rather large chunk of funds for vague purpose without concrete benefit. Would not fund or would pare back unless there is far more than meets the eye.
Letter	Mattson, Annette	Clackamas County Economic Development Commission	Regional	Milwaukie light rail & Beaverton to Wilsonville commuter rail: Supplemental HCT bonding	Strongly supports program to provide a crucial transportation option to the area.
Letter	Parks, Wilda	North Clackamas Chamber of Commerce	Regional	Milwaukie light rail & Beaverton to Wilsonville commuter rail: Supplemental HCT bonding	Supports funding this project, which is crucial to providing transportation options for Milwaukie.
E-mail	Teiwes, Indigo	Resident	Regional	Milwaukie light rail & Beaverton to Wilsonville commuter rail: Supplemental HCT bonding	Supports the program.
Web	Briggs, Carolyn	Resident	Regional	Milwaukie Light Rail & B-W Commuter Rail: Supplemental HCT bonding	Supports project to increase fixed route public transportation options. Please fund this project!
Web	Grayum, Gabe	Resident	Regional	Milwaukie Light Rail & B-W Commuter Rail: Supplemental HCT bonding	Strongly support funding to extend light rail into the completely neglected SE quadrant of our city.
Web	Heintz, Bradley	Resident	Regional	Milwaukie Light Rail & B-W Commuter Rail: Supplemental HCT bonding	Supports program: I live in Sellwood. I don't currently ride rail regularly but would love to use the rail service to go to the Saturday Market at PSU add flexibility to my family bike routes.
Web	Woods-Morse, Katherine	Resident	Regional	Milwaukie Light Rail & B-W Commuter Rail: Supplemental HCT bonding	Supports funding light-rail connection to Sellwood and Milwaukie.

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Email	Bietz, Jason D.	River City Bicycles	General	Misc.	Please promote driver awareness of bicyclists.
Web	Collier, Corky; Eichman, Gary	Portland Freight Committee	Portland	Misc.	Believes evaluation criteria need to be revised so more freight projects can compete.
Comment	Duetsche, Kay	MTAC; SWINI Transportation Committee	Portland	Misc.	Would like Capitol Highway to be finished and attention paid to Barbur Blvd. as a corridor with high-capacity transit.
	Hughart, John	Resident	Portland	Misc.	Suggested several bicycle projects for the future: S. Waterfront-Lake Oswego; Steel Bridge north along the east side of the Willamette to the Peninsula cutoff trail; Willamette River crossing near Wilsonville.
	Nasset, Sharon	Resident	General	Misc.	Submitted documents to correct an incomplete representation of her position in the public comment record for the 2004-7 funding cycle. She also commented on project she thought should be in the next RTP and a document she thought should be prepared with support from regional flexible funds.
	Niederer, Rudy	Resident	General	Misc.	Supports rail transportation as a way to reduce dependence on oil and protect the environment.
	Seymour, B.J.	Resident	Portland	Misc.	Supports public transit;
	Swanson, Jeff	Schnitzer Steel	Portland	Misc.	Suggests changes to the project evaluation and scoring system to give more emphasis to freight movement; suggests improvements to Burgard Road.
	Waddell, Dottie	Resident	General	Misc.	Supports bike paths as a benefit to all; draws young people to the area
	Walters, Nancy	Resident	Clackamas Co.	Misc.	Metro needs to consider transportation infrastructure when expanding UGB. Oregon City has only three access points to and from the Metro area (99E, 205, and Hwy 43 bridges).
	Ryan, Cate	Resident	Portland	Misc: bike projects in SW Portland	Supports any bike projects in SW Portland.
	Smith, Sara	Resident	E. Mult. Co.	Misc: dangerous bike crossing	Dangerous intersection at Foster and Gresham, right after the "Italian Picnic Park." Paint bike crossing neon green.
	Perkins, Brad and 5 others	Sullivan's Gulch Corridor Committee	Portland	Misc: Sullivan's Gulch Corridor Trail	Urges inclusion on the RTP financially constrained list.
	Heggem, Kenny	Resident	Portland	Misc: TriMet schedules	TriMet schedules are not convenient, and pass prices are too high.
	Davidson, Cindy	Best Western Rivershore Hotel	Clackamas Co.	Misc: Waterfront on Clackamette Dr.	Appreciates past project that improved the waterfront and added a great new area for bikers and pedestrians.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Cohen, Donna	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to greatly improve safety for pedestrians, especially children.
E-mail	Cohn, Mara	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to improve Columbia Blvd access.
Comment	del Rosario, Cesar	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to improve safety for residents, especially children. There are four schools in the area. Current situation is dangerous.
E-mail	Harlow, Esther	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project for safety reasons: Fessenden is EXTREMELY dangerous. The curve at St. Louis is particularly dangerous as cars and trucks come through the blind curve at VERY high speed. This street is like a war zone.
Web	Hill, Bon	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to address serious safety issues for pedestrians and bicyclists. Would also like to have MAX run on Fessenden (rename it Caesar Chavez) and celebrate.
Comment	Rasche, Ben	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Strongly supports project as a priority because of the direct impact a relatively small amount of funding will have on people's safety. Pedestrians crossing this street are currently in danger. When you take into consideration the near by schools community center parks skate park library, the money would be well used on this project.
Letter	Stinnette, Mark	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to assist in implementing the St. Johns Truck Strategy. Current conditions are dangerous for pedestrians along the N. Fessenden/St. Louis corridor. There is only ONE CROSSWALK serving the entire corridor in an area that is home to six schools over 2000 students and almost a dozen public uses such as parks and community centers.
E-mail	Sykes, Stephen	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Strongly supports project to dramatically improve neighborhood livability and connectivity for pedestrians. These improvements will lead to a much safer and more cohesive neighborhood. The current level of cut through truck traffic is untenable and serves as a safety hazard for all area residents.
E-mail	Anderson, Sarah	Anna Bannanas Café	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to provide badly needed safety improvements and redirect freight trucks away from a residential area.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Strongly supports transportation options and improved neighborhood safety in underserved area.
Comment	Boehm, Gary	St. Johns Boosters	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to improve pedestrian safety and freight movement.
Comment	Bosch, Michael and Sandra	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to improve safety of pedestrians and cyclists.
Comment	Bouyer, Carol	St. Johns Neighborhood Association	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to promote generally neighborhood livability, but especially the safety of pedestrians in an area with heavy truck traffic.
Web	Bouyer, Pat	St. Johns Neighborhood Association	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	This neighborhood street should not be used by trucks as a way to avoid traffic lights. It's dangerous.
Web	Caputo, Nicole	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project and other measures to address safety issues associated with heavy truck traffic.
Web	Cogen, Jeff	Multnomah County Commission	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports these badly needed street improvement to improve safety of pedestrians and drivers.
Web	Collier, Corky	Columbia Corridor Association	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Opposes project before fixing alternate freight route on N. Lombard connecting with Burgard.
Web	Collier, Corky; Eichman, Gary	Portland Freight Committee	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Opposes project before fixing alternate freight route on N. Lombard connecting with Burgard.
Web	Ebert, Thomas	St Johns Neighborhood Association	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to promote walkability, environmental justice, community and economic development.
Web	Eckstrand, Kya; White, Hayden	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project as a first step toward addressing serious safety issues at that intersection from heavy truck traffic.
Web	Fine, Jonathan	St. Johns Neighborhood Association	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to promote generally neighborhood livability, but especially the safety of pedestrians in an area with heavy truck traffic.
Web	Goodman, Emily	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project and other measures to address safety issues associated with heavy truck traffic.
Web	Harlow, Esther	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Strongly supports project. Fessenden is EXTREMELY dangerous. The curve at St. Louis is particularly dangerous, as cars and trucks come through the blind curve at VERY high speed. This street is like a war zone.
Web	Henry, Michael	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports these badly needed street improvement to improve safety of pedestrians and drivers.
Web	Kotek, Tina	House of Representatives, Oregon	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Strongly supports project to improve livability of the area, improve economic vitality and address safety needs.

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Web	Meyers, Kristin	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project (and other actions) to enhance safety for pedestrians.
Web	Meyers, Tony	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project (and other actions) to enhance safety for pedestrians.
Web	Schuman, Leo	St Johns Neighborhood Association	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to improve safety, especially for students, in a dangerous area marked by high traffic.
Web	Spoor, Sandy	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to promote walkability, environmental justice, community and economic development; heavy and fast truck traffic.
Web	Stiles, Barbara	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project, especially to promote safety of pedestrians, cyclists and school children.
Web	Stiles, Greg	Resident	Portland	N. Fessenden/St. Louis: Columbia Way-Lombard	Supports project to improve safety for pedestrians, cyclists, and especially kids. Currently is very dangerous crossing.
Web	Alter, Lesley	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strong, 100% support.
Web	Anderson, Cheryl	Providence Portland Medical Center	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to reduce oil consumption by providing for safe bicycle travel, connectivity, and recreation.
Web	Atwood, Terry	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide a safer ride from Northeast Portland to destinations in the Southeast. A safe route does not currently exist between these two areas of Portland.
Web	Baril, Cecile	Member BTA; Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide great N<->S movement that is currently complicated in various places.
Web	Batterman, Joel	Reed College Transportation Committee	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to fulfill a critical need for more safe and cheap transportation options. A Twenties bike boulevard is absolutely essential to a cohesive bicycle infrastructure in Portland.
Web	Beaston, John	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project, as bike boulevards are the future of safe family-friendly "8-to-80" biking in PDX. They represent a reasonable low-cost way of improving our infrastructure.
Web	Benner, Dick	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Great ideal! Increasingly important link between NE and SE.
Web	Benson, Andrea	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project, but questions how area between Sandy and Stark will be handled.
Web	Bokman, John	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project. This would be a big improvement and keep bikes on certain streets for the most part which would help auto drivers also.

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Web	Bolton, Brent	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project. Suggests paying special attention to the area around the I-84 crossing -- high bicycle and car traffic mix.
Web	Bressers, Molly	Metro	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project as important for all bike commuters on the east side of Portland. There are several good bikeways going East-West but a severe lack of North-South bike routes.
Web	Briggs, Carolyn	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Wonderful idea! Great use of funds! Please make bike lanes and improvements so that Portland and the Metro area are more bicycle friendly encouraging citizens to get out of their cars walking and biking!
Web	Brown, Sue	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to open up North-South biking routes.
Web	Bryden, Gregg	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports funding this critical SE to NE connection.
Web	Burgess, Joanna	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The inner east side could really benefit. Current route has some dangerous intersections.
Web	Carroll, Brian	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to increase commuter and recreational cycling.
Web	Chedal, Sebastian	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The river-paths are especially welcome as there is currently no route along the river north of Broadway to reach Forest park over the Saint Johns bridge.
Web	Chidsey, Molly	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide safer, more direct bike route.
Web	Clay, Paul	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a Reed College student who regularly bikes/bike commutes up to NE. The 20's corridor would be a great improvement the city's bike infrastructure.
Web	Cohn, Mara	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to greatly improve bike commute.
Web	Collins, Pete	Westside Transportation Alliance	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to improve safety of bicycle commuting on north-south routes.
Web	Cook, Patrice	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The more bikers the safer it becomes the more people will bike. Better for the people biking better for the environment. Carbon Free (mostly) transportation!!!
Web	Cooney, Tom	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project: There is a critical need for a safe N-S corridor in inner NE/SE Portland. I

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Web	Culver, Breesa	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: we need more "bicycle boulevards" for those of us who use bicycles as our primary form of transportation.
Web	Daniel, Paul	VOA-MRC	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The sheer volume of bikers in SE and NE needing to travel N-S outweighs all other projects.
Web	Davis, James	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project.
Web	Deiss, Jeff	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project to provide a safe clear north-south bikeway. A route across Hawthorne, Belmont Stark, Burnside, and Sandy would be most welcome.
Web	DeLuca, Dallas	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a much needed idea. On the East side there are many valuable and usable east-west routes but many fewer north-south routes.
Web	England, Nate	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a very beneficial bike route. To go north and south is more difficult. Project would greatly improve the ease of many of my bike trips and more importantly the safety.
Web	Evans, Elizabeth	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project that is sorely needed. There are LOTS of east-west corridors but going north-south is difficult.
Web	Ferrei, Rusty	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide a way to safely do shopping, take kids to care, exercise, explore important gatherings, take classes by bike.
Web	Feucht, David	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project help convenience and safety- plus these are two high bike traffic areas and it would make sense to have good means of connecting them.
Web	Finley, Patrick	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: This is an extremely worthwhile project in my opinion.
Web	Fish, Mike	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: It's my favorite of the proposed improvements.
Web	Forrest, Hilary	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a vital link for SE cyclists. Currently it is difficult to find a north-south route through the inner SE Portland.
Web	Gantz, Bob	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide a safe, convenient north-south route.
Web	Garcia, Alan	Bicycle Transportation Alliance	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as top priority. This will have a HUGE impact on enabling safe bike commutes for hundreds and hundreds if not thousands of bike commuters.

