

Transportation projects and programs

# 2010-13

Regional flexible fund allocation

**Final public comment report**

**February 2009**

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**Metro's web site:** [www.oregonmetro.gov](http://www.oregonmetro.gov)

**Project web site:** [www.oregonmetro.gov/regionalflexiblefund](http://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  
Final Recommendation**

**Public Comments  
February 2009**

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## Introduction

This report presents a compilation of public comments received from January 30 through February 12, 2009, on funding recommendations from the Transportation Policy Alternatives Committee (TPAC) to the Joint Policy Advisory Committee on Transportation (JPACT) regarding allocation of regional flexible funding for 2010-13.

### Source of regional flexible funding

Regional flexible funding come from two federal funding categories established by Congress—the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) 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 for the four agencies administering federal funds in the region: Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. The MTIP includes 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 programs (see list and short descriptions below), and recommended a portion of the total expected federal funding to allocate among them. For the 2010-13 funding cycle, JPACT recommended that \$46.14 million be set aside for Step 1: regional programs. Public comment was solicited on the recommended regional allocations.

### Step 1: Regional programs

- **Regional High Capacity Transit (HCT) Bond Payment:** Funding to meet existing bond payment commitment.
- **Milwaukie Light Rail and Beaverton to Wilsonville Commuter Rail; Supplemental HCT bonding:** Regional flexible funds that will be GARVEE bonded through 2025 to build two high-capacity-transit projects.
- **Streetcar Extension: Portland to Lake Oswego via Willamette Shore:** Support for completing a Draft Environmental Impact Statement (DEIS) as required by the Federal Transit Administration for funding consideration.
- **Metro Planning:** Support for Metro to meet Metropolitan Planning Organization (MPO) mandates as established by federal regulations.
- **Regional Travel Options program:** Regional strategies to promote alternatives to single-occupancy vehicle travel to reduce pollution and improve mobility.
- **Regional Transit Oriented Development (TOD) program:** Direct work with developers, landowners and local jurisdictions to support development that increases transit ridership and facilitates growth in centers.

- **Regional Intelligent Transportation Systems/Transportation System Management & Operations (ITS/TSMO) program:** Projects that employ advanced technologies or management strategies to manage congestion enhance safety or maximize efficiency of the existing transportation system.
- **Regional Travel Behavior survey:** A comprehensive household travel behavior survey conducted about every 10 years to update policy makers on travel behavior changes and inform computer travel-forecasting models.
- **Next Corridor planning:** Funding to develop a plan for improving the next corridor in the region from corridors identified in the next update of the Regional Transportation Plan (RTP).

In Step 2, local jurisdictions and agencies submitted competitive applications to fund local and certain regionally implemented projects. (See list of Step 2 competitive applications with short descriptions below). Metro received 26 competitive applications for local and regional projects that totaled \$57.8 million in requested funding—about twice the \$21.65 million expected to be available. The applications were evaluated based on

- how well they met regional policy goals as stated in the project solicitation packet
- qualitative criteria as compared with other applications within the same project area (projects were not compared across project areas)
- technical feasibility and readiness.

Within Step 2, JPACT set \$7.2 million as a minimum 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, and must be considered in determining the final funding recommendation.

## Step 2: Local and regionally implemented projects

**Regional mobility corridors:** projects aimed at completing the transportation network for all types of transportation.

- **NE/SE Twenties Bikeway: Lombard - Springwater Trail:** New bicycle facilities, including lanes and bike boulevards, running north-south and parallel to I-5.
- **Hogan/NE 242<sup>nd</sup> Dr: Glisan – Stark:** Complete roadway to principal arterial standards, including pedestrian refuges and lighting, curb cuts and other improvements to improve freight movement.
- **Westside Trail: Kaiser Ridge Park - Kaiser Woods Park:** Design and construct a multi-use trail to federal and regional standards.
- **Farmington Road at Murray Blvd Intersection:** Improve the intersection with turn lanes, street trees, lighting, bike lanes, and pedestrian refuge.
- **40 Mile Loop: Blue Lake Park - Sundial Rd:** Construct a section of mixed-use trail and improve pedestrian crossings.
- **Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd:** Add bike lanes and complete a link in the bicycle network in that area.
- **Bus stop and Streamline Development Program:** Improve access to transit by constructing sidewalks, crosswalks and ADA improvements.

**Mixed-use implementation:** projects that support a mix of employment, retail and residential growth in centers and on main streets.

- **SW Rose Biggi: Hall – Crescent:** Construct 850 feet of streetscape consistent with Metro Green Streets guidelines.
- **102nd Ave: NE Glisan - SE Washington:** Widen sidewalks, add street trees and ornamental lighting, and add bike lanes to complete the 102nd St. bikeway.
- **McLoughlin Blvd: Clackamas River Bridge - Dunes Dr:** Improve pedestrian connections to a regional trail, regional park, waterfront and skate park.
- **Red Electric Trail: SW 30th - SW Vermont:** Provide bicycle and pedestrian improvements in Hillsdale town center with mixture of bike boulevards and segments of off-road trail.
- **N Fessenden/St Louis: Columbia Way – Lombard:** Construct pedestrian crossing and traffic calming improvements to address pedestrian and bicycle safety issues caused by cut-through traffic.
- **Killingsworth: N Commercial - NE MLK Jr Blvd:** Complete street improvements with enhanced pedestrian facilities and connections, add street trees and lighting.
- **SE Division: 6th - 39<sup>th</sup>:** Design and construct streetscaping and repair pavement.
- **OR 43: Arbor Dr - Marylhurst Dr :** Road widening, installation of medians, turn lanes, street trees, and bike lanes or a “bike track.”

**Industrial and employment area implementation:** projects to help industrial and employment areas retain and attract jobs by providing adequate freight and employee access.

- **St Johns Rail Line (UP): N St Louis - N Richmond:** Improve area to establish a train “whistle-free” zone. Phase 1 would separate train and truck traffic.
- **Evergreen Rd: 253<sup>rd</sup> Ave - 25<sup>th</sup> Ave:** Preparatory work for widening a roadway in an industrial area.

**Environmental enhancement and mitigation:** projects to reduce pollution or negative impacts of the transportation network on natural systems.

- **School Bus Diesel Engine Emission Reduction:** Purchase and install exhaust-control devices on 364 school buses across the region to reduce pollutants by up to 94%.
- **Electronic Mini-Hybrid Bus Retrofit:** Retrofit 100 TriMet buses with cooling systems to improve fuel efficiency by 5% per bus.
- **Transit Bus Diesel Engine Emission Reduction:** Install a filter on 100 older TriMet buses to reduce tailpipe emissions by 90%-95%. These devices come on new buses.

**Project development:** preliminary design and engineering work to provide reliable cost, design and impact data on conceptual projects to be considered in the future.

- **French Prairie Bridge: Boones Ferry Rd - Butteville Rd:** planning and developing a project to add a multi-modal bridge across the Willamette River.
- **Airport Way at 82nd Ave Intersection:** Study design and construction feasibility for grade separation of 82<sup>nd</sup> Avenue and Airport Way intersection.
- **SE 174th: Jenne – Giese:** Planning and development for a new road connection to support growth in Pleasant Valley, Happy Valley and Damascus.
- **Council Creek Trail: Banks – Hillsboro:** Planning for a multi-use trail to provide multi-modal options along a route that currently has only one main roadway.

- **Willamette Greenway Trail: N Columbia Blvd - Steel Bridge:** Planning study of a mostly off-street trail for bicycle and pedestrian commuting and recreational use.
- **SE Division: 96th - 174<sup>th</sup>:** Planning and project development to prepare for streetscape planning and funding strategy to improve pedestrian and bicycle facilities and add transit amenities.

### **Public notification and comment**

This is the second comment opportunity offered on the 2010-13 regional flexible fund allocation. The first comment opportunity was held from October 13 until December 1, 2008, on the requested allocations for regional and local projects and programs. During that comment period, 801 comments were submitted. A public comment report that includes those comments was published in January 2009.

On January 30, 2009, the Transportation Policy Alternatives Committee released a list of recommended allocations that more closely match expected funding, opening a second comment opportunity. Comments were accepted at any time during the comment period online at [www.oregonmetro.gov/regionalflexiblefund](http://www.oregonmetro.gov/regionalflexiblefund); by e-mail at [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov); by fax at 503-797-1930; or by US Post at Metro Planning, 600 NE Grand Avenue, Portland, 97201. The second comment opportunity culminated in a joint JPACT/Metro Council public hearing on February 12, 2009.