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Web	Goodkin, Peter	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Qualified support. Would prefer to have money used for building than planning. For planning I'd go for the Boone Bridge.
Web	Grayum, Gabe	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports funding for the 20's bikeway project to provide a safe and family friendly critical NE/SE link in our bike network.
Web	Green, Eli	BOORA Architects	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to improve safety. Some specific areas are pretty dangerous anybd Broadway, Burnside, Belmont and Hawthorne.Thanks!
Web	Greensfelder, Ben	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Qualified support: I'm wondering how NE 28th between Glisan and Burnside can accommodate bike lanes though.
Web	Grover, Barb	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports funding for these improvements. Moving north-south in east Portland is very challenging. Improving routes in the inner eastside will result in increased ridership and safety along these corridors.
Web	Hall, Sarah	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project: I also wish it were easier to bike directly from NE Williams to SE close to the river.
Web	Hamilton, Doug	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: As a long time NE bike commuter I would welcome a stronger north/ south connection. My vote would be to prioritize funding of the Twenties Bikeway.
Web	Hansen, Chris	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: it would fill a large gap in safe and efficient north-south bike paths.
Web	Hartwell, Ray		Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports the 20s bikeway as crucial project. Make it high priority.
Web	Hawken, Jim	BTA member	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project: Of the proposed projects this is the at the top.
Web	Haywood, Todd	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a daily year round bike commuter.
Web	Heintz, Bradley	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The current work around pieces together many disparate paths and results in a path that I find dangerous for bikers and pedestrians to share (especially with their dogs).
Web	Hoesch, Ken	Max Fresh & the Defrosters	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Just do it baby.
Web	Hofmeister, Krista	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide safer bike route. Hopes there is some money allocated for education on the new route as well.

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Web	Howe, Tigie	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a lot of bang for the buck. It appears to serve so many neighborhoods and areas that are already very bicycle orientated and has a dense population around it.
Web	Hutchinson, Sean	Kerns Neighborhood Association	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to fill a dire need in the network of dedicated bike passages. "Bike City U.S.A." currently has no dedicated north-south corridor for bike traffic from the Eastside Esplanade all the way to the I-205 bike path.
Web	Jewett, Ethan	Stickeen Design & Photography	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project because it would provide a number of outlying NE neighborhoods (Concordia Woodlawn Vernon Beaumont-Wilshire etc) the kind of efficient options that are currently enjoyed by neighborhoods closer to the Burnside/MLK-Interstate corridors. Add to the Twenties some kind of real facilities for bikes along Sandy Blvd and you would have NE covered.
Web	Jewett, Kellie	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: This Bikeway would give us a safer, much more manageable and direct route to the places we want to go versus having to get over to N. Vancouver every time.
Web	Kaufman, Albert	Albertideation	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project: we could use more N-S connection on the East Side.
Web	Kellett, Bob	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project as a resident of the Buckman Neighborhood and as someone who has commuted north-south by bicycle for years. Commuting north-south on the east side of Portland is a difficult task even for an experienced cyclists.
Web	Kelley, Ryan	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project: As a resident who uses a bicycle as my primary means of transportation and working as a courier, I have wondered why we don't have a good North-South bike route between the Esplanade and the 205 path.
Web	Koonce, Peter	Kittelson & Associates Inc.	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide an excellent connection for cyclists on the eastside of Portland, addressing some of the key intersections that are especially challenging to navigate.
Web	Kreger, Laura	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide important North-South bike connections in lower traffic areas. Currently a lot of bikes use 20th, which can be dangerous.
Web	Lee, David	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a valuable addition to our community

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Web	Liebman, Robert	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports the project, which offers a low-cost high-value solution to moving people and limiting carbon in PDX. The project would be a vital link of East and West North and South.
Web	Loening, Niko	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: This will be a great extension to the current trails and provide much safer routes for cyclists.
Web	Lynch, Jacqueline	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project: A new safe bicycle pathway running north-south through inner SE would be a welcome addition for cyclists snf will also encourage many potential new cyclists to leave their cars in the Thank you for this proposal.
Web	Mann, Michael	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports a safe N-S route for cyclist through the heart of the east side of town.
Web	Marceau, Rene	Bicycle Transportation Alliance	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: North-South access in East Portland is sporadic and challenging to ride. A continuous route is critical to encouraging and supporting bike ridership in this venue.
Web	Mason, Vinh	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Great location for a bikeway! I'm definitely curious to learn how \$2 million may improve these streets for bicycles.
Web	Matthews, Laurie	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: it will positively affect many people who bike and provide much needed safer bike connections.
Web	McGaa, Barbara	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: I ride my bicycle in this neighbor often with a friend on the weekends. A bikeway especially off busy roads would be very enjoyable and helpful.
Web	McLeod, Colin	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports Rmore bike lanes. I LOVE IT! Keeping portland beautiful.
Web	McTighe, Tom	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: I love this! And would love it if a bus also ran along this route.
Web	Meihoff, Erich	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Of the several metro wide project under consideration I support the NE/SE 20s bikeway as the highest priority.
Web	Meili, G. T.	Kerns Neighborhood Assoc.	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: A solid North / South Bike link for the close-in East side has been long overdue!
Web	Melchior, Robert	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The need for a north south 20's bike lane is very clear.

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Web	Mesling, Chena	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Currently north-south travel in Portland via bike foot or public transportation is discouraged at best. This project would greatly improve this problem.
Web	Millbrooke, TJ	Resident/Bike Commuter	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: I would use this all the time along with the rest of my family. There is currently no safe and easy way to go North/South in Inner NE & SE Ptld.
Web	Millhauser, Susan	City of Lake Oswego	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: It will provide a much needed bike route through and between NE/SE Portland particularly in an area where other transportation options such as TriMet do not provide convenient direct connections.
Web	Mitchell, Jason	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The 28th Avenue bikeway between Broadway and Stark is definitely needed!
Web	Nierengarten, Peter	Sunnyside Neighborhood Association	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project, especially improvements between NE Broadway and SE Stark.
Web	Niggemann, Jessica	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Please support this project. It is very instrumental for safe bike transportation through these neighborhoods.
Web	O'Keefe, Megan	Transition Projects Inc	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a great addition to the bike routes in Portland-for bikers and car drivers-keeps everyone safe.
Web	O'Neal, Tim	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a much needed North/South route. Between I-84 and Burnside would especially benefit from traffic calming and reduction.
Web	Oringer, Derek	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: it might change my (bike) commute for the better.
Web	Parrett, Kelly	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a much needed route.
Web	Pennington, Darren	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project as absolutely essential.
Web	Peters, Sue	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to make travel between NE and SE Portland far easier for many people. Currently crossing several major intersections and crossing I-84 can be difficult and unsafe.
Web	Poehler, Lance	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project and the Willamette Greenway Trail. We need to focus our transportation funds on projects that will allow more people to safely bike to and from work.

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Web	Potoczny, Anna	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project. Although the speed limits often aren't high drivers frequently try to unsafely pass the cyclists even if it doesn't achieve anything.
Web	Prause, David	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project, but wonders how expensive it is for the changes needed.
Web	Reed, Alex	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project. The current version of this north-south corridor definitely has some tough sections that make me not want to ride on it.
Web	Ricketts, Marc	GuildWorks	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: people who commute here from the north need a good friendly route.
Web	Riskedahl, Mark	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: This is a much-traveled route and one that would strongly benefit from bike boulevard treatment.
Web	Romano, Marc	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project. The proposed improvements would directly benefit bicycle commuters and increase safety!
Web	Rowe, Joe	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: All bike projects should be funded, but this should be a priority. Second would be the new bike and Max bridge over the river down by Powell Blvd.
Web	Rueter, Michael	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a great addition to the limited N/S routes. It would be great if there could be cut off for vehicles on this route for vehicles similar to Clinton and 39th.
Web	Sanders, Robert	PSU Employee	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	I really hope you'll fund this project.
Web	Scheider, Kelly	Metro	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports the project.
Web	Seeborn, Sierra	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Portland needs as many new bike lanes and bike boulevards as possible.
Web	Seeborn, Troy	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: more interconnectivity is needed to maximize the effectiveness of our current infrastructure. Bicycle boulevards are kind to neighborhoods and they encourage more riders by providing a safe environment.
Web	Seifert, David	Portland Public Schools	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: A bike route in this area is very needed. SE 20th and SE 28th are difficult connections for cyclists.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Sharp, Roger	Alameda/Irvington resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project. Experienced cyclists find outhbound travel from Broadway to Burnside on 28th somewhat intimidating, particularly in the company of younger riders as the roads are narrow and traffic volume fairly high.
Web	Shute, David	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project as top priority among all the worthy bike projects. There is no safe through route for N-S travel.
Web	Sias, Ben	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as top priority. There are significant problems with the North to South bike lanes except for short distances. There is a lot of congestion on 28th between Sandy and Belmont. It is unsafe for cyclists.
Web	Smith, Caroline	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports projects as a top priority project. We need a north-south bike route in this area!
E-mail	Smith, Derek	City of Portland	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as an avid bike rider.
Letter	Smith, Tim	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project, given the amount of bike traffic on the east side. Right now even experience cyclists take their life in their hands riding on NE 20/21.
Web	Souders, Maren	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The better our biking infrastructure the more people will bike!
Letter	Stanhope, Toni	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: This area certainly needs attention.
Letter	Stutz, Kara	Lewis and Clark College	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a highly useful improvement to Portland's system of bike boulevards. There just isn't a good safe way to get from North to South or vice versa on the East side.
E-mail	Tennis, Anna	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a step towards a sustainable city!
Web	Turner, Miles	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: the route serves an area of avid bikers many of whom bike to work or school.
E-mail	Ulrich, Malcolm	BTA member	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports funding request: A Twenties Bikeway would be an outstanding alternate route for me to access my son's school and other close in sites in SE without having to backtrack or fight the traffic along or near 99E.

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Comment	Van Kleeck, Michael	Semprian Inc	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project: The best current route for bike commuters from Southeast to the Lloyd District includes significant conflict with cars on NE/SE 28th Ave where there is no bike lane and a fair amount of truck traffic.
E-mail	Vhay, Sarah	Oregon Food Bank	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: It can be scary and time consuming to travel from SE to NE because you have to zig zag on smaller side streets for much of the time. A bike path would greatly improve convenience and safety.
Comment	Wagner, Rick	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project as a bike commuter, homeowner and city tax payer. I
E-mail	Warfield, Marion		Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: This proposal is a good example of how a mere \$2000 can go a long way toward enhancing quality of life.
Web	Wasson-Carter, Jane	BTA	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as high priority: This is an area that is very difficult to negotiate on a bicycle.
Web	Wells, Justin	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: From Stark to the Fred Meyer's just north of the freeway desperately needs some sort of bicycle facility. Please take into consideration slopes and hills when designing bicycle facilities: it makes no sense to share a lane with traffic if 95% of cyclists are going to travel less than 6 mph up a hill.
E-mail	Whitehead, Collin	enXco Inc.	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: The NE quadrant of Portland features the highest concentration of cyclists and a low number of miles of bike paths and navigable routes. The Concordia neighborhood (10000 households) has no good east-west bicycle corridor. A 20s bikeway would well serve those of us living nearby.
Web	Wilkinson, Wendy	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: I believe this project would have a large impact on many Portlanders helping us to increase bike ridership and improve bike safety reduce traffic and improve the overall health of our community and planet.
Web	Woods-Morse, Katherine	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: North-south biking in Portland has been a challenge. It's time to support this by making energy conservation and better health easier for all of us.

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Type	Name	Affiliation	Project Location	Project or program	Comment
E-mail	Zilberstein, Gene	Sacred Circle Dance Community	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: it would directly connect dense residential (and therefore dense traffic) areas on Portland's Inner East side. It would also be great to see a streetcar along an east side corridor say SE 39th -> NE 33rd?
E-mail	Anderson, Keelin	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Support this bike project.
Letter	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project, but other needs take precedence.
Letter	Berry, Rick	scott edwards architecture	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as providing a vital link between ne/se. Currently there are many very dangerous spots, especially around 1-84 crossing east of Lloyd center. Inner city bike connections are vital to maintain a safe and vital city.
Web	Bricker, Scott	Bicycle Transportation Alliance	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports trail projects as promoting active transportation; believes active transportation options should be a priority for regional flexible funds as there are few if any other sources of funding for these projects. This project is a BTA priority.
Web	Collier, Corky	Columbia Corridor Association	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project--better project than the cement road section of the Willamette Greenway Trail.
Web	Egan, Melissa	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports all bike projects, but puts highest priority on this one.
Web	Feucht, David		Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to improve bicycle safety.
Web	Fish, Mike	NW Service Academy	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports all bike projects--but especially this one--to encourage green commuting.
Web	Helland, Kyle	Portland State University	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as providing crucial north-south links in bicycle and pedestrian connections.
Web	Hellerman, John	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to improve cycling safety, especially for novice riders.
Web	Hutchinson, Sean	Kerns Neighborhood Association	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports the bike lane.
Web	Itkin, Gerald H.	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project as a great enhancement to bicycle usability in the area.
Web	Kellett, Bob		Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project to improve bicycle commuting. Commuting north-south on the east side of Portland is difficult even for an experienced cyclists. The I-84 crossings along 21st and 28th are particularly difficult.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Koonce, Peter	Kittelson & Associates, Inc.	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	This project would provide an excellent connection for cyclists on the eastside of Portland addressing some of the key intersections that are especially challenging to navigate. It would provide a nice connection for Cleveland high school students that are biking from the surrounding neighborhoods.
Web	Lavender, Gregg	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project to connect and improve bike network.
Web	Millhauser, Susan		Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to provide a much needed bike route through and between NE/SE Portland, particularly in an area where other transportation options, such as TriMet, do not provide convenient, direct connections.
Web	O'Neal, Tim		Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to improve bicycle safety.
Web	Pell, David	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports this bike project. Would like to see a grid of bike-only streets and trails in Portland.
Web	Teiwes, Indigo	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports the program.
Web	Cohn, Mara	Resident	Regional	Next Corridor Planning	Supports program. How can we encourage ourselves and neighbors to move our bodies meet each other be safe get places quickly and not use our cars?
Web	Moore, Dan	Resident	Regional	Next Corridor Planning	Misc.: We need a bicycle transportation corridor from the west side to downtown Portland. Neither the Sunset Highway nor Burnside nor Cornell is currently sufficiently safe to encourage bicycle commuting. Thank you for taking our comments.dan moore
	Fitzgerald, Marianne	SW Neighborhoods, Inc.	Portland	Next Corridor Planning	Misc.: Recommends studying Barbur Blvd/I-5 corridor between I-405 and SW 65th to improve movement of freight, transit, bikes and pedestrians.
Web	Ahrend, Brent	Resident	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports project to improve capacity and safety for vehicles and bicycles traveling between Lake Oswego and West Linn.
Web	Bolton, Brent	Resident	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Weakly supports project; disappointed that it only applies to a short stretch. Hwy 43 is currently a death zone for bicyclists between downtown Portland and Lake Oswego.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Bowes, Megan	Resident	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Questions need: road is currently wide enough to comfortably accommodate both bicycle and vehicle traffic. The proposed project not functionally necessary. Suggests using funds where road is narrower.
Web	Bryck, Kevin	President - Robinwood Neighborhood Assn	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports project: Hopes residents nearby and neighborhood association will be involved in planning details.
Web	Mutschler, Mark	Robinwood Neighborhood Association	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports the project as valuable to the surrounding neighborhoods by connecting a discontinuous roadside with the improved areas to the North and South.
Web	Seigneur, Cornelia	Resident	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports project: Likes the idea of better bike lanes and sidewalks! Has suggestions for design of lanes and pedestrian crossings.
Web	Shepard, Mark	Resident	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports this much need bike route from Oregon City to Portland.
Web	Sommer, Curt	Robinwood NA Streets committee liason	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Strongly supports funding to alleviate congestion and address current safety problem for motorists, cyclists and pedestrians.
Web	Carson, Jody	West Linn City Council	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports projects as part of implementing a TGM grant approved by ODOT; provides crucial bike and pedestrian connectivity.
Web	McLarty, Sally	Bolton Neighborhood Association	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports completing this missing piece of an otherwise continuous bike and pedestrian way through West Linn.
Web	Runyan, Steve	Resident	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Strongly supports this bike and pedestrian safety and beautification project--it's long overdue.
Web	Panich, Arnold	Resident	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports this trail to improve bike and pedestrian safety, especially for children and more bike and pedestrian facilities in SW Portland; fix that area's bridges.
Web	Accetta, Alex	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to promote safe bicycle and pedestrian pathways. SW Portland often feels overlooked in these investments.
Web	Barbarasch, Bruce	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to benefit a neighborhood that needs increased pedestrian connectivity and provide an important link between the west side of Multnomah County and the emerging trail network in Washington County.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Carroll, Brian	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to provide better cycling infrastructure to promote safe commuting. The improvements in this project will offer safe options to bikers.
Web	Cousins, Alex	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to add a much-needed trail to an underserved part of Portland and the metro area. The Red Electric will be very popular as there are no east-west trail connections in SW Portland. dangerous B-H Hwy. and Barbur Blvd. Thank you.
Letter	DeCrescenzo, Peter	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Strongly supports project to provide safe route for pedestrians and bicyclists. There are so few safe pedestrian & bike routes in our neighborhood!
E-mail	Dossett, John	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project as top priority. The Vermont & 30th area is the major barrier to cycling in our part of town. This would be an enormously important change for students to get to Wilson High from the nearby neighborhoods to the south.
Web	Evans, Steve	Member of SW Trails	Portland	Red Electric Trail: SW 30th-SW Vermont	Strongly supports project as a vital piece of the Red Electric Trail tie-in to the regional Fanno Creek Trail and as a stand-alone project to provide a safe walkable/bikeable trail west from the Hillsdale Town Center connecting to a useable street (SW Bertha Blvd). Portland is behind Beaverton Tigard and other Washington County communities in constructing its portions of the Fanno Creek trail.
Letter	Feldman, George	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: Excellent safety addition! It would allow people to get to Gabriel park as well as further out to the Southwest.
E-mail	Fife, Sandra	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: There are no safe streets that I know of through the Hillsdale area and there is a huge need for this.
Comment	Garcia, Alan	Bicycle Transportation Alliance	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to create an excellent bike commute thoroughfare.
E-mail	Harris, Julia	SWHRL	Portland	Red Electric Trail: SW 30th-SW Vermont	Support project to greatly improve the safe and easily negotiated bicycle access to a large part of SW Portland between Barbur and BH Hwy. This will contribute to more business in Hillsdale.
Comment	Hawkins, Janet	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports plans for converting the old Red Electric Train railroad into hiking/biking trail for the neighborhood.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Letter	Henderson, Judy	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project, because the SW section of the City of Portland is sorely behind other parts of the city in terms of safe and convenient pedestrian and bicycle options. Even higher priority: Barbur bridges need bike lanes.
E-mail	Holton, Kathleen	Oregon Health & Science University	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project as a cyclist who commutes by bike. This stretch is now very dangerous due to lack of bike lanes and narrow roads. An improved path in this area could also make it safer for pedestrians.
E-mail	Holtz, Andrew	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to connect SW neighborhoods that have been historically underserved in terms of bicycle and pedestrian infrastructure.
Comment	Itkin, Gerald	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to make area more bike friendly.
Comment	Lytle, Penny	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Strongly supports this 1st planned segment of the Red Electric Trail to provide a safe trail for pedestrians in an area of town with limited pedestrian facilities.
Web	Mann, Michael	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports this project as a step in the right direction for improving safe bicycle access from the west side to the heart of Portland.
E-mail	Menger, Mark	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: Bicyclists in southwest portland are an underserved population. In order to improve opportunities and safety for bicycling in southwest portland this project and other like it must be made a priority.
E-mail	Milander, Curtis	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: Hillsdale pedestrian and bike access is very limited.
Letter	Oringer, Derek	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: Bike-friendly routes are needed in this part of Portland.
E-mail	Runzler, Cindy	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: Southwest Portland is seeing more bike commuters; this project would significantly increase safety.
E-mail	Sanders, Robert	PSU Employee	Portland	Red Electric Trail: SW 30th-SW Vermont	I hope you will fund this project.
Web	Schwantag, Ursula	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: This neighborhood needs more bike routes - hills and narrow streets make it hard to get around on a bicycle especially with kids. This particular stretch of bike route will make Robert Gray Middle School more accessible for bicyclists and encourage students to choose cycling as a quick and healthy way to get to school.

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Web	Seeborn, Sierra	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: Improvements to make our streets more bicycle-friendly will also be improving the liveability of our city.
Web	Selker, Frank	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Opposes project: Cyclists does not think this will be particularly useful. It is too indirect and complex to be an attractive alternative, and it isn't that bad to ride directly between BH Hwy and Bertha or Capital Hwy.
Web	Snedecor, Don	The Southwest Portland Post	Portland	Red Electric Trail: SW 30th-SW Vermont	Question: Is additional information available about this proposed project?
Web	Stabler, Ben	Hayhurst Neighborhood Association	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: The proposed improvements will make travel safer and easier for pedestrians and bicyclists in our neighborhood and the surrounding neighborhoods.
Web	Stedman, Ken	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: It would be good for bicyclists AND pedestrians (sidewalk on Bertha Blvd) and along Beaverton Hillsdale Highway. The section along Beaverton-Hillsdale highway is particularly necessary as it is currently rather dangerous.
Web	Sullivan, Sherry	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project and predicts it would be used heavily, by people in Hillsdale including myself!
Web	Wasson-Carter, Jane	BTA	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project: This is an important area to be developed for bicycle riding. It is high traffic with no shoulders in most places.
Web	Baack, Don	Hillsdale Neighborhood Assn; SW Trails Group	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to promote safer cycling and walking, especially for schoolchildren.
Web	Barbarasch, Bruce	citizen	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to improve pedestrian connectivity, and provide an important link between the west side of Multnomah County and the emerging trail network in Washington County.
Web	Bricker, Scott	Bicycle Transportation Alliance	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports trail projects as promoting active transportation; believes active transportation options should be a priority for regional flexible funds as there are few if any other sources of funding for these projects.
Web	Dossett, John	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Strongly supports project for many reasons, but especially for providing a safe bicycle route for kids getting to school.
Web	Evans, Steve	member of SW Trails	Portland	Red Electric Trail: SW 30th-SW Vermont	Strongly supports this project to extend a safe walkable/bikeable trail west from the Hillsdale Town Center and connect to a useable street (SW Bertha Blvd).