During this comment period, 115 comments were received. Of those, 16 were general comments about transportation issues, but unrelated to a specific project or program. Brief summaries of the comments submitted on the TPAC recommendation are presented in the "Table of Comments" in the next section, followed by the full text of all comments received. Comment authors are indexed alphabetically by last name at the end of this report.

### **Next steps**

Public comments will be considered prior to consideration to approve the allocation by JPACT on March 5, 2009 and the Metro Council, pending an air-quality conformity analysis, on March 19, 2009.

## Summary of Comments

This section presents highlights of comments received on Step 1 and Step 2 funding recommendations. These highlights indicate TPAC's recommended allocation and include a summary of comments received during the first comment opportunity as well as a summary of comments received during this comment opportunity.

The following section presents brief summaries of all comments in a table organized by program or project. The section after that presents the full unedited text of the comments, indexed by author at the end of this report.

### Regional projects and programs

During the first comment period, Step 1 regional programs received 66 comments. During this comment period, they received 2.

#### Regional High Capacity Transit (HCT) Bond Payment

**First comment period:** 3 comments, 2 supporting the idea of honoring prior commitments, and 1 opposed on the grounds that TriMet should pay.

**Second comment period:** None.

#### Milwaukie Light Rail & B-W Commuter Rail: Supplemental HCT bonding

**First comment period:** 7 comments, all supporting the program.

**Second comment period:** 1 comment opposed because voters turned this project down and roads need fixing first.

#### Streetcar Extension: Portland to Lake Oswego via Willamette Shore

**First comment period:** 10 comments, 9 in support, especially if the extension includes a multi-use trail; 1 opposed, questioning the cost of the EIS.

**Second comment period:** 1 comment opposed because the project has not been brought to the voters.

#### Metro Planning

**First comment period:** 3 comments, 1 in full support, 1 with qualified support, and 1 opposed.

**Second comment period:** None.

#### Regional Travel Options (RTO) program

**First comment period:** 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.

**Second comment period:** None.

### **Regional Transit Oriented Development (TOD) program**

**First comment period:** 24 comments, 22 in support of supporting developments that promote transit use and make those kinds of developments financially feasible; 1 opposed to subsidizing developers.

**Second comment period:** None.

### **Regional Intelligent Transportation Systems/Transportation System Management & Operations (ITS/TSMO) program**

**First comment period:** 4 comments, all in support of a program that provides a lot of benefit for a relatively small investment.

**Second comment period:** None.

### **Regional Travel Behavior survey**

**First comment period:** 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.

**Second comment period:** None.

### **Next Corridor planning**

**First comment period:** 3 comments, 1 with general support and 2 with suggestions for routes to study next.

**Second comment period:** None.

## **Local projects and programs**

During the first comment period, Step 2 local projects and programs received 719 total comments. During the second comment period, they received 97 total comments.

### **Regional Mobility Corridors**

#### **NE/SE Twenties Bikeway: Lombard - Springwater Trail**

**First comment period:** 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 that the money be applied to places with greater need.

**Second comment period:** 4 comments in support of improving north-south bicycling connections.

#### **Hogan/NE 242nd Dr: Glisan – Stark**

**First comment period:** 10 comments, all in support to address safety issues.

**Second comment period:** None.

#### **Westside Trail: Kaiser Ridge Park - Kaiser Woods Park:**

**First comment period:** 22 comments, all in support of this multi-use commuter and transportation trail.

**Second comment period:** 22 comments in favor of making progress toward completing an important north-south trail system in a part of the region deficient in off-road, multi-use trails.

**Farmington Road at Murray Blvd Intersection:**

**First comment period:** 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.

**Second comment period:** None.

**40 Mile Loop: Blue Lake Park - Sundial Rd**

**First comment period:** 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.

**Second comment period:** 2 comments in support of filling this gap in the 40-mile loop.

**Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd:**

**First comment period:** 9 comments, all in support of adding bicycle facilities in an area that needs them.

**Second comment period:** None.

**Bus stop and Streamline Development Program:**

**First comment period:** 1 comment in support of improving transit facilities to support growing use.

**Second comment period:** None.

**Mixed-use implementation**

**SW Rose Biggi: Hall - Crescent:**

**First comment period:** 0 comments.

**Second comment period:** 1 comment in favor to support development of the regional center; 1 opposed to supporting more road projects in Beaverton.

**102nd Ave: NE Glisan - SE Washington:**

**First comment period:** 8 comments, all in favor of supporting the development of Gateway.

**Second comment period:** 4 comments in favor to complete Phase II of this project; 1 opposed to spending money on aesthetic improvements (fix potholes first).

**McLoughlin Blvd: Clackamas River Bridge - Dunes Dr:**

**First comment period:** 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.

**Second comment period:** 1 comment in support of providing pedestrian and bicycle improvements; 1 in support with reservations about spending money on the aesthetic elements of the design.

**Red Electric Trail: SW 30th - SW Vermont:**

**First comment period:** 55 comments, 52 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.

**Second comment period:** 10 comments in support of providing safe bicycle and pedestrian improvements in a part of the city that is deficient in those facilities.

**N Fessenden/St Louis: Columbia Way – Lombard:**

**First comment period:** 31 comments, 29 strongly in favor to address serious safety issues; 2 opposed to the potential effects on freight movement.

**Second comment period:** 9 comments in support of the project to address serious safety issues caused by truck traffic in a residential area and unsafe intersections.

**Killingsworth: N Commercial - NE MLK Jr Blvd:**

**First comment period:** 29 comments, all in favor of completing the second phase of improvements in this urban renewal area. **S**

**Second comment period:** 1 comment in support.

**SE Division: 6th - 39<sup>th</sup>:**

**First comment period:** 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.

**Second comment period:** 1 comment in support of this much-needed project.

**OR 43: Arbor Dr - Marylhurst Dr:**

**First comment period:** 11 comments, 9 strongly in support, 1 with qualified support because the improvements cover too short a distance; 1 questioned the need.



**Second comment period:** 3 in complete support, to implement the mixed-use area plan; 1 in support with reservations about spending money on anything beyond functional bike and pedestrian improvements.

### **Industrial and employment area implementation**

#### **St Johns Rail Line (UP): N St Louis - N Richmond:**

**First comment period:** 5 comments, all in support of reducing noise.

**Second comment period:** 5 comments in support of reducing noise, supporting developing, and improving freight movement.

#### **Evergreen Rd: 253rd Ave - 25th Ave:**

**First comment period:** 2 comments, 1 in support of building in advance of need; 1 opposed, questioning the need.

**Second comment period:** None.

### **Environmental enhancement and mitigation**

#### **School Bus Diesel Engine Emission Reduction:**

**First comment period:** 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.

**Second comment period:** None.

#### **Electronic Mini-Hybrid Bus Retrofit:**

**First comment period:** 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.

**Second comment period:** None.

#### **Transit Bus Diesel Engine Emission Reduction:**

**First comment period:** 5 comments, 4 in favor, and 1 in favor but with a question about the high per-bus cost.

**Second comment period:** None.

## **Project development**

### **French Prairie Bridge: Boones Ferry Rd - Butteville Rd**

**First comment period:** 30 comments, 29 in support to address the safety of bicycle travel; 1 opposed to investing here when other areas have greater need.

**Second comment period:** 6 comments in support of adding the emergency access across the river in the event I-5 is closed as well as providing bicycle and pedestrian access across the Willamette River; 1 opposed, suggesting adding bike and pedestrian facilities to the existing I-5 bridge.

### **Airport Way at 82nd Ave Intersection**

**First comment period:** 5 comments, 2 in support to correct a problem intersection; 3 opposed based on expense.

**Second comment period:** None.

### **SE 174th: Jenne – Giese:**

**First comment period:** 3 comments, 2 in support, and 1 with qualified support but wanting more information.

**Second comment period:** None.

### **Council Creek Trail: Banks - Hillsboro:**

**First comment period:** 27 comments, all strongly in support of the study (and building the trail).

**Second comment period:** 1 comment in support with reservations about the reality of spending money on this during hard economic times.

### **Willamette Greenway Trail: N Columbia Blvd - Steel Bridge:**

**First comment period:** 218 comments, 216 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.

**Second comment period:** 19 comments in support of conducting the study to add a badly needed safe, off-road connection from N. Portland to the Springwater Trail; 1 opposed to the project as being unrealistic and expensive.