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Fitzgerald, Marianne	SW Neighborhoods, Inc.	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports the project as a high priority in SW Portland, to promote safety for bicyclists and pedestrians.
Web	Hamilton, Phil and Rose	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to improve bike and ped safety in SW Portland, enable safe access to Wilson HS and Rieke School (Safe Routes to Schools), reduce commuter car use, increase recreational biking and walking.
Web	Hamilton, Robert	Hillsdale Neighborhood Association	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to support pedestrian and bicycle safety, especially Safer Routes to School program.
Web	Laiuzzana, Julian	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to improve bicycle and pedestrian safety in SW Portland, especially for children, and to support the health benefits of the activity.
Web	Liden, Keith	SW Trails	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project.
Web	Love, Ken	South Portland Neighborhood Association	Portland	Red Electric Trail: SW 30th-SW Vermont	Strongly supports project to add an east/west trail to complement the north/south greenway trail and greatly improve safety for pedestrians and bicyclists.
Web	Mattox, Tom	Food Front Cooperative Grocery	Portland	Red Electric Trail: SW 30th-SW Vermont	I strongly support funding for the Red Electric Trail. It will enhance the business community, pedestrian safety, and make SW Portland more biker-friendly.
Web	Morris, John	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to enhance safety for bicyclists and pedestrians and connect to wider trail system.
Web	Pigg, Matthew	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Strongly supports the project to dramatically improve bike and pedestrian connections into Hillsdale and to schools.
Web	Seifert, Rick	Hillsdale Alliance	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to add a cost-effective facility in a part of the city that is sidewalk-deficient and an area that needs safe routes to schools.
Web	Snedecor, Don	The Southwest Portland Post	Portland	Red Electric Trail: SW 30th-SW Vermont	Neutral: requests more information about the project.
Web	Softoway, Doug A.	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports project to improve safety of pedestrians cyclists.
Web	Teiwes, Indigo	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports the program. Urges off-road bike and pedestrian projects be a priority.
Letter	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	Red Electric Trail: SW 30th-Vermont	Strongly supports multi-modal connections.
Letter	Harris, Julia	Resident	Portland	Red Electric Trail: SW 30th-Vermont	Strongly supports this project as a crucial improvement to bicycle and pedestrian access in SW Portland.
Letter	Egan, Melissa	Resident	Portland	Red Electric Trail: SW 30th-SW Vermont	Supports this bike project.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Lewis, Tom	Resident	Regional	Regional High Capacity Transit Bond Payment	Opposes: isn't TriMet capable of taking care of 'it's own'? how many layers of beauracracy can we afford?
Web	Grover, Barb	Resident	Regional	Regional High-Capacity Transit Bond Payment	Supports meeting our existing commitments
Web	Selker, Frank	Resident	Regional	Regional High-Capacity Transit Bond Payment	Supports paying off existing commitments before taking on new ones.
Web	Cohn, Mara	Resident	Regional	Regional ITS/TSMO	Supports program to help our environment and improve safety of our cyclists.
Letter	Collier, Corky	Columbia Corridor Association	Regional	Regional ITS/TSMO	Supports program as the most value for the dollar.
Letter	Mattson, Annette	Clackamas County Economic Development Commission	Regional	Regional ITS/TSMO	Supports program as a quick, relatively easy program to implement to help maximize efficiency of current system.
Letter	Parks, Wilda	North Clackamas Chamber of Commerce	Regional	Regional ITS/TSMO	Supports this program to help relieve congestion with projects that are relatively quick to implement.
Web	Koonce, Peter	Resident	Regional	Regional TOD Implementation Program	Supports program: I served on a Committee hat used grant money from this program to review proposals for redevelopment of the North Main Street properties. The money provided motivation for increasing the intensity of uses near transit.
Web	Selker, Frank	Resident	Regional	Regional TOD Implementation Program	Opposes program. Developers already have incentives to use transit and they have a way of gaming such public efforts as these to subsidize projects that would go anyway.
Letter	Bader, Kali	Rembold Companies	Regional	Regional TOD Implementation Program	Supports program than makes transit-friendly, mixed-use projects financially feasible.
Letter	Bemis, Shane	City of Gresham	Regional	Regional TOD Implementation Program	Supports program as a successful and essential way to implement 2040. City of Gresham has benefited.
Comment	Bernard, Jim	City of Milwaukie	Regional	Regional TOD Implementation Program	Supports TOD to reduce need for autos and promote development downtown.
Comment	Boileau, Bob	Myhre Group Architects	Regional	Regional TOD Implementation Program	Supports light rail and especially the TOD program for its large environmental benefit in supporting transit use.
Letter	Braunsten, Megan	Gresham Regional Center TMA	Regional	Regional TOD Implementation Program	Supports program than makes transit-friendly, mixed-use projects financially feasible.
Letter	Braunsten, Megan	Gresham Downtown Development Association	Regional	Regional TOD Implementation Program	Supports program than makes transit-friendly, mixed-use projects financially feasible.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Cavanaugh, Kevin	Cavanaugh + Cavanaugh LLC	Regional	Regional TOD Implementation Program	Supports recommended allocation--and urges more. The program is essential to the viability of these projects. Helps small local developers build projects that meet public goals. Promotes alternative transit use.
Letter	Dicus, Lonnie	City of Beaverton	Regional	Regional TOD Implementation Program	Supports the program, which has benefited development of Beaverton as a regional center and encouraged transit use. Need more such developments.
Letter	Drake, Rob	City of Beaverton	Regional	Regional TOD Implementation Program	Supports program as vital to the feasibility of these kinds of mixed-use, urban developments.
Comment	Ellsworth, Mark	Office of the Governor	Regional	Regional TOD Implementation Program	Supports the program.
Comment	Garver, Julie	Innovative Housing, Inc.	Regional	Regional TOD Implementation Program	Supports the program and submitted pictures and other material to demonstrate what it has helped accomplish.
Letter	Jones, Gordon	One 19 Towers LLC	Regional	Regional TOD Implementation Program	Supports recommended allocation--and urges more. TOD program essential to making these developments economically feasible.
Letter	Kelley, Craig C.	Housing Development Center	Regional	Regional TOD Implementation Program	Supports recommended allocation as affordable developments like The Watershed at Hillsdale would not be possible without Metro's commitment.
Letter	Kilbane, Thomas	Urban Renaissance Group	Regional	Regional TOD Implementation Program	Supports the program as a way to make TOD developments feasible. TOD developments important to reducing traffic congestion and increasing city sustainability.
Web	Koonce, Peter	Resident	Regional	Regional TOD Implementation Program	Strongly supports these projects to encourage increasing the intensity of uses near transit.
Letter	Lawrence, Brendon	Prescott Partners, LLC	Regional	Regional TOD Implementation Program	Supports program as vital to the feasibility of these kinds of mixed-use, urban developments.
Comment	Martin, Corey V.	PATH Architecture Inc.	Regional	Regional TOD Implementation Program	Supports at least the current allocation recommendation; TOD makes these projects economically feasible, especially for small firms and most especially given the current lending climate.
Comment	McNamara, Ed	Turtle Island Development LLC	Regional	Regional TOD Implementation Program	Supports program allocation as necessary for a farsighted strategy to integrate growth management with the region's transit infrastructure.
Letter	Morgan, Darlene P.	Pacific University	Regional	Regional TOD Implementation Program	Supports the program as crucial to encouraging development, encouraging transit use and promoting sustainable growth.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Southgate, John	City of Hillsboro	Regional	Regional TOD Implementation Program	Supports TOD program.
Letter	Unti, Dwight D.	Tokola Properties	Regional	Regional TOD Implementation Program	Supports recommended allocation--and urges more. TOD program essential to making these developments economically feasible. is a wise investment of public money, providing incentive for private investment.
Web	Briggs, Carolyn	Resident	Regional	Regional Travel Behavior Study	Supports gathering accurate knowledge. Please fund this project.
Web	Cohn, Mara	Resident	Regional	Regional Travel Behavior Study	Qualified support: would like to see this taken to the next step which to me is 'what will it take go get you out of your cars'? That's the survey I would fully support.
Web	Moore, Dan	Resident	Regional	Regional Travel Behavior Study	Misc.: As a bike commuter I would urge you to design the survey in such a way that bicycle travel patterns can be discerned for both present and future conditions. Try to find out how many more commuters would start using bicycles from the west side to downtown Portland if there were roads with bike lanes.
Web	Wheeler, Mark	Resident	Regional	Regional Travel Behavior Study	Misc.: At least some buses and trains should run late night or even all night. This simple step would take thousands of dangerous drunk drivers off the road. It would also be a huge benefit to lower income workers who get off work late at night.
Web	Briggs, Carolyn	Resident	Regional	Regional Travel Options Program	Supports program. How can we encourage ourselves and neighbors to move our bodies meet each other be safe get places quickly and not use our cars? Find these things out and make it happen!
Web	Brown, Sue	Resident	Regional	Regional Travel Options Program	Questions what program is about: what does 'managing travel demand' mean?
Web	Cohn, Mara	Resident	Regional	Regional Travel Options Program	Supports program to decrease motor vehicle usage.
Web	Millhauser, Susan	City of Lake Oswego	Regional	Regional Travel Options Program	Supports program as having been very instrumental in helping the City of Lake Oswego encourage employees to use commute options, especially through the Metro Vanpool program.

Table of Comments

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Moore, Dan	Resident	Regional	Regional Travel Options Program	Misc.: Bicycle commuters need more bike storage boxes and more covered bike racks at Max Transit stations. West side bicycle commuters to downtown Portland need a bicycle transportation corridor as neither the Sunset Highway nor Burnside nor Cornell is currently a very safe ride. Thank you for taking our comments.
Letter	Frost, Karen	Westside Transportation Alliance	Regional	Regional Travel Options Program	Supports program as an effective way to create and reinforce behaviors that reduce greenhouse gas emissions
Letter	Mattson, Annette	Clackamas County Economic Development Commission	Regional	Regional Travel Options Program	Supports program to increase use of travel options, reduce pollution and improve mobility.
Web	Millhouse, Susan	City of Lake Oswego	Regional	Regional Travel Options Program	Supports funding this program, which has been instrumental in helping the City of Lake Oswego encourage employees to use commute options. Important to help smaller cities leverage funds, knowledge and partnerships to expand transportation options and reduce our carbon footprint.
Letter	Parks, Wilda	North Clackamas Chamber of Commerce	Regional	Regional Travel Options Program	Supports program to increase use of travel options, reduce pollution and improve mobility.
E-mail	Teiwes, Indigo	Resident	Regional	Regional Travel Options Program	Supports the program.
Web	Sanders, Robert	PSU Employee	Regional	School Bus Diesel Engine Emission Reduction	This should be a no-brainer. Please fund this project.
Web	Selker, Frank	Resident	Regional	School Bus Diesel Engine Emission Reduction	Qualified support for the goal, but would like performance guarantees on these installations. Test busses in year or two and verify results.
Web	Koonce, Peter	Kittelison & Associates, Inc.	Regional	School Bus Diesel Engine Emission Reduction	Neutral: found it difficult to evaluate this against the other bus emissions projects.
Web	Lewis, Tom	Resident	Regional	School Bus Diesel Engine Emission Reduction	Supports being thoughtful of our air quality.
E-mail	Ball, Chantelle	Resident	E. Mult. Co.	SE 174th: Jenne-Giese	Supports project to accommodate growth in the area.
Web	Lehman, Jason	Resident	E. Mult. Co.	SE 174th: Jenne-Giese	Qualified support: Sounds like a very interesting idea. Is there more info with a more comprehensive description of the project?T
Web	Whitford, Ray	Resident	E. Mult. Co.	SE 174th: Jenne-Giese	Supports project for new development and future development moving toward Damascus.
Web	Baker, Jean	Division/Clinton BA	Portland	SE Division: 6th-39th	Strongly endorses improvements on Division to support continued and expanded redevelopment.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Bartolomei, Larry	DCBA	Portland	SE Division: 6th-39th	Supports more street trees and landscaping/bioswells along the whole length of Division Street!. Would also like to see crosswalks at as many intersections as possible.
Letter	Blanchette, Paula	Resident	Portland	SE Division: 6th-39th	Strongly supports project to improve the neighborhood and contribute to Portland's overall liveability and desirability.
Web	Bolton, Brent	Resident	Portland	SE Division: 6th-39th	Strongly supports project. This sounds like a wonderful idea.
Web	Bowers, Irene	Portland Development Commission	Portland	SE Division: 6th-39th	Supports improvements to this high traffic bikeway to enhance a close-in Portland neighborhood.Support this project.
Web	Brody, Susan	Resident	Portland	SE Division: 6th-39th	Strongly supports the allocation of \$2.5 million to the SE Division project (6th to 39th). Improvements to this intersection and to the other portions of Division will enhance the livability of this area of Portland making it easier to use alternative modes and providing amenities that support increased residential densities and an attractive location for new neighborhood businesses.
Comment	Carpenter, Brent	Resident	Portland	SE Division: 6th-39th	Supports improvements on Division but feels that those improvements should be done in a way that decreases not increases traffic on the two parallel bike boulevards. Portland needs to continue moving toward greater bicycle ridership. However the Green Street/Main Street project could have the opposite effect by increasing traffic.
Comment	Cohn, Mara	Resident	Portland	SE Division: 6th-39th	Supports projects as the first step in improving the "ride". This really needs to be extended beyond 39th.
Letter	Davidson, Peter	Resident	Portland	SE Division: 6th-39th	Supports project to create a vibrant Green/Main Street.
Web	Edwards, Karin	Hawthorne Boulevard Business Association	Portland	SE Division: 6th-39th	Supports project: The street is growing so quickly that it is in great need of these changes as soon as possible.
Web	Eykamp, Chris	Resident	Portland	SE Division: 6th-39th	Strongly supports project to improve the character of Division Street, make it more pedestrian friendly and better support increasing density as we move into the future.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Letter	Gatti, Elizabeth	Resident	Portland	SE Division: 6th-39th	Supports project; Project has broad community and business support. Will help neighborhood revitalization and improve safety for bicyclists and pedestrians.
Comment	Gogol, Sabrina	Resident	Portland	SE Division: 6th-39th	Opposes project as unneeded. Requests that funding be applied to neighborhoods with more safety concerns.
Letter	Grayum, Gabe	Resident	Portland	SE Division: 6th-39th	Strongly supports funding for the division streetscape project to provide safer access and a more pleasant atmosphere for pedestrians and the neighborhood at large.
E-mail	Lewis, Christine	Resident	Portland	SE Division: 6th-39th	Opposes using scarce money to improve an already bike-friendly neighborhood. Use money for projects with greater safety problems.
Letter	MacLeod, Douglas	Resident	Portland	SE Division: 6th-39th	Supports the Division Streetscape and Reconstruction Project. This is a project that has broad support from the area residents and businesses. The division street business core needs this sort of streetscape upgrade. The area has been neglected for too long.
Letter	Matson, Ryan	SCLI/HAND	Portland	SE Division: 6th-39th	Supports project: The Division Streetscape and Reconstruction Project is only the first of many needed steps that this community has been waiting for after many years of deliberations and planning.
Web	Mesling, Chena	Resident	Portland	SE Division: 6th-39th	Supports project: Division is a nightmare for all transportation methods currently! This would improve things.
Web	Murphy, Joseph	Resident	Portland	SE Division: 6th-39th	Supports project: It is becoming a difficult place to be a pedestrian or bike rider. Funding the project will also act as seed money to spur private investments along the street.
Web	Nettekoven, Linda	Hosford-Abernethy Neighborhood Development Association	Portland	SE Division: 6th-39th	Strongly supports funding the \$2.5 million request to make the street a model commercial corridor that allows pedestrians bicycles buses autos and freight to move safely and efficiently while fostering a vibrant local economy.
Web	Nichols, Ken	Resident	Portland	SE Division: 6th-39th	Supports project: The spot that needs the most attention is seven corners at 20th and Division.
Web	Noon, Eric	Resident	Portland	SE Division: 6th-39th	Supports this community minded project to not only to support our local economy community and local non-profits, but recognize the broad collaboration that has supported the plan.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Reddy, Beth	Resident	Portland	SE Division: 6th-39th	Opposes project: Feels the area is well-served and safe. Suggest applying money to areas in more need.
Web	Rivers, Lucias	Resident	Portland	SE Division: 6th-39th	Supports project as important to the neighborhood and to the city. In order to handle the large numbers of people we need to make Division Street all that it can be. a
Web	Stainbrook, Suzanne	Resident	Portland	SE Division: 6th-39th	Supports project: These funds will help improve Division and support the delicate balance between increased population effects (cars bikes people) and the intimate unique and safe community we strive for.
Web	Timm, Ethan	Resident	Portland	SE Division: 6th-39th	Strongly supports an additional \$2.5M be allocated to the Division Streetscape project in order to allow the incorporation of the streetscape portion of the project. The additional funding will significantly improve the pedestrian biking and neighborhood experience in this important education commercial and residential corridor.
Web	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	SE Division: 6th-39th	Supports project, but other needs take precedence.
Web	Brock, Carolyn	Hosford-Abernethy Neighborhood Association	Portland	SE Division: 6th-39th	Strongly supports project to complete improvements started under Phase I, improve pedestrian safety, revitalize the neighborhood and support local business.
Web	Johnson, Allen; Brody, Susan	Resident	Portland	SE Division: 6th-39th	Supports project to improve pedestrian and bicycle facilities, safety, transit travel times, and environmentally sound streetscape.
Web	Kingsley, Charles and 16 cosigners	Division Vision Coalition	Portland	SE Division: 6th-39th	Supports project to complete streetscape features that support neighborhood businesses, area walkability and pedestrian safety.
Web	Teiwes, Indigo	Resident	Portland	SE Division: 6th-39th	Supports the program.
Web	Cohn, Mara	Resident	Portland	SE Division: 96th-174th	Supports project to reduce driving and add more incentive to stay on the bike.
Web	Lewis, Tom	Centennial Community Assoc.	Portland	SE Division: 96th-174th	Supports project to improve connections for pedestrian and bicyclers and add to livability of the area.
Web	Mann, Michael	Resident	Portland	SE Division: 96th-174th	Supports this project. Currently, this section of Division is very unfriendly to pedestrians and is an eyesore to this part of Portland.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Woods-Morse, Katherine	Resident	Portland	SE Division: 96th-174th	Supports project as a wonderful extension to our bike and pedestrian friendly neighborhoods and for the sake of our health and energy usage.
Web	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	SE Division: 96th-174th	Strongly supports infrastructure to address serious safety issues.
					Strongly supports allocation of \$2.5 million to the SE Division project (6th to 39th) to improve bicycle and pedestrian safety, enhance the livability of this area, providing amenities that support increased residential densities and an attractive location for new neighborhood businesses.
Web	Brody, Susan	Resident	Portland	SE Division: 96th-174th	Supports reconnecting a community that is currently divided by the main thoroughfares of Division, Powell and 162nd.
Web	Lewis, Tom	centennial community assoc.	Portland	SE Division: 96th-174th	Supports project as important for supporting commercial viability.
Web	Rivers, Lucius	Resident	Portland	SE Division: 96th-174th	Strongly supports project to support pedestrian and transit safety in rapidly developing area on the Green MAX line.
Web	White, Mark	Powellhurst-Gilbert Neighborhood Association	Portland	SE Division: 96th-174th	
Web	Whitford, Ray	Resident	Portland	SE Division: 96th-174th	Supports project to improve a busy transit route.
Web	Collier, Corky; Eichman, Gary	Portland Freight Committee	Portland	St Johns Rail Line (UP): N St Louis-N Richmond	Supports project to improve livability, safety and movement of rail freight.
					Supports project to reduce impact of whistle blows on cyclists, who don't have the safety or protection of a car enclosing us which also diminishes sound.
Web	Cohn, Mara	Resident	Portland	St Johns Rail Line (UP): N St. Louis-N Richmond	
					Strongly supports this project: These horns are heard all over NoPo by tens of thousands causing restless nights.
Web	Sanders, Robert	PSU Employee	Portland	St. Johns Rail Line (UP): N St. Louis-N Richmond	Supports project as an improvement for residents and rail freight.
Web	Collier, Corky	Columbia Corridor Association	Portland	St. Johns Rail Line (UP): N St. Louis-N Richmond	Supports project for its substantial benefit for freight movement, neighborhood noise reduction, and generally safety improvements.
Web	Kingsley, Wayne	Central Eastside Industry Council; Portland Freight Committee	Portland	St. Johns Rail Line (UP): N St. Louis-N Richmond	
					Supports project, but encourages studying inclusion of bike lanes and pedestrian access. Commuting between Lake Oswego and West Linn right now is not an option on bike/foot and this link is vitally important.
Web	Accetta, Alex	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	
Web	Bowes, Megan	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Opposes spending so much on an EIS; questions why it costs \$4+ million. Prefers supporting projects.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Brown, Bruce	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Strongly supports as critical to Lake Oswego's move to sustainability and to enhance the potential success of increased mixed use in the L.O. core as well as help alleviate increased traffic along the Highway 43 corridor by reducing dependence on the automobile.
Web	Gornick, Thomas	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Supports project: Completing the rail line from South Waterfront to Lake Oswego is the most obvious project that has not been completed. It offers many benefits to the commuter, local community and the environment. Ideally a bike path should be considered as part of this project.
Web	Murphy, Lisa	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Strongly supports project: This extension would benefit hundreds of existing mass transit commuters and greatly encourage others to use mass transit for these areas.
Web	Reid, Ian	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Supports project: The project would simultaneously provide a safe option for cyclists and pedestrians who now must use the very dangerous HWY 43 as well as boost public transit use via the streetcar. I
Web	Walters, David	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Strongly supports this project as one of the most important multimodal links for the metropolitan area. It would increase my use of my bike for commuting to virtually 100% and more importantly increase additional participation from many potential riders who are afraid to use highway 43 for safety reasons. Dave
Web	Wetherell, Kenneth	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Strongly supports project. Understand that it also contains provisions for a trail to accommodate bicycle traffic and pedestrians. A near-grade trail away from cars would be cherished by those of us who regularly make this congested and exhaust laden trip along the HWY 43 corridor by bicycle.
Web	Yurk, David	Resident	Regional	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Supports project to connect LO with PDX. With a light rail/bike path along the river LO and West Linn area more accessible to both commuters and recreational cyclists. The light rail and a bike path would be very popular.
Web	Murphy, Lisa		Regional	Streetcar Extension: Portland-Lake Oswego via Willamette Shore	Supports this streetcar addition to reduce transit commute times to Portland. Would encourage new commuters to use mass transit.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Cohn, Mara	Resident	Regional	Transit Bus Diesel Engine Emission Reduction	Supports program to improve air for bicyclists who have to breathe the fumes.
Web	Grover, Barb	Resident	Regional	Transit Bus Diesel Engine Emission Reduction	Supports any diesial emission reduction - even if biofuels are being used the particulates are an issue.
Web	Sanders, Robert	PSU Employee	Regional	Transit Bus Diesel Engine Emission Reduction	Please fund this project... we'll all breathe more easily.
Web	Selker, Frank	Resident	Regional	Transit Bus Diesel Engine Emission Reduction	Qualified support for the goal, but \$13,000 per bus seems high. Asks whether results from Tri-Met busses that have such retrofits demonstrate that effectiveness.
Letter	Aulwes, David	City of Portland (Ped Advisory Comm)	Regional	Transit Bus Diesel Engine Emission Reduction	Supports project, but other needs take precedence.
Web	Ascher, Leland	Tualatin Hills Parks and Recreation District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project as providing a major alternative transportation option.
Web	Bricker, Scott	Bicycle Transportation Alliance	Portland	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports trail projects as promoting active transportation; believes active transportation options should be a priority for regional flexible funds as there are few if any other sources of funding for these projects. This project is a BTA priority.
Web	Egan, Melissa	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports this bike project.
Web	Kroger, Wendy	Tualatin Hills Parks and Recreation District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project to complete strategic connection between proposed Rock Creek Regional Trail and proposed Bronson Creek Trail.
Web	Manthey-Waldo, Lori	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Strongly supports the project to provide Oak Hills and Bethany with needed safe biking connectivity and recreational opportunities. Middle school and elementary age children will be able to bike to school safely!
Web	Miller, Andy F.	Washington County CPO #7	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project as safe route for kids to walk or bike to school. Would complete a needed trail connection.
Web	Schouten, Dick	Washington County Commission	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Strongly supports project as badly needed in Washington County, which is deficient in trails but growing in population.
Web	Teiwes, Indigo	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports the program. Urges off-road bike and pedestrian projects be a priority.
Web	Wenk, Ted	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports the project. I like it.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Donnegan, Joseph	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project to help tie some important commuter points for cyclists toward the end goal of better westside transportation alternatives. for considering Joe.
Web	Harris, Julia	SWHRL	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project to help connect some of the other off road multiple-use trails west of the city. It would be a positive asset for all westsiders who wish bike recreationally and encourage those who are afraid to ride on the streets. Additionally it would provide a safe way for residents to do errands car pool etc.
Web	Hicks, Roger	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project and suggests items for the plan, including protective sensitive wildlife habitat, signage for out-of-area users, and including a designated off-leash area.
Web	Hicks, Roger	Kyle Place Homeowners Wisner Ridge Homeowners	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project, but urges coordination with the Rock Creek Trail. Also urges protection of sensitive habitat.
Web	Krutsinger, Ann	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Strongly supports project: YESS!!!
					Supports a fantastic investment into the Bethany area. This project will provide connect Oak Hills and Bethany with very needed safe biking connectivity and recreational opportunities. Middle school and elementary age children will be able to bike to school safely!!
Web	Manthey-Waldo, Lori	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Please fund this project. Thanks!
Web	Oringer, Derek	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project: One of the reasons we left the (Arbor View) neighborhood was because it was difficult to walk or bike anywhere. It seemed like the streets and level of traffic made walking a chore.
Web	Prause, David	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project as a great addition to a suburban area that does not have a lot of facilities for safe bicycle travel. Washington County suburbs are largely unincorporated. Many neighborhoods don't "connect" with others except by dangerous arterial roads with no bike lanes or sidewalks.
Web	Ricks, Kristina	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	
Web	Sanders, Robert	PSU Employee	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Please fund this project :)