### **SE Division: 96th - 174<sup>th</sup>:**

**First comment period:** 10 comments, all strongly in favor of improving transit, pedestrian and bicycle safety and to promote area development.

**Second comment period:** None.

Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Robinson, Linda	Gateway Urban Renewal PAC	Portland	102nd Ave: NE Glisan-SE Washington	Supports project to complete Phase II.
Comment	Kimura, Arlene	Gateway Urban Renewal PAC	Portland	102nd Ave: NE Glisan-SE Washington	Supports project to complete Phase II.
E-mail	Masciocchi, Christopher	Resident	Portland	102nd Ave: NE Glisan-SE Washington	Supports project to complete Phase II of 102nd improvements to promote mass transit use and develop the area.
Web	Ourada, Jim	CPO 6	Portland	102 <sup>nd</sup> Ave: NE Glisan-SE Washington	Opposes project: Street trees are too expensive to maintain and not functional. FIX THE POTHLES FIRST!
Web	Masciocchi, Christopher	MASCIOCCHI	Portland	102 <sup>nd</sup> Ave: NE Glisan-SE Washington	Supports project to realize the area's designation as a Regional Center. The value of completing this second phase is worth much more than its actual cost.
Comment	Gessner, John	City of Fairview	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project.
Comment	Arden, Pam	N. Portland Greenway	E. Mult. Co.	40 Mile Loop: Blue Lake Park-Sundial Rd	Supports project to fill a gap in the 40-mile loop.
Web	Ourada, Jim	CPO-6	Washington Co.	Council Creek Trail: Banks-Hillsboro	Supports project, but does not think it's realistic and believes it is the best use of money in these economic times.
Comment	Knapp, Tim	City of Wilsonville	Clackamas Co.	French Prairie Bridge: Boones FerryRd-Butteville Rd.	Supports project to improve bike and ped connections, but mostly to provide an emergency response alternative when I-5 is closed.
Comment	White, Carol	Charbonneau Country Club Homeowner's Assn.	Clackamas Co.	French Prairie Bridge: Boones FerryRd-Butteville Rd.	Supports project as crucial emergency link for Charbonneau residents; link for bicycles, pedestrians; and promote recreational opportunities.
Comment	Cairo, Jennifer	Oregon Parks and Recreation Department	Clackamas Co.	French Prairie Bridge: Boones FerryRd-Butteville Rd.	Supports project to improve the safety of cycling in the area and provide connection across the river.
Comment	Mohling, Karen	Tualatin Valley Fire and Rescue	Clackamas Co.	French Prairie Bridge: Boones FerryRd-Butteville Rd.	Supports project to provide valuable connection for emergency response in an area with few bridge crossings over the Willamette.
Comment	Watt, Nicholas	Clackamas Co. Sheriff's Office	Clackamas Co.	French Prairie Bridge: Boones FerryRd-Butteville Rd.	Supports project to provide emergency response services when I-5 is closed. Adds safe passage across the river for pedestrians and bicyclists.
Letter	Leo, Greg	Friends of Historic Champoe	Clackamas Co.	French Prairie Bridge: Boones FerryRd-Butteville Rd.	Supports project to enhance bicycle recreation and connections to Willamette Bike Trail as well as add a bypass for emergency responders should I-5 be closed.
Web	Ourada, Jim	Resident	Clackamas Co.	French Prairie Bridge: Boones FerryRd-Butteville Rd.	Opposes project: Suggests putting bike and ped on I-5 bridge.

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	McDonald, Janie	Resident	Portland	Killingsworth: N Commercial-NE MLK Jr. Blvd	Supports this much needed project.
Comment	Neeley, Doug	City Commissioner, Oregon City	Clackamas Co.	McLoughlin Boulevard:Clackamas River Bridge-Dunes Dr.	Supports project as crucial to providing multi-modal transportation to Oregon City Regional Center, supporting access to commercial centers, supporting new development, and providing public access to parks and open spaces.
Web	Ourada, Jim	Resident	Clackamas Co.	McLoughlin Boulevard:Clackamas River Bridge-Dunes Dr.	Supports with reservations: Put in bike and ped facilities that are functional only. Eliminate aesthetics as too expensive.
Web	Ourada, Jim	CPO-6	Regional Program	Milwaukie Light Rail&Beaverton to Wilsonville Commuter Rail	Opposes project: Voters said no. Fix the roads first. Then if you have anything left over think about new projects!
Comment	Cohen, Donna	Resident	Portland	N Fessenden/St. Louis: Columbia Way-Lombard	Strongly supports project to address serious safety issues caused by heavy truck traffic in a residential neighborhood as well by dangerous intersections.
Web	Cohen, Donna	Resident	Portland	N Fessenden/St. Louis: Columbia Way-Lombard	Strongly supports project: Large trucks and semis do not belong on Fessenden! If you are not going to eliminate them at least make the crossings safer. It is unconscionable not to do otherwise!
Web	McFarland, Derrick	Resident	Portland	N Fessenden/St. Louis: Columbia Way-Lombard	Strongly supports project to address serious safety issues for anyone crossing Fessenden by any method.
Web	Adamski, Joe	Resident	Portland	N Fessenden/St. Louis: Columbia Way-Lombard	Supports project: This section of roadway has become a huge divider street because of its benefits to moving freight at the cost of neighbors.
Web	McClure, William	Resident	Portland	N Fessenden/St. Louis: Columbia Way-Lombard	Supports project: N. Fessenden is a nightmare to cross on foot or by bicycle. Please find some way to make it possible to cross the road! Thanks!
Web	DeFrance, Jacqueline	Kid's Cove Daycare - St. Johns	Portland	N Fessenden/St. Louis: Columbia Way-Lombard	Strongly supports projects to address serious safety pedestrian safety issues.
E-mail	Lewellen-Dix, Ruth	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to address safety issues caused by truck traffic.
Kemp	Herbster, Ellen	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to address serious safety issue caused by heavy truck traffic in a residential neighborhood.
Letter	Tadlock, Kelly	Resident	Portland	N. Fessenden/St Louis: Columbia Way-Lombard	Supports project to address serious safety issue caused by heavy truck traffic in a residential neighborhood.
Web	Ourada, Jim	CPO-6	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: Looks like a lot of work for not very much money. Good Work!

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Shaffer, Christopher	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to address biking safety.
Web	Cliffe, Corey	walk-n-bike to school volunteer	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project to improve north-south bike connection.
Web	O'Neal, Tim	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project to improve north-south bike connection.
Web	McDonald, Janis	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Strongly supports project to improve north-south bike connection.
Web	West, Tara	Resident	Portland	NE/SE Twenties Bikeway: Lombard-Springwater Trail	Supports project: I love this idea!!
Web	Ourada, Jim	Resident	Clackamas Co.	OR 43: Arbor Dr.- Marylhurst Dr.	Supports with reservations: sidewalks and bike lanes okay, and light if necessary. We can't afford the rest
E-mail	Newell, David	West Linn Transportation Advisory Board	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports project to implement mixed use area plan.
E-mail	Gakstatter, Eric	West Linn Transportation Advisory Board	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports project to implement mixed use area plan.
Letter	Bryck, Kevin	Robinwood Neighborhood Assn.	Clackamas Co.	OR 43: Arbor Dr-Marylhurst Dr	Supports project to add bike, pedestrian and sustainability infrastructure lacking in a designated "mixed use" area.
Comment	Baack, Don	SW Trails	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports the project and southwest trails in general.
Comment	Liden, Keith	SW Trails	Portland	Red Electric Trail: SW 30th - SW Vermont	Strongly supports to provide family-friendly ped and bike route: support Hillsdale Town Center; and as progress toward a Beaverton-Willamette River connection.
Comment	Panitch, Arnold	SW Trails	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports project to add bike-bus connection in Hillsdale neighborhood.
Comment	Durtsche, Kay	SWINI Transportation Committee	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports project.
Comment	Fitzgerald, Marianne	SW Neighborhoods, Inc.	Portland	Red Electric Trail: SW 30th - SW Vermont	Strongly supports project to provide safe pedestrian and bike access to shops, schools, and transit lines in a town center.
Comment	Rogers, Doug for Janet Hawkins	Hayhurst Neighborhood Assn.	Portland	Red Electric Trail: SW 30th - SW Vermont	Strongly supports project to provide safer travel for pedestrians and bicyclists and add a piece of a trail that will eventually connect to Fanno Creek trail.

Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Everhart, Gregg S.	Portland Parks and Recreation	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports project to connect neighborhood to Hillsdale Center, enhance safe routes to school, eventually connect to the Fanno Creek Greenway and add pedestrian and bike facilities in an area that lack them.
Comment	Seifert, Rick	Hillsdale Alliance	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports project to add bike and pedestrian facilities in an area that lack them. Has archeological interest--in the past was a passage for native people.
Comment	Roach, Mike	Hillsdale Business and Professional Assn.	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports project to provide alternative transportation to the center, which lack parking. Would complete a critical link in access to Hillsdale.
E-mail	Cassard, Christopher	Resident	Portland	Red Electric Trail: SW 30th - SW Vermont	Supports projects to provide safe walking and bicycling corridor in SW Portland--an that currently lack those facilities.
Web	McDonald, Janie	Resident	Portland	SE Division: 6th-39th	Supports this important project.
Comment	Van Orden, Paul	City of Portland	Portland	St Johns Rail Line (UP): N St Louis-N Richmond	Supports project to resolve noise pollution, address serious health concern for the community, and solve the issue before it gets more expensive.
Comment	Knouf, Christopher	Resident	Portland	St Johns Rail Line (UP): N St Louis-N Richmond	Supports project: whistle-free zone crucial to future development in the area.
Comment	Collier, Corky	Columbia Corridor Assn.	Portland	St Johns Rail Line (UP): N St Louis-N Richmond	Supports project: please include in final list.
Comment	Douglass, Robert	Cathedral Commons Homeowners Assn.	Portland	St Johns Rail Line (UP): N St Louis-N Richmond	Supports project to address noise and safety issues.
E-mail	Fry, Peter Finley	Resident	Portland	St Johns Rail Line (UP): N St Louis-N Richmond	Supports project to improve safety and improve freight movement.
Web	Ourada, Jim	CPO-6	Regional Program	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Opposes project: Put these projects up to a VOTE. Those that get the most votes get funded!
Comment	Arnold, Catherine	Beaverton City Council	Washington Co.	SW Rose Biggi: Hall-Crescent	Supports project as critical for attracting development in the Beaverton Regional Center.
Web	Ourada, Jim	CPO-6	Washington Co.	SW Rose Biggi: Hall-Crescent	Opposes project as an insane waste of taxpayer money. Beaverton and Washington County do not need more roads!
Letter	Scott, John L.	John L. Scott Real Estate	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports projects to add off-street, multi-use trail in an area that needs one. Will connect residential areas with employment and schools and catalyze construction.

Type	Name	Affiliation	Project Location	Project or program	Comment
Letter	Kamin, David	Five Oaks Triple Creek Neighborhood Assn.	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports projects to add off-street, multi-use trail in an area that needs one. Will connect residential areas with employment and schools and catalyze construction.
Letter	Leeper, John	Resident (former County Commissioner)	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project to add trail connections in an area that needs them. This project would enhance future trail loop opportunities.
Letter	Strader, Desari	Tualatin Hills Park & Recreation District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project to add trail connections in an area that needs them. This project would enhance future trail loop opportunities.
Letter	Pelatt, Larry	Tualatin Hills Park & Recreation District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project to add trail connections in an area that needs them. This project would enhance future trail loop opportunities.
Letter	Manseau, Mary	Sunset West/Rock Creek CPO (past chair)	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project to add trail connections in an area that needs them. This project would enhance future trail loop opportunities.
Letter	Werner, Bruce	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods Park	Supports project to add trail connections in an area that needs them. This project would enhance future trail loop opportunities.
Comment	Pelatt, Larry	Tualatin Hills Park & Recreation District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods park	Supports project as top priority for THPRD.
Comment	Scott, Bob	Tualatin Hills Park & Recreation District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods park	Supports project as top priority for THPRD.
Comment	Schouten, Dick	Washington Co. Commission	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods park	Strongly supports project as key part of Westside Trail system. Trail will provide off-road bike and ped access to parks and schools.
Comment	Otcenas, Susan	Team Estrogen, Inc.	Portland	Westside Trail: Kaiser Ridge Park-Kaiser Woods park	Supports project as BTA priority and as a support for small businesses like Team Estrogen. Urges 1/2 funds be devoted to bike and ped projects.
Comment	Kroger, Wendy	Tualatin Hills Park & Recreation District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods park	Strongly supports project as key part of Westside Trail system and as top priority for THPRD.
Comment	Ascher, Leland H.	Tualatin Hills Park & Recreation District Trail Advisory Committee	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaiser Woods park	Supports project to complete major trail project to connect with an existing east-west trail to schools and neighborhoods.

Type	Name	Affiliation	Project Location	Project or program	Comment
E-mail	DeBolt, April and Bruce	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project to add safe bicycle facility in an area that lacks them.
Letter	Doyle, Denny	City of Beaverton	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project to improve bicycle and pedestrian connectivity in the eastern part of the county and catalyze completion of the Westside Regional Trail.
Letter	Moore, Melvin (Bud)	Beaverton School District	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project to provide much needed off-street alternative for students to get to school other than by car.
Letter	O'Callaghan, Timothy M.	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project to provide off-street multiple-use trail in an area that needs it and to bring the region closer to completing the north-south regional trail.
Web	Ourada, Jim	CPO-6	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project, but suggests design changes to save money.
Web	Patterson, Jana	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project as a much-needed connection to a number of commercial and employment centers, schools and other public and civic points of interest.
Web	Russ, Donald	Bethany Terrace Homeowners Association	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project: This project will take an under utilized area and create an excellent location to jog bike walk pets. This project will benefit many citizens in our community .
	Odonnell, Kevin	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Supports project: As an area resident I am very excited at the prospect of an additional off-street multiple-use trail in Washington County. Additionally the proposed project brings the region one step closer to completion of an important north-south regional trail.
	Da, Leezan	Resident	Washington Co.	Westside Trail: Kaiser Ridge Park-Kaister Woods park	Strongly supports project: As an area resident I am very excited at the prospect of an additional off-street multiple-use trail in Washington County. The proposed project also brings the region one step closer to completion of an important north-south regional trail.
Comment	Anderson, Lenny	Swan Island TMA	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study: trails play a key role for area employees to reach employment centers other than by car and provide recreation.
Comment	Mizee, Scott	N. Portland Greenway	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study to promote a long-planned, badly needed non-motorized transportation route.
Comment	Sharpe, Sumner	Friends of Baltimore Woods	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study; provided feasibility study for Baltimore Woods segment.



Type	Name	Affiliation	Project Location	Project or program	Comment
Comment	Royce, Francie	N. Portland Greenway	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports study to promote this multi-purpose trail. Would link N. Portland with downtown and provide safe, off-road bike and pedestrian trail for commuting and recreation.
Comment	Arden, Pam	N. Portland Greenway	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study to create an off-street link from N. Portland.
Comment	Everhart, Gregg S.	Portland Parks and Recreation	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study to promote an eventual connection to the Springwater corridor and piece together isolated pieces of trail. Enjoys strong neighborhood support. Feasibility needs to be established.
Comment	Allen, Sylvia	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study.
E-mail	Ost, John	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports the project but not the design. Would prefer a trail that is no more than 6 feet wide.
Web	Watters, Damon	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study: Finished project will benefit many recreation activities and allow for new transportation routes into the city.
Web	Ourada, Jim	CPO-6	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Opposes project as unrealistic and expensive.
Web	Allen, Sylvia	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study: project would provide needed off-road connection to downtown, and provide numerous recreational opportunities.
Web	Meier, Justin	Piedmont Neighborhood Association	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports the North Portland Greenway project. The trail when completed will link North Portland's resources with the pedestrian/bike friendly East Bank Esplanade and further south the Greenwater trail.
Web	McDonald, Janis	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project that will benefit many people - in commuting recreation health and enjoyment of North Portland.
Web	Adamski, Joe	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study: Hallelujah! Project would connect North Portland with Swan Island and downtown. I believe it is both 'do-able' and a wise investment. A intensive study should answer that question for once and all time.
Web	Haynes, Molly	Kaiser Permanente	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to provide Safe active transportation options for the residents of North Portland.
Web	Cano, Claire	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project: We need more areas set aside for recreation and nature to co-exist in the busy surrounding city.

Type	Name	Affiliation	Project Location	Project or program	Comment
Web	Quinn, Barbara	Friends of Baltimore Woods	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports study. The trail will provide an important alternative transportation route as well as an improved connection of north Portland residents with their local natural areas.
Web	Hill, Bon	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports project to eventually provide route to downtown with no car traffic. Car drivers also would appreciate less bike traffic on the roads.
Web	Wheeler, Kristin	Resident	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Strongly supports study of alternative transportation route. The project would significantly impact access for North Portland to Downtown and vice versa.
Web	Fogarty, Steve	Adidas North America	Portland	Willamette Greenway Trail: N Columbia Blvd-Steel Bridge	Supports study to promote healthy lifestyle and safe transportation options to driving.
E-mail	Iverson, Kat	Resident	Region-wide	General comment: trails	Opposes use of transportation funds for trails.
E-mail	McQuery, Dave	Bicycle Transportation Alliance	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Kempfer, Wes	Resident	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Littlejohn, Nick	Resident	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Voss-Andreae, Adriana	Resident	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Fulton, Mary W.	Resident	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Caldwell, Dale	Kroger Corp.	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Babad, Katharine	Resident	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.

Type	Name	Affiliation	Project Location	Project or program	Comment
E-mail	Gardner, Curt	Resident	Region-wide	General: Bike and pedestrian facilities	Supports projects that improve biking facilities region-wide, to improve safety, encourage active transportation options .
E-mail	Leveen, Dr. Lois	Resident/Small business owner	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Marciniak, Aimee	Resident	Region-wide	General: Bike and pedestrian facilities	Supports allocating 50% of RFF to projects that improve pedestrian and biking facilities region-wide to improve safety and encourage active transportation options.
E-mail	Crisp, Daniel	Resident	Region-wide	General: Bike and pedestrian facilities	Supports projects that improve biking facilities region-wide, to improve safety, encourage active transportation options .
Type	Name	Affiliation	Project Location	Project or program	Comment
E-mail	Noll, Jennifer	BTA member	Region-wide	General: Bike and pedestrian facilities	Urges 50% of flexible funds be allocated to bike and ped projects.
E-mail	Hay, Susan	Resident	Region-wide	General: Bike facility support	Supports projects that improve biking facilities region-wide, to improve safety, encourage active transportation options and provide economical alternative to driving.
E-mail	Norberg, Eric	Resident	Portland	General: Sellwood Bridge	Would like the bridge to be on the list.
Comment	Enlow, Chris	KEEN	Region-wide	General: Trail support	Supports trail development.
Comment	Poyourrow, Michelle	BTA	Region-Wide	General: Bike facility support	Supports the projects on the BTA list to improve bike facilities region-wide, and urges more flexible funding be devoted to pedestrian and bike facilities.



## **EMAILS**

**From:** Cassard - Crouse  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funding  
**Date:** Sunday, February 01, 2009 1:32:33 PM

Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

### **RE: Support for Red Electric Trail Funding**

Council Members:

This letter is to express support for Metro funding of the Red Electric Trail project in the MTIP.

As a frequent walker and bicyclist I am acutely aware of the shortage of safe corridors around SW Portland, and leading to the downtown area in particular. The Taylors Ferry and Barbur area in which I live is particularly lacking in bike paths, sidewalks, and safe transit corridors of any kind other than by auto. In an era when we need to decrease auto use and encourage alternative transportation means, improvements such as the Red Electric Trail project are uniquely appropriate and a good long-term investment in the community and its livability.

Please fund the Red Electric Trail project.

Sincerely,  
Christopher Cassard  
6232 SW Brugger Street  
Portland OR 97219  
503-293-0075

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**From:** Susan Hay  
**To:** Trans System Accounts  
**Subject:** regional flexible funding  
**Date:** Monday, February 02, 2009 12:01:45 PM

Dear Metro Council:

I am writing in regards to the allocation of regional dollars to local transportation projects. Given the current economic situation and the inevitable trend toward more bike- and walk-commuting, I believe the focus of this funding should be on active transportation.

Since the mid-80's, I have been a dedicated bicycle commuter. While I have been impressed by the expansion of bike lanes over the years, I don't believe we are keeping pace with the demand. Furthermore, I know there would be more people who would use bikes for commuting if there were more and better lanes. (One of the arguments against building more roads or widening roads is that it attracts more cars ... in this case, however, we should build more bike lanes because we DO want more bikes!)

Many of the bike lanes in Portland are, in fact, becoming congested. Some corridors have yet to be completed - there still exist parts of Portland that are difficult or dangerous to get to by bike. I see some of the proposed projects address these issues, in particular the NE/SE Twenties Bikeway.

We need to think ahead, prepare for the future. Investment in alternative transportation is critical.  
The more bike lanes the better!

Thanks for the opportunity to comment,

Susan Hay  
Portland 97210

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**From:** Dave McQuery  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Sunday, February 08, 2009 9:42:51 PM

The Bicycle Transportation Alliance has asked for a show of support for allocating "at least 50% of the Regional Flexible Funds to bicycling and walking infrastructure." I cannot make the hearing next Thursday, but the BTA certainly has my support.

I rode my bicycle approximately 4,500 miles last year. (4,529.67, actually, but who's counting?). I ride for entertainment and exercise, to commute, and to run errands. (I make the Costco run with my bike and a trailer.) I ride on city streets, country roads, bike boulevards, and special multi-use paths. I am not particularly afraid of traffic, but I did get hit by a car a couple of years ago, and it is less fun than you might think. Though my injuries were far from life threatening, they were painful, and it cost almost a thousand dollars to get me to the emergency room and almost five thousand more to get me out.

Both before that time and since, near misses have been regular occurrences. Whatever you can do to reduce traffic and separate it from bicycles and pedestrians and to promote recreation and exercise would be a benefit to many individuals and to the metro area as a whole.

Please fund the biking and walking infrastructure to the fullest extent possible.

Thank you.

Dave McQuery  
15150 SW 116th Ave #2  
King City, OR 97224  
(503) 670-7364  
[dmcq1943@comcast.net](mailto:dmcq1943@comcast.net)

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**From:** Ellen Herbster  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funding  
**Date:** Saturday, February 07, 2009 5:13:47 PM

To whom it may concern,

Please protect the safety on N. Fessenden Street in considering funding allocations for transportation related projects. This major street has way too much trucking traffic going thru residential neighborhoods.

Thank you,  
Ellen Herbster  
Local taxpayer and resident

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**From:** Wes Kempfer  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Sunday, February 08, 2009 10:30:17 PM  
Dear Metro Council and JPACT Members:

Please allocate at least fifty percent of the Regional Flexible Funds to bicycling and walking infrastructure. Doing so will make the Metro region's bike and pedestrian facilities even better and get more people out their cars and into a healthy and sustainable lifestyle.

Sincerely,

Wes Kempfer  
4101 NE Sumner St.  
Portland, OR 97211  
503.926.3867

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**From:** Nick Littlejohn  
**To:** Trans System Accounts  
**Subject:** Testifying in support of trails at Metro Meeting- 2/12  
**Date:** Sunday, February 08, 2009 9:37:45 PM

I'm writing to ask that JPACT and the Metro Council allocate at least 50% of the Regional Flexible Funds to bicycling and walking infrastructure. I feel this is the lowest hanging fruit, the least fuel dependent alternative- that we need to make available to all in our community.

Thank you,

Nick  
Green Entrepreneur  
portlandgreenenergy.com  
PDXGreenRealty and Remodeling  
Mobile for voice and text: 503-501-1938

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**From:** Adriana Voss-Andreae  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Sunday, February 08, 2009 11:37:17 PM

For the health and sustainability of our communities and our environment I urge JPACT and the Metro Council allocate at least 50% of the Regional Flexible Funds to bicycling and walking infrastructure.

Adriana Voss-Andreae  
(Commuter bicyclist and parent of young bicyclists)  
1517 SE Holly St  
Portland, OR 97214

**From:** Mary W Fulton  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Monday, February 09, 2009 9:42:02 AM

Please allocate at least 50% of the Flexible Funds to improving access for pedestrians and bicycle riders. We especially need safe routes to schools and shopping areas. Such improvements help reduce use of auto and thus fumes, they encourage walking and pedalling that leads to healthier citizens, and the congestion around schools from parents driving their kids would be reduced and thus safer.