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Secret, Brian	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project as a great north-south link in a suburban part of Washington County, an area that desperately needs transportation alternatives. .
Web	Strouhal, Mychelle	Real Estate - Mother of 2	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project as a wonderful addition to our neighborhood. It keep children safe while walking to school and activities!
Web	Wenk, Ted	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-West Union Drive	Supports project.
Web	Dennis, Mike	Willamette Pedestrian Coalition	Portland	Willamette Greenway Trail: N Columbia-Steel Bridge	Supports project to provide safe transportation option linking N Portland residents with downtown and with the river.
Web	Kotek, Tina	House of Representatives, Oregon	Portland	Willamette Greenway Trail: N Columbia-Steel Bridge	Strongly supports this study toward constructing this important bike and pedestrian trail to connect neighborhoods with employment zones and recreation.
Web	Thompson, Wilfred	Friends of Cathedral Park Neighborhood Association	Portland	Willamette Greenway Trail: N Columbia-Steel Bridge	Supports project to connect N. Portland to downtown and to nature with a alternative transportation trail.
Web	Adamski, Joe	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to connect North Portland neighborhoods with jobs and the river. Promotes healthy exercise.
Web	Adatto, Lisa	Climate Solutions	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project to give consumers new transportation choices, reduce reliance on oil for economic and environmental reasons, offer safe secure bike paths that are separate from streets.
Web	Allan, Bryan	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project to build upon the largely successful east bank esplanade, connect St. Johns with downtown with a trail that is more hospitable to bikers, provide an alternate route than the very industrialized and truck-heavy Interstate Avenue and extend the existing 40-mile "loop."
Web	Alvares, Marila	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project as an important link between downtown and North Portland, needed safe access to Forest Park Kelly Point Pier Park Smith & Bybee lakes and many other natural areas. We need more family and pedestrian friendly options!
Web	Ashney, Daniel	Bureau of Environmental Services	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports moving this project forward to improve safe bicycle access to downtown, for both transportation and recreation. Badly needed improvement that would be heavily used.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Badyrka, Nicholas	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports this multi-use trail connecting North Portland to the east side Esplanade. Our area needs more safe bicycle commuting and recreational facilities.
Web	Barnas, James	Friends of Baltimore Woods	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports this planning study to bring about a multi-use trail that would serve as a recreational and a commuter link from Kelly Point Park/Rivergate to downtown Portland.
					Strongly supports project that would enable residents of the region to get around town safely cheaply and cleanly. It is especially important for the future of bicycling in Portland. At present bike access to North Portland from downtown is extremely limited.
Web	Batterman, Joel	Reed College Transportation Committee	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Such a project would increase community use of this area enhancing Portland's reputation as a green livable neighborhood-oriented city: all of the reasons that I choose to live here.
Web	Bauer, Hiedi	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding this study toward providing a trail connecting North Portland to Downtown, particularly in these times of energy uncertainty and heightened environmental awareness. Trail would be heavily used and would reduce pollution mitigate traffic congestion and further cement our community's commitment to common sense alternative transportation solutions.
Web	Baumgartner, Kimber	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study to promote a key element of Portland's 40-mile Loop, offer expanded separated facilities for bike/ped in an area sorely in-need of such facilities.
Web	Beaston, John	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to enable bicyclists and pedestrians to continue north along the river. Would get a tremendous amount of recreational use along with commuters and great for families.
Web	Benson, Andrea	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project as a jogger and biker. North Portland would benefit in many ways from this trail to downtown.
Web	Blittner, Jeremy	Cathedral Park Neighborhood Assoc.	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project to provide more off-road paths for pedestrians and bicyclists. Plus it goes through some beautiful areas that most don't get to see (Willamette Cove especially). Suggests planning to minimize pedestrian/bicyclist conflicts early.
Web	Bolton, Brent	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	

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Web	Briggs, Michelle	Adidas	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study. It would be wonderful to have this trail become a reality.
Web	Britton, Jason	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study: Would love to see the Greenway expanded completely from the Sellwood to the St Johns.
Web	Bryden, Gregg	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding this important corridor connecting North Portland to downtown.
Web	Buckingham, Jeff	College Ecology Club	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to see a path that bikers can take into Portland. Greeley and Interstate the main paths taken now and can be pretty sketchy at times and difficult to share with cars.
Web	Burns, Julie	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project to enable students to commute via bicycle instead of car to downtown Portland. The current bike paths alongside intense car traffic are too frightening a prospect for us. Would like to see river travel and rail option, also.
Web	Busch, Joseph	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	I strongly support the North Portland Willamette Greenway Trail and urge your approval of the \$444800 for trail planning.
Web	Cano, Claire	NP Greenway	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	I strongly support the North Portland Willamette Greenway Trail and urge your approval of the \$444800 for trail planning.
Web	Ceniceros, Elizabeth	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding for the Willamette Greenway Trail. A trail from the North peninsula that connects with the Esplanade trail would be a fabulous achievement and increase the livability of the entire city.
Web	Cetas, Justin	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	I strongly support this proposal. \$50,0000 is extremely cheap to provide a lasting legacy to all citizens of Portland.
Web	Cohen, Scott	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports the planning study of the Willamette Greenway Trail. Trail would be a major component of our region's trail transportation and green space system as well as a vital opportunity to reconnect Oregonians to their river system.
Web	Cohn, Mara	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: would love to see this project come to fruition.
Web	Cooney, Tom	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project: Creating multi-use travel corridors separated from traffic is a critical step in promoting further growth in pedestrian and cycling volume.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Crouch, Chad	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project has a tremendous benefit to the area. It would increase the value of the riverfront land all along the corridor and by extension the entire peninsula.
Web	Custer, April	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports projects to create a safe and beautiful Greenway trail that connects North Portland to the rest of the city! My family would definitely use this trail to walk and ride our bikes for fun and to visit friends in St. Johns or make eco-friendly trips downtown.
Web	de Giere, Marc	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: would use it a lot.
Web	del Rosario, Cesar	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports the Willamette Greenway planning study as an integral part to the npGreenway Trail System. The Willamette Greenway Trail will help complete the corridor to connect many neighborhoods (St. Johns Linnton University Park Overlook Portsmouth Cathedral Park) to city centers access to jobs and areas of recreation, enhance recreation, connect people with the river and raise environmental awareness.
Web	Dennis, Michael	Willamette Pedestrian Coalition	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project to improve bicycle and pedestrian safety and encourage active transportation options.
Web	Dixon, Brian	Bicycle Transportation Alliance	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: Outside of being wonderful for bikers/walkers/commuters/etc this trail would also do wonders for the river it follows.
Web	Duran, Christopher	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: Project would provide much needed off-street bike and pedestrian access to North Portland. It would also be a great improvement for recreation and tourism in Portland.
Web	Eastlake, Dane	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: Would love to see a rideable route along the river all the way to the St. Johns Bridge.
Web	Ediger, Jane	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to increase the safety of riders going North in and out of the Central City without the fear and danger of riding with motor vehicles. It also greatly improves the aesthetic experience for commuters.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Elliott, Kim	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to provide alternative modes of transportation for commuting or exercise/pleasure. The greenway would connect other pedestrian/bicycle paths in the region. It would be a boon to the north Portland community and a vital (unmotorized) connection to the Columbia Slough area the downtown/esplanade area and ultimately the to 40-mile loop started in the Springwater corridor.
Web	Elliott, Kim	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports the North Portland Willamette Greenway Trail and urge your approval of the \$44,4800 for trail planning.
Web	Fedje, Steven	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: North Portlanders need more wilderness because historically underserved residents can't always drive 2 hours to get to wild places.
Web	Feldman, George	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports plan to allow expanded access to a beautiful and under-used area of Portland.
Web	Finley, Patrick	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to add a crucial and efficeint connection for residents of N. Portland.
Web	Flaum, Elisabeth	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: Having through off-road options for bicycles and pedestrians will help reduce vehicle traffic congestion and pollution as well as improving the health of the community.
Web	Florey, Brennan	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project to potentially give thousands of avid bikers in North Portland and St. Johns a way to get downtown without much traffic.
Web	Freeman, Becky	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: This trail would be an amazing addition to the existing Eastbank Esplanade and would allow folks like me who are too timid to bike to work on the street a safer and more pleasant option. The trail would provide great recreational opportunities for North Portlanders.
Web	Freeman, Mark	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: My spouse and I would use this path almost daily to commute to work and activities along the greenway. Very exciting!
Web	Fulton, Maren	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project. I ride my bike and would like to have this access trail!