I live between 2 neighborhood schools and often get caught in the schools' "tie ups" of the street

Sincerely,  
Mary Fulton  
13365 NE Eugene Street

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**From:** dale.caldwell@fredmeyer.com  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Monday, February 09, 2009 10:40:23 AM

I would like to add my support in requesting that at least 50% of the available Regional Flexible Funds be allocated to safe bicycling and walking infrastructure for the area. I am a regular bicycle commuter and enjoy partial weekend rides when I can. I find the physical, mental and environmental benefits invaluable and encourage all who can to join with me and friends. This allocation of funds will add tremendous value to this metro asset that is already recognized nationwide as a hallmark for the Portland metro area.

Thank you.

Dale Caldwell, A.V.P.  
Kroger Corp. Development Research Department  
(503) 797-3334 Office; (503) 797-3995 Fax; (503) 970-9252 Cell  
[dale.caldwell@fredmeyer.com](mailto:dale.caldwell@fredmeyer.com)

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**From:** babad@hevanet.com  
**To:** Trans System Accounts  
**Cc:** babad@hevanet.com  
**Date:** Monday, February 09, 2009 10:40:25 AM

Dear Metro Transportation Committee,

I urge you to use at least half of the Regional Flexible Funds to build more bicycling and walking infrastructure. I am a new and very enthusiastic bicyclist. I commute by bicycle because there is a pretty decent bike route between my house and downtown: mostly with bike lanes. But there are plenty of places in Portland where it's still terrifying to ride a bike; sometimes it's a whole area, sometimes it's just a few blocks between bike lanes.

I also hope you'll increase the number of routes which are for pedestrians and bicycles only. I know quite a number of people who refuse to bike because they are scared of being hit by a car and that's not unrealistic. I have a lot of close calls when cars do things that are very dangerous; I haven't been



hit because I'm a defensive biker. It's a whole different level of joy when I'm biking on a bike/ped path like the Springwater Trail. Biking without fear of cars is fabulous. I love to take bike paths for a 20-40-mile weekend pleasure ride.

Here's what I really want: a system of no-car streets or bike/ped paths throughout the city, so that people can bike anywhere in the city on these paths. This would get a lot more people onto bikes in Portland. I think that the no-car routes need to be about 20 blocks apart max so that we can use one without having to bike a long way out of our way. My idea of no-car streets is residential streets where cars can only drive for 1 block; people who live on those blocks would get some kind of special benefit (property tax reduction?) in return for the restriction on driving. The city could start by converting the existing residential streets marked as bike routes.

Yours,  
Katharine Babad

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**From:** John Ost  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Monday, February 09, 2009 4:52:49 PM

2-09-2009

Dear Metro Council and Transportation Committee;

The proposal for so-called trails along the Willamette River west of Swan Island are really roads. Please cut the widths of these things to no more than 6 feet, the width of a sidewalk. Human trails made by use have a 2 foot bed with appropriate pruning to make them passable for people. I have walked hundreds of miles of trail in the past 50 years and measured the bed of many of them. I have worked as a volunteer on trail maintenance and trail building, too. Except for special occasions in very high use areas, 6 feet is more than enough. A 3 foot width of rolled crushed rock is even wheelchair accessible. My mother is wheelchair bound and I have taken her on such a non-paved trail in McMinnville. The usual use is one or two people at a time. When my wife and I walk along the Willamette west of the railroad bridge we usually have the area to ourselves between the railway bridge and Richmond Ave.

Please use a permeable material for surfacing them. In the band of oaks west of the St. Johns bridge surely that area can be accessed from either the street above or below with a trail with a 2-3 foot bed for public use between the streets. Such a trail can be built without cutting down any oaks.

The proposal to build 8-12 foot wide paved things are access roads, not trails. At least be honest and call them such. In our neighborhood they will increase illegal dumping and other unintended uses. There is already a chronic problem of illegal dumping where vehicles can access the area. Don't make it easier. There currently has been a pickup load of household waste along Edgewater below our house for almost month that has not been picked up through I called the illegal dumping pickup number. Illegal dumping along Edgewater and between Willamette Cove and Richmond occurs at least 6 times a year.

My preference in Forest Park is to walk the trails not the fire roads. Please provide that kind of experience between Willamette Cove and the Water Lab. The Willamette Cove area has an illegal road near the top of the river bank and a gravel road alongside the railroad tracks. An investment that would benefit the area would be to 1. remove the concrete 4000 sq ft slab and stem walls at Willamette Cove, 2. remove the exploding broom population and other non-native vegetation, and 3. plant the slopes.

It would be nice if Roosevelt High or Meadowview students could be paid to do the broom and other nonnative vegetation removal, to revegetate the area and to build human scale trails. The plantings would need a funded maintenance protocol for the first 2-3 years.

Please plan the trails for people, plants and wildlife not paving contractors.

Sincerely,

John and Helen Ost  
7410 N. Willamette Blvd.  
Portland, Ore. 97203  
503-289-7233

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**From:** Curt Gardner  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Monday, February 09, 2009 7:46:11 PM

Hello,

I will not be able to attend the Feb. 12 meeting on flexible transportation spending, but I'd like to advocate for a generous to biking and walking infrastructure. I believe that non-motorized projects are most appropriate since other funding sources help to fund the highways.

Thanks for listening,

Curt Gardner  
2250 NW Kearney St Unit 416  
Portland, OR 97210  
(503) 295 1885

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**From:** Lois Leveen  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Tuesday, February 10, 2009 9:39:55 AM

Howdy,

As a small business owner and bike commuter, I'm writing to urge Metro to allocate 50% or more of the Regional Flexible Funds to bicycling and walking infrastructure.

Why? Because we need inexpensive, healthy, environmentally sound transportation and recreation alternatives for our region. And because investing in these projects stimulates jobs and the economy.

(see [http://www.huffingtonpost.com/rep-earl-blumenauer/no-seriously-republicans\\_b\\_164822.html](http://www.huffingtonpost.com/rep-earl-blumenauer/no-seriously-republicans_b_164822.html)).

Thanks,

Dr. Lois Leveen

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**From:** aimee\_energy@riseup.net  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funding for bicycle trails  
**Date:** Tuesday, February 10, 2009 12:25:39 PM

To: JPACT and Metro Council  
From: Aimee Marciniak  
Re: Allocation of Regional Flexible Funds

Please dedicate at least 50% of the Regional Flexible FUNds to bicycling and walking infrastructure, particularly trails, in and around Portland. Your top funding priority for this source of transportation investment dollars should be **\*\*non-motorized\*\*** transportation. Road projects are eligible for state highway dollars; these trail projects are not!

If you haven't been on the Springwater Corridor recently, I recommend a ride in order to see what level of ridership and walking there is – it will blow your mind. Even on windy, cold days with chance of snow this January and February, weekend says are **\*\*packed\*\*** with cyclists, skaters, walkers and dogs of all sizes, ages and varieties.

It is obvious to me in various communities that many cyclists only gain confidence to ride on the increasingly dangerous city streets of Portland after gaining a certain level of comfort and ease by trailriding.

Increasing ridership in city streets certainly must be in part due to the better commutes provided by the Springwater Corridor, Eastside Esplanade, and others.

I live on the edge of eastside Portland, just west of 82nd and our major North-South cycling corridor, the I-205 bike path, has been out of order for so long we don't recall how easy it once was. Travelling south of Burnside in North and South directions is extremely difficult on bicycle, given the lack of connectivity of bike routes out here. On the I-205 bike path, local traffic, even during rush hour, will sometimes give you the right of way crossing major thoroughfares, therefore making the bike path your best possible chance of visibility and respect in the outer eastside.

We desperately need the I-205 bike restored as soon as reasonable possible, even portion by portion. It is truly one of the only safe commuting options for North-South travel south of Burnside in outer eastside neighborhoods. I would hope that a large portion of this funding would go to immediately restoring the I-205 bike path. For example, I live at NE 80th & Glisan and one of my housemates attends the midwifery school at SE 148th and Foster. She bikes everywhere west of here, and would bike to school on the I-205 bike path, but opts to drive every single time, because of the danger, difficulty and lack of connectivity of the bike routes to the school.

Thank you for your time,

Aimee Marciniak  
Montavilla

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**From:** Crisp, Daniel  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funds allocation  
**Date:** Tuesday, February 10, 2009 4:23:09 PM

To whom it may concern:

I would like to voice my support for adequate/sizeable allocation of the Regional Flexible Funds to go toward bicycling and walking infrastructure.

Unfortunately, there is insufficient infrastructure for these activities in many areas and it is clear there is a need. I subscribe to the "if you build it, they will come" philosophy.

Thank you for your consideration.

Sincerely,

Daniel L. Crisp, C.P.A.

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**From:** Eric Norberg  
**To:** Trans System Accounts  
**Subject:** Re: Public comment sought  
**Date:** Wednesday, February 11, 2009 3:27:43 PM

I would like to think that the Sellwood Bridge is included in this funding already. If not, it certainly should be!! Seems to meet all the criteria, plus it is the busiest bridge, per lane, in the state, while ranking very low on the federal sufficiency scale. Plus, the planning process is just about done, and it's time to be looking for the money for it! Bingo!

Maybe some funds could also be directed towards the Portland-Milwaukie MAX line construction too -- particularly for building the costly bridge across the Willamette near OMSI, which is the largest single expense of the line, and which must be built before the line can be constructed!

Eric Norberg  
Secretary, SMILE, and Editor, THE BEE

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**From:** David Newell  
**To:** Trans System Accounts  
**Subject:** Support for OR 43: Arbor Drive – Marylhurst Drive (RFFA ID: 50068)  
**Date:** Wednesday, February 11, 2009 5:11:37 PM

Dear Sir or Madam:

As a member of the West Linn Transportation Advisory Board, I offer my support for the OR 43: Arbor Drive – Marylhurst Drive mixed use area implementation project on the TPAC step two local projects list.

The project improvements include widening, installation of medians, turn lanes, street trees, signal interconnections, and bike lines, which are consistent with the adopted West Linn Highway 43 Concept Plan. The Concept Plan was the subject of numerous well-attended public meetings and received support from our City Council, Transportation Advisory Board, Multiple Neighborhood Associations, and the Oregon Department of Transportation, before being incorporated into our

newly adopted Transportation Service Plan. Key Highway 43 Concept Plan components that are consistent with the OR 43: Arbor Drive – Marylhurst Drive project include:

Connectivity at each end of the project corridor to link residential and commercial uses  
Emphasis and focus on bike lanes and sidewalks  
Installation of medians and turn lanes  
Planting of street trees

Having worked on the Highway 43 concept plan for over 2 years, it is my belief that funding this project will considerably enhance the City of West Linn and will create connected residential and commercial spaces in our community. I especially look forward to safer pedestrian and bicycle links from the large child care facility at the corner of Marylhurst and 43 to the surrounding West Linn parks and neighborhoods. Further, the creation of mixed use areas in West Linn will greatly benefit our local business owners and the citizens they serve.

Please support the funding for this project.

Thank you,  
David Newell  
dnewell@alum.mit.edu  
Member  
West Linn Transportation Advisory Board  
Co-President  
MIT Alumni Club of Oregon and SW Washington

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**From:** Eric Gakstatter  
**To:** Trans System Accounts  
**Cc:** Jordan, Chris; Green, Gene  
**Subject:** Regional Flexible Funding - West Linn OR 43  
**Date:** Wednesday, February 11, 2009 9:33:22 PM

Support for OR 43: Arbor Drive – Marylhurst Drive (RFFA ID: 50068)

Dear Sir/Madam:

As a member of the West Linn Transportation Advisory Board (TAB), I wish to express my support for the OR 43: Arbor Drive – Marylhurst Drive mixed use area implementation project on the TPAC step two local projects list.

As a volunteer citizen advisory board, we spent a considerable amount of time on the Highway 43 Concept Plan including two public open houses that were attended by hundreds of citizens and business owners voicing their comments and opinions on their vision of Highway 43.

The project improvements include widening, installation of medians, turn lanes, street trees, signal interconnections, and bike lanes, which are consistent with the adopted West Linn Highway 43 Concept Plan. The Concept Plan was the subject of numerous public meetings and received support from our Council, Highway 43 Citizen Taskforce, Neighborhood Associations, and the Oregon Department of Transportation. Key Concept Plan components that are consistent with the OR 43: Arbor Drive – Marylhurst Drive project include:

- Connectivity at each end of the project corridor to link residential and commercial uses
- Emphasis and focus on bike lanes and sidewalks
- Installation of medians and turn lanes
- Planting of street trees

It is our belief that funding this project will considerably enhance the City of West Linn and will create connected residential and commercial spaces in our community. This project will also connect West Linn to Marylhurst University and the adjacent neighborhoods to the north. The creation of mixed use areas in West Linn will greatly benefit our residents and local business owners.

Please support the funding for this project.  
Thank you,

Eric Gakstatter  
19760 Bellevue Way  
West Linn, OR 97068  
Member, West Linn Transportation Advisory Board

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**From:** Kat Iverson  
**To:** Trans System Accounts  
**Subject:** Regional Flexible Funding  
**Date:** Thursday, February 12, 2009 7:45:06 AM

The regional flexible fund may be spent on a wide variety of transportation projects, but not on non-transportation projects. Therefore I oppose spending any of the fund on any trails projects. Trails generally are poor or even dangerous places to ride a bicycle. Here in Washington County, THPRD often deliberately builds trails in a way that they do not connect to roads, so are inaccessible by bicycle. Also their trails are officially open only from dawn to dusk. It is a poor use of transportation funds spending them on facilities that are useable on average only 12 hours per day.

For trail building, use recreation funds, not transportation funds.

Kat Iverson  
155997 NW Athens Dr. #229  
Portland, OR 97229  
503-984-3761

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**From:** Ruth Lewellen-Dix  
**To:** Trans System Accounts  
**Subject:** regional flexible funding  
**Date:** Thursday, February 12, 2009 8:14:50 AM

To Whom it May Concern: please make N. Fessenden a safer street by diverting truck traffic. I teach two Senior Exercise classes in N Portland. Many of my participants walk or bike to class. Those living near N Fessenden find it very difficult to safely cross or be near the area. As I encourage my senior citizens to do more walking and other activities outside of my class, I trust you will consider making the area more conducive to pedestrian activity.

Thank you,  
Ruth Lewellen-Dix,  
EnhanceFitness Instructor at St. Johns Community Center and University Park.  
[rdix@earthlink.net](mailto:rdix@earthlink.net)

**From:** april.debolt@comcast.net  
**To:** Trans System Accounts  
**Subject:** regional flexible funding  
**Date:** Thursday, February 12, 2009 11:21:27 AM

To Metro Council/JPACT members:

Re: THPRD MTIP Application for regional flexible funds, Westside Regional Trail segment 18

As residents in the Bethany area (for over 20 years), we would like to take this opportunity to add our support for THPRD's proposed project for the westside trail addition.

This is an area with limited trail options. As the population and density has grown exponentially, the need for such recreational opportunities is great. We did not let our children when young go riding on bikes as the roads are too dangerous; walking to connect between places was equally difficult. In recent times, some progress has been made, but this area north of hwy 26 is still seriously lacking options for nonautomobile access/activity. The proposed project would allow for, most importantly, off-street alternatives; the Kaiser Ridge-Kaiser Woods trail would add another link to a future system that would include a Bronson Creek trail and the Rock Creek trails.

Recently we revisited Oaks Bottom, near our old neighborhood in SE Portland, and marveled at how off-street recreational links had evolved over the years; from what were areas to be avoided, now the Springwater trail segments have linked many community areas for its residents. We would like to see that kind of alternative transportation and recreational opportunity happen more and more here in Washington County.

Sincerely,  
April and Bruce DeBolt  
5625 NW 137th Ave.  
Portland Or. 97229

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**From:** PFINLEYFRY@aol.com  
**To:** Trans System Accounts  
**Subject:** regional flexible funding  
**Date:** Thursday, February 12, 2009 6:40:22 PM

I support the St. Johns Rail Line (UP) - N. St. Louise - N. Richmond project. I find it ironic in these economic times that almost half of your funds are going to recreational projects and none to industrial and employment area implementation. If you add the bus and school maintenance projects which have their own source of funds, it is more than half.

St. Johns project is an important safety and freight improvement project.

St. Johns is a classic historic mixed use neighborhood that deserves public investment and support.