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Gantz, Bob	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project as crucial to a successful non-automobile transportation network. Any project that works to expand this network make the river accessible to the public and connect open spaces around the region should be considered essential.
Web	Geisler, Doug	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project toward having a waterfront trail from St Johns to downtown. Its a long time in coming.
Web	Grayum, Gabe	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding the Willamette greenway trail to extend the popular waterfront to pedestrian and bicycle use for transportation and recreation activities which greatly improve the health of our city and our residents.
Web	Green, Patrick	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports study: Having a route from St. Johns all the way downtown would provide incentive for more to bike or run between North Portland and downtown. It would also connect those on the peninsula more closely to the river.
Web	Griffith, Kurt	The Griffith Family	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports study: This project will have a huge impact on the health of our region.
Web	Grover, Barb	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study for many reasons, among them to improve connections, transportation and recreation options in the N Portland area and increase access to the river.
Web	Hagenhofer, Ben	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports study: I can't think of any single thing that would make my life in Portland better more immediately than a dedicated path to do this. The stretch down Greeley to Interstate is scary and dangerous.
Web	Haneckow, Dan	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study: The trail will create a bike "highway" between St. Johns and Downtown Portland which will encourage more ridership and at the same time increase safety by giving riders a off street option for their commute.
Web	Hannan, Ingrid	University of Portland	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study for a trail that would provide safe and easy access to both St. Johns and downtown and everything in between. This plan would connect several neighborhoods bringing about tighter-knit communities in Portland, promote the use of biking and walking and any other means of alternative transportation that does not require the use of an engine. .

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Hanrahan, Paul	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study: Future modes of transportation in our city must involve the bicycle. It cuts pollution reduces congestion and improves health of the riders. It also benefits the communities by making them more desirable and liveable.
Web	Hanson, Rick	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports this funding request for several reasons: encourages human-powered commuting, provides more access to nature and the river, and provides a great new running route!
Web	Harlow, Esther	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports the study: The Greenway would provide an INVALUABLE recreational and transportation link between North Portland and inner NE and SE Portland. I
Web	Hash, Steve	North Portland resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports this project: It will provide a safer alternative than the current route and wonderful recreation opportunities to the people of Portland.
Web	Hatfield, Stephen	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports the \$44,4800 required for trail planning. This trail will provide a safe (and much needed) bike commuting route for those of us living in up on the peninsula.
					Strongly supports the Willamette Greenway Trail. The route down Greeley is perilous, especially in the morning with high traffic and large trucks merging onto Greeley from Swan Island (Southbound). If commuters from St. John's and North Portland had a safer route to downtown the city could expect to see increased bicycle ridership and decreased rates of automobile congestion along Willamette and Lombard.
Web	Haunold, Erik	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: I live in St Johns and work at OHSU so this would be a route I would use daily.
Web	Hedrick, Leigh	Resident	Portland		Strongly supports the project: It would make me more likely to go to North Portland running or on my bike. Enhancing the Willamette trails brings lasting cachet to Portland and improves quality of life for a LOT of people here.
Web	Hein, Holly	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: Right now going along Willamette Blvd is too narrow for the large amount of bike traffic. More biking and less cars are the way to a better and healthier future.
Web	Hilli, Bon	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project and views it as a recreational trail. I think for the price it is great.
Web	Howe, Tigie	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	

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Web	Hughart, John H.	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project as a good enhancement for safety in this part of the city. I often ride there as part of a training route in the springtime.
Web	Itkin, George	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports another excellent biking enhancement.
Web	Koch, Steven	Koch Landscape Architecture	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports the North Portland Willamette Greenway Trail and urge your approval of the \$444,800 for trail planning.
					Strongly supports: This should be high priority because it meets multiple goals of providing a safe and inviting route for commuting increase access to nature and the Willamette River and a world-class recreational experience within the City of Portland.
Web	Labbe, Jim	Peninsula Park Commons	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project. Would like to see the trail system completed through the North Portland area to Columbia Blvd.
Web	Lackaff, Peter	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project. We need to retain/restore some of the natural beauty in North Portland.
Web	LaFollette, Glen	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project. This trail would provide me a much safer bike commute route to downtown that would virtually eliminate the need for me to ride with automobile traffic (provided an entrance to the trail off of Willamette blvd near Portsmouth).
Web	Lagowski, James	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project as an important addition to clean transit and recreation in Portland.
Web	Lampert, Roberta	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project as providing a safe bike lane. I assume I'm not alone in feeling bike lanes are simply not safe enough to get me out of my car. The riverfront simply offers an opportunity unequaled anywhere for safe efficient urban bicycle travel. Trail is long overdue.
Web	Laughingwolf, Peter	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports a greenway trail and park. This would make Portland and North Portland a much more livable.
Web	Lockner, Bill	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: This would be a huge improvement in terms of routes between North Portland and downtown and a great extension of the current trails along the river.
Web	Loening, Niko	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	

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Web	London, Trish	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: This greenway is very important in helping link St. Johns with downtown, the river and the rest of Portland.
Web	Luna Jimenez, Nanci	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project: Should be top priority. North Portland has been disproportionately impacted by lack of funding for safe bicycle paths. The current path into downtown from the Peninsula includes dangerous Greeley (with trucks moving fast and close out of Swan Island) or the steep grade hill with lights! coming along Interstate. These paths deter or prohibit most levels of cyclists from choosing cycling as a sustainable healthy and more affordable alternative to driving or public transportation.
Web	Lynsky, James	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports a multi-use path separated from auto traffic for the residents of Portland - for commuting and for recreation.
Web	MacMurray, Frank	Cathedral Park Neighborhood Assn	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports transportation initiatives that dedicate streets/paths to walkers and cyclists.
Web	Mann, Michael	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding for this vital link in the transportation and greenspace network in Portland.
Web	Marcello, Katherine	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports this planning study. Improving the Greenway in North Portland would do a lot to enhance connectivity for cyclists.
Comment	Martin, Bartholomew	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project for recreational purposes. But it would also create a nice resource for commuters and possibly allow for some riverside access and restoration in an area that has little or none.
Comment	Melchior, Robert	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: It would make a great connection from downtown to St John's. Maybe it would encourage people to ride up to Smith a Bybee lakes and see some of the beautiful sites that are available there.
Letter	Mitchell, Jason	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request as a welcome addition to our bikeways.
Letter	Moore, Jeffrey	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: Proposed greenway would offer bikes a safer route and attract new riders.
Comment	Moore, Madeline	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study of the Willamette Greenway Trail. Portland needs to further its commitment to sustainability and this is one way to do that.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Letter	Moore, Terri	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: It would be great to have an off street path for bikes and pedestrians on this route. It is especially dangerous on the road from the Steel Bridge to Willamette Blvd.
Comment	Morris, Julie	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request: The greenway would serve both as a utilitarian transportation route and as a recreational opportunity too.
Letter	Nash, Timothy	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports this trail planning, a multiuse trail on the east bank of the river, and transfer of the Triangle Park Property to the University of Portland with the understanding that the University is committed to constructing a public multiuse trail section of the North Portland Willamette Greenway Trail.
Comment	Newlevant, Jack	Newlevant Consulting	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request.
Letter	Newlin, John	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	I'm very excited about this project. Anything we can do to move it forward would be terrific.
E-mail	Nichols, Ken	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request as top priority: This would be an important safe and scenic artery into downtown. This would be the northern version of the Springwater trail which has been a huge success for both commute transportation and recreation.
E-mail	Niggemann, Jessica	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports project: It would really enhance the east side of the river in North Portland and provide great and safe route for commuting by bike and recreation.
Letter	O'Herron, Patrick	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request: The north portland greenway would make it easy and safe for kids and adults to get down to the steel bridge.
E-mail	O'Keefe, Andrew	University of Portland College Ecology Club	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: This project has the potential to provide a critical connection between the North Portland peninsula and the rest of the Portland community particularly downtown at relatively low cost. The relative alternative transportation isolation of North Portland and St Johns in particular is an unhealthy trend that this project would begin to rectify.
E-mail	Orehovec, Kelly	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request. Would use this trail daily.

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E-mail	Orehovec, Stefan	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request: Would use this trail every day to ride to work if it was contiguous from Swan Island to the east bank esplanade. Riding on Greely or Interstate avenues is dangerous and much less enjoyable than riding on something like the EBE or Springwater Corridor.
Web	Oringer, Derek	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Please fund this project. Thanks!
Web	Ormond, Richard	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request: I North Portland and St. Johns in particular need more safe alternatives for bike commuting into the city and this project is the most viable. It is a sensible and reasonably priced.
Web	O'Sullivan, Kevin	BPA	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request for the benefit of current and future generations of metro citizens. Willamette Greenway Trail will have tremendous popular appeal for commuters and recreational users. This planning study will be well worth the investment.
Web	Parks, Brian	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: As an over-50 year-old homeowner I would definitely be riding my bike more if it could be on a beautiful trail instead of sometimes dangerous streets. Future generations will benefit from your foresight.
Web	Parks, Marc	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: We need even more bikeable paths separated from cars. This will allow those not yet cycling regularly to gain valuable cycling experience in a safe environment.
Web	Parsons, James	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request. We NEED this for health and safety. We NEED alternatives to riding/walking on busy streets! Please before someone else gets hurt!
Web	Peters, Sue	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: A greenway that is free of cars would be ideal for cyclists and pedestrians alike.
Web	Pickett, Mark	Revolver Bikes	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: A multi-use trail would help relieve traffic conflicts between pedestrians runners cyclists and motorized drivers. Improvements for safety for the multiple transportation modes in the area should be funded as much as possible.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Powel, Jinnet	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request to increase bike and foot traffic from the peninsula to PDX's core and make it much easier for families to bike to the downtown area.
Web	Prause, David	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: This project will provide a good balance to the SE extension of the Springwater Corridor.
Web	Rasche, Ben	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: This project would have such a broad impact on so many people within our city. Tying in this Peninsula North Portland 40 mile loop Smith and Bybee Cathedral Park Overlook Park the Island Kelly Point Park etc., together with the East Bank esplanade and the City in general would be a great benefit to all the people of Portland.
Web	Reiber, Anna	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: Currently have to ride on 43 with traffic going 45-55mph and very little shoulder. If the trail below along the rail road tracks was in better condition and there were a way for me to get up it would be very helpful!
Web	Roffe, Theo	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: There are a lot of people who live in North Portland who face difficult and dangerous intersections if bicycling South towards other parts of the city (unless they go significantly to the East first). A safe and easily accessible path along the river would provide a safer way to commute to and from North Portland by bicycle and be a great space for families, recreation and people visiting Portland.
Web	Romano, Marc	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project. This could be a premier bike route for the city. Obvious challenges exist so the sooner planning gets underway the better.
Web	Royce, Michael	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: The Willamette Greenway trail will become an important part of the loop linking outlying sections of town to the downtown, especially. It will make it easier for a large number of bike commuters from North Portland.Regards Michael
Web	Russell, Michael	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request: With so many complicated interchanges and land use issues along the Willamette and the recent changes in Swan island (particularly Freightliner's departure) these funds are necessary to help move this crucial link in the bicycle master plan forward.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Sanders, Robert	PSU Employee	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request as top priority. It would circumnavigate a number of areas where the bike lanes are just plain scary with cars and trucks passing too close and too fast. This path has great potential for getting more people to bike commute from NoPo towards the city center.
Web	Schneider, Curt	North Portlan Greenway	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request. The north Willamette River area is the most important economic area in the region. More access easier access safer access by employees and others is needed to connect employment with residences downtown and the region.
Web	Seeborn, Sierra	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	I support this project.
Web	Seeborn, Troy	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: This addition would be a great way to commute and recreate for an area that seems often overlooked by the city.
Web	Seifert, David	Portland Public Schools	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: This is a great option that could be used with kids and for both recreation and transportation.
Web	Sharpe, Sumner	Friends of Baltimore Woods	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: Great opportunity to add an important trail and habitat connection while the opportunities still exist..
Web	Sheridan, Gabriel	Friends of Baltimore Woods	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request:
Web	Smith, Caroline	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request as top priority. This project connects already existing trails and adds trails to an area currently without.
Web	Soderberg, Tomas	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request.
Web	Starman, Jason	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request: This is a long overdue project that has widespread support throughout the Portland area.
Web	Stites, Bill	Sites Design	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: This is a huge benefit above and beyond recreational use.Safe comfortable livable connections throughout our city are needed desperately as we endeavor to undo many past planning errors related to automobile dependence.