- The rail line is a critical link for one of our strongest industries.
- North Bradford is an unimproved right-of-way that serves heavy industrial users who must drive their trucks and cars down a heavily pot holed street with concrete barriers and elevated rail lines. The trucks and cars are forced to trespass onto one of my clients property - Cathedral Park - a major employment redevelopment.
- The Port owns a large piece of industrial waterfront property that has access blocked by the rail line and the condition of the street.
- Another waterfront industrial property adjacent to Cathedral Park is heavily contaminated and will never be redeveloped without improved infrastructure.
- Cathedral Park is one of our most important and well used regional parks.

- St. Johns is a working class neighborhood with strong and proven potential for new investment in work force housing.

This is an important safety improvement; provide safe access across an automated freight line to Cathedral Park and the Portland's demonstration Bureau of Environmental Services facility. The improvement will improve access to important Portland industry and blue collar jobs.

I am sadden that the region continues to support suburban and failed development at the expense of inner city infill.

Peter Finley Fry AICP PhD  
2153 SW Main Street #105  
Portland, Oregon 97205  
503-274-2744; 503-274-1415 FAX

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**From:** noll@pdx.edu  
**To:** Trans System Accounts  
**Subject:** Support bicycling & walking infrastructure  
**Date:** Thursday, February 12, 2009 6:52:02 PM

To whom it may concern,

I am a member of BTA. I live and work in Portland, Oregon. I urge the JPACT and the Metro Council to allocate at least 50% of the Regional Flexible Funds to bicycling and walking infrastructure.

Thank you for your time,  
Jennifer Noll

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**From:** Christopher Masciocchi  
**To:** Trans System Accounts  
**Subject:** Comment on the regional flexible fund allocation  
**Date:** Thursday, February 12, 2009 11:28:16 PM

102nd Ave: NE Glisan- SE Washington

Greetings,

This area of Portland was designated a Regional Center for good reason. Because of its strategic location and access to increasingly important mass transit, the area has tremendous potential. However, this is also an area that desperately needs some attention and investment in order to live up to that potential. In order to attract the type of development we need here, Gateway needs to find and project a cohesive and positive identity. That process is underway and seeds are being planted. A recent park space acquisition on Halsey, the potential of the Gateway Green project and the Sullivan's Gulch trail are just some of the things pointing to a brighter future here. A big part of what Gateway lacks is adequate and updated infrastructure. The recently completed phase one of the 102nd Avenue improvements has been a very positive step but if we stop there we ironically serve to further fragment the area. What we need here are bold, cohesive plans that help unify Gateway and completing this next phase of the 102nd Avenue improvements will be a huge step in that direction. By unifying this area, the value of completing this second phase is worth much more than its actual cost.

Many Thanks!  
Christopher Masciocchi



## COMMENTS SUBMITTED THROUGH METRO'S WEBSITE

Project: OR 43: Arbor Dr.-Marylhurst Dr.

Project Location: Clackamas Co.

Name: Ourada, Jim

Comment: To much fluff. Sidewalks and or bike lanes (suggestion combine into one entity to reduce cost) are okay and lights if really necessary. But medians and street tress are just to expensive to consider when the budgets so tight and there is so much need for REAL maintenance and safety related upgrades.

Project: French Prairie Bridge: Boones FerryRd-Butteville Rd.

Project Location: Clackamas Co.

Name: Ourada, Jim

Comment: Why not make it pedestrian/bike only and hang it off the I-5 Bridge. (Similar to the ped/bike bridge on the PDX esplanade). This should reduce a lot of the cost associated with building a stand-alone bridge and still maintain safety of the users by keeping them separated from freeway traffic.

Project: McLoughlin Boulevard:Clackamas River Bridge-Dunes Dr.

Project Location: Clackamas Co.

Name: Ourada, Jim

Comment: Get rid of the "landscape buffer between sidewalks and arterials; median landscaping median where possible; gateway treatment with public art;"We don't have enough money to fund this kind of fluff when there is so much basic road maintenance that has gone wanting.Bike and bus facilities and safety improvements are great but they should be functional only. If people want aesthetically pleasing then let them volunteer both the time and the funding for that. It should never come from taxpayer funded efforts especially in the case of landscaping which will incur an ongoing cost to maintain the landscaping that has no benefit to the general public and to moving people along.

Project: N Fessenden/St. Louis: Columbia Way-Lombard

Project Location: Portland

Name: Cohen, Donna

Comment: I strongly street oppose Metro's ommission of safety improvements to N. Fessenden St. I believe in neighborhood beauty and livability and am a very big fan of the nature programs that Metro provides. However certainly safety is more of a priority. How can Metro put projects with goals such as: adding trees and ornamental lighting and off-street trails and the Council Creek Regional Traila ahead of a project with the goal of pedestrian crossing safety and traffic calming improvements. As a pedestrian who crosses Fessenden at N. Charleston several times a week on my way to and from the St. John's Community Center I can tell you that it is very difficult. Large trucks traveling 35 miles/hour come around a blind curve close to the crossing. It's rather scary and I must be extremely careful. Vehicles very rarely obey traffic law and stop for pedestrians assuming they can even do so given the speed with which they come around

the corner. What about children who don't have such care when crossing? Large trucks and semis do not belong on Fessenden! If you are not going to eliminate them at least make the crossings safer. It is unconscionable not to do otherwise!

Project: N Fessenden/St. Louis: Columbia Way-Lombard

Project Location: Portland

Name: McFarland, Derrick

Comment: Fessenden is extremely dangerous to anyone attempting to cross via any method of transport at virtually all times of the day! Fessenden itself is wide and in comparatively good condition relative to Lombard St. The wide smooth surface however is conducive to speeding and generally unsafe driving habits. In addition there are many parked vehicles on the road several bus stops and a large blind corner near the Charleston intersection that inhibit the view of anyone attempting to cross the road. Combine these risk factors with the preponderance of children and families living in the area and you have all the conditions necessary for a tragic incident. My family has had several close-calls even though we play by all the rules and are aware of the dangers. I would encourage you to come and view firsthand the dangers residents of this community face daily particularly crossing Fessenden at the Charleston intersection. It is at this intersection we feel that a confluence of factors make simply crossing the road unnecessarily dangerous.

Project: N Fessenden/St. Louis: Columbia Way-Lombard

Project Location: Portland

Name: Adamski, Joe

Comment: it truly grieves me that N Fessenden wasn't recommended for RFF funding. This section of roadway has become a huge divider street because of its benefits to moving freight at the cost of neighbors. North Portland and St Johns has been held hostage to the freight community ( or rather the individual drivers who hold their ability to navigate residential streets as more important than the communities they destroy.) As long as the hope remains that a concerted effort between the City neighbors and Metro ( and hopefully constructive engagement by the freight community) exists I would love to see N Fessenden remain on the list.. perhaps as an option should another project prove untenable. For a small amount of money large improvements in livability can be made. And a strong hand guiding freight onto the corridors they belong on is sorely needed. Metro tries to shape transportation policy region wide but the brunt of transportation policy is often felt by the poorest of communities. St Johns deserves more care.

Project: N Fessenden/St. Louis: Columbia Way-Lombard

Project Location: Portland

Name: McClure, William

Comment: N. Fessenden is a nightmare to cross on foot or by bicycle. Please find some way to make it possible to cross the road!Thanks!

Project: N Fessenden/St. Louis: Columbia Way-Lombard

Project Location: Portland

Name: DeFrance, Jacqueline

Comment: Fessenden near the transition into St. Louis is a very dangerous area. I've lived in the area for 6 years and have seen many many a pedestrians trying to cross Fessenden without a crosswalk to be seen. These pedestrians have to wait and wait and wait for a decent person to come along and finally stop to permit them to cross. The traffic in this area never seems to stop. Where Charleston crosses Fessenden is heavily trafficked by St. Johns citizens coming from downtown St. Johns to the residential area between Columbia and Fessenden and the traffic coming around Fessenden from St. Louis is fast and scary making crossing in this spot and a constant craps shoot. Please do something in this area. Even a simple crosswalk!  
Thank you.Jackie DeFrance8338 N Bliss StreetPortland OR 97203jmdx3@worldnet.att.net

Project: SE Division: 6th-39th

Project Location: Portland

Name: McDonald, Janie

Comment: I think this is an important project.

Project: Killingsworth: N Commercial-NE MLK Jr. Blvd

Project Location: Portland

Name: McDonald, Janie

Comment: I think this is a much needed project.

Project: 102nd Ave: NE Glisan-SE Washington

Project Location: Portland

Name: Ourada, Jim

Comment: Scrap the street trees (which require ongoing expense to maintain) and ornamental lighting. Let functional and austere