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Web	Stubenrauch, Cynthia	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Opposes project. Suggests greater needs elsewhere. Suggests better route between Clackamette Park and Mary S. Woods Park. Perhaps a second bridge that avoids McLoughlin is in order.
Web	Tarfman, Aaron	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request as a means of closing a major gap in the accessibility of inner north Portland. Currently there is no convenient way for non-motorized traffic to connect from the Eastbank Esplanade to the inner North Portland neighborhoods.
Web	Thompson, Wilfred	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request. The Willamette Greenway Trail would serve those who want to commute downtown by bicycle safely. It would also create a buffer between residences and industry.
Web	Toth, Christina	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports funding request. The stretch of my commute from Greeley to Interstate avenue is downright terrifying and my neighborhood needs an off-road alternative if we are to encourage more people to try commuting by bike.
Web	Twilley, Brian	BTA Member	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request. In the dark or in poor visibility conditions these roads are terrifying to ride a bicycle on. A greenway trail connecting the steel bridge to the St. Johns peninsula would be a great way for cyclists runners families and U of Portland students to travel safely between downtown and St. Johns.
Web	Wilson, Brianne	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request. Adding a paved Greenway trail would add so much value and increase quality of life in North Portland. An addition like this to North Portland would be a great investment for a neighborhood that needs it.
Web	Wilson, Eric	Team Wilson	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request. There are wonderful bike trails running all over this beautiful city. We still need one connecting NoPo to downtown Portland!Eric
Web	Wood, Jeremy	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request:it will create a great resource to the community enhance transportation options and create access to views of our wonderful river.

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Web	Wood, Jeremy	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: This would be a wonderful opportunity for the city, and NE Portland in particular.
Web	Wright, Betsy	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request for a great addition to safe bike ways in Portland. Many people will benefit from the completion of the trail.
Web	Zlatnik, Pete	Bike Gallery	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports funding request: It will give people a safe beautiful route for exercise or commuting.
Web	Adamski, Joe	St. Johns Neighborhood Association	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to improve safety of pedestrians and cyclists in an area with lots of truck traffic; need off-road facilities.
Web	Arden, Pam	40-mile Loop Land Trust; N. Portland Willamette Greenway Trail	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports completing this gap in the 40-mile loop; trail needs study to help with budget and to evaluate trail location.
Web	Bricker, Scott	Bicycle Transportation Alliance	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports trail projects as promoting active transportation; believes active transportation options should be a priority for regional flexible funds as there are few if any other sources of funding for these projects. This project is a BTA priority.
Web	Collier, Corky; Eichman, Gary	Portland Freight Committee	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Opposes project until right of way has been obtained from the rail yard; as it is, it will be hard on freight movement.
Web	Helland, Kyle	Portland State University	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project as providing crucial north-south links in bicycle and pedestrian connections.
Web	Mareh, Paul	Benson Realty, LLC	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to link N. Portland with downtown and people with the river. Would add significantly to alternative travel pathways for commuting and recreation.
Web	Mizee, Scott	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project as a vital off-street transportation link from N. Portland to downtown and to the river.
Web	Quinn, Barbara	Friends of Baltimore Woods	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports planning and construction to provide alternative transportation connection and recreational trail between N. Portland and downtown.
Web	Royce, Francie	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to connect North Portland to downtown and to the 40-mile loop. Will provide safe, off-road route for cycling families and pedestrians.

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Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Stout, Mel	40-Mile Loop Land Trust	E. Mult. Co.	Willamette Greenway Trail: N Columbia Blvd.-Steel Bridge	Supports study of this trail toward filling an important gap in the 40-Mile Loop, providing a safe off-road multi-use trail, and connecting N. Portland neighborhoods with business and employment areas.
Web	Aulwes, David	City of Portland (Ped Advisory Comm)	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steel Bridge	Supports project, but other needs take precedence.
					Strongly supports the Willamette Greenway to give consumers new transportation choices and help reduce reliance on oil for economic and environmental reasons. Portland needs safe secure bike paths that are separate from streets.
Web	Adatto, Lisa	Climate Solutions	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Support this bike project.
Web	Anderson, Keelin	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports project to increase community use of this area and enhance Portland's reputation as a green, livable, neighborhood-oriented city: all of the reasons that I choose to live here.
Web	Bauer, Hiedi	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports project to connect North Portland to downtown. It will reduce pollution, mitigate traffic congestion and further cement our community's commitment to alternative transportation solutions.
Web	Baumgartner, Kimber	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the North Portland Willamette Greenway segment as a key element of Portland's 40-mile Loop, offering expanded, separated facilities for bike/ped to help reduce SOV trips.
Web	Beaston, John	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports this project (the North Portland Greenway) wholeheartedly for joggers and bike commuters.
Web	Bittner, Jeremy	Cathedral Park Neighborhood Assoc.	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	I strongly support this proposal. \$500,000 is extremely cheap to provide a lasting legacy to all citizens of Portland.
Web	Cetas, Justin	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports this planning study. The trail would be a major component of our region's trail, transportation, and green space system and reconnect Oregonians to their river.
Web	Cohen, Scott	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports a trail that would increase property values and connect residents to the river.
Web	Crouch, Chad	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports the creation of a safe and beautiful Greenway trail that connects North Portland to the rest of the city!
Web	Custer, April	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	

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Web	Egan, Melissa	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports this bike project.
Web	Elliot, Kim	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports this project as a boon to North Portland. The trail will encourage non-motorized travel and connect people with green spaces.
Web	Fedje, Steven	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	North Portland needs more connection to wilderness. The Willamette gives a feeling of openness to North Portlanders who have been historically underserved, as residents can't always drive 2 hours to get to wild places.
E-mail	Finley, Patrick	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Please fund this project. It is money well spent. Thank you.
Comment	Flaum, Elisabeth	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports having a through, off-road option for bicycles and pedestrians to help reduce vehicle traffic, congestion, and pollution, as well as improve the health of the community. Thank You!
Letter	Florey, Brennen	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the project to give thousands of avid bikers in North Portland and St. Johns a way to get downtown without much traffic.
Comment	Freeman, Becky	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports projects as an addition to the existing Eastbank Esplanade that will encourage timid riders to commute by bicycle and provide recreational bicycling opportunities.
Comment	Freeman, Mark	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	My spouse and I would use this path almost daily to commute to work and activities along the greenway. Very exciting!
Web	Fulton, Maren	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	I support this project. I ride my bike and would like to have this access trail!
Comment	Geisler, Doug	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the idea of having a waterfront trail from St Johns to downtown for alternative travel.
Comment	Green, Patrick	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the study to improve bike connections to downtown and connect residents to the river.
E-mail	Grover, Barb	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the Willamette Greenway Trail to improve connections, recreation, connections to the river, and enhance N. Portland.
Letter	Hagenhofer, Ben	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Two bike commuters strongly support this project. The current route is dangerous. Need to connect North Portland to downtown
E-mail	Hanson, Rick	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports funding to 1) encourage human-powered commuting; 2) provide more access to nature and the river; 3) provide new route for running.

Table of Comments

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Comment	Harlow, Esther	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports project as n INVALUABLE recreational and transportation link between North Portland and inner NE and SE Portland.
Web	Hash, Steve	North Portland resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Very strong support for this Greenway project to provide a safer alternative for bike commuters than the current route as well as wonderful recreation opportunities.
Web	Kelly		Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Fully supports funding the Willamette Greenway Trail project (N Columbia to the Steel Bridge).
Web	Lackaff, Peter	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the Greenway trail project and would like to see the trail system completed through the North Portland area to Columbia Blvd.
Web	LaFollett, Glen	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports this project! We need to retain/restore some of the natural beauty in North Portland. Thank you!
Letter	Lampert, Roberta	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the North Portland Greenway as an important addition to clean transit and recreation in Portland.
Comment	London, Trish	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports project as a crucial link between St. Johns and downtown Portland. Would cut commute time in half.
E-mail	Mann, Michael	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports funding for this vital link in the transportation and greenspace network in Portland.
Comment	Marcello, Katherine	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports this planning study to enhance connectivity for cyclists.
Web	Moore, Jeffrey	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports project to improve safety of bicycle commuting and encourage new riders.
Letter	Moore, Madeline	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Support the study of the Willamette Greenway Trail to further commitment to sustainability.
E-mail	Moore, Terri	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports having more off street paths for bikes and pedestrians. It is especially dangerous on the road from the Steel Bridge to Willamette Blvd plus lots of debris on the bike lane.
E-mail	Morris, Julie	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports funding to get the North Willamette Greenway set up. The trail would serve both as a utilitarian transportation route and a recreational opportunity.
Web	Newlin, John	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	I'm very excited about this project. Anything we can do to move it forward would be terrific.
Web	Orehovec, Stefan	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the trail as a regular bicycle commuting route. Riding on Greely or Interstate avenues is dangerous.

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Web	Parks, Marc	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the North Portland Willamette Greenway as an avid cyclist. Bikeable paths separated from cars will allow those not yet cycling regularly to gain valuable cycling experience in a safe environment.
Web	Parsons, James	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports this project to improve safety by providing crucial alternatives to riding/walking on busy streets!
Web	Perkins, Brad and 5 others	Sullivan's Gulch Corridor Committee	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports trail as an important connection to 25-30 neighborhoods. Trails help reduce our carbon footprint.
Web	Powel, Jinnet	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports project as a way to increase bike and foot traffic from the peninsula to PDX's core.
Web	Roffe, Theo	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the North Portland Greenway Trail to improve safety for cyclists and pedestrians. Trail would promote alternative commuting and recreation and connect people to the river.
Web	Royce, Michael	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the Willamette Greenway trail as an important part of the loop linking outlying sections of town to the downtown.
Web	Russell, Michael	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the study to help move this crucial link in the bicycle master plan forward.
Web	Schneider, Curt	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports funding the study. The trail would provide easier, safer access by employees and others to downtown.
Web	Stites, Bill	Stites Design	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports development of additional greenways as genuine transportation options for non-motorized vehicles.
Web	Symbersky, Matt	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports project as a crucial link between N. Portland and downtown and for connecting people to the river.
Web	Teiwes, Indigo	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the program. Urges off-road bike and pedestrian projects be a priority.
Web	Thompson, Wilfred	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports this trail to improve bicycle safety and to separate industrial from residential land uses in the area.
Web	Toth, Christina	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Strongly supports projects to correct what is now a dangerous bicycle route from Greeley to Interstate.

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Web	Wilson, Brienne	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports project as adding to the quality of life in North Portland and improving the safety of bicycle travel.
Web	Wilson, Eric	Team Wilson	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports project as needed to connect the Peninsula out to downtown Portland! Eric
Web	Wood, Jeremy	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports the trail as a great resource to the community that will enhance transportation options and create access to our wonderful river.
Web	Wright, Betsy	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports his great addition to safe bike ways in Portland.
Web	Pell, David	Resident	Portland	Willamette Greenway Trail: N. Columbia Blvd.-Steele Bridge	Supports this bike project. Would like to see a grid of bike-only streets and trails in Portland.

Acknowledgement

Every two years Metro and the Joint Policy Advisory Committee on Transportation allocate federal “flexible transportation funding” to regional and local projects and programs. Public review and comment is crucial to this allocation process.

The following people contributed to the allocation process or to the production of this public comment report.

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Robin McArthur

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Carl Hosticka, Metro Councilor, District 3

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Jim Bernards, JPACT member, Cities of Clackamas County

Paul Thalsofer, JPACT member, Cities of Multnomah County

A special thanks to the people of the region who took the time and trouble to submit comments through their letters, e-mails, web comments or in person at one of the public listening posts.

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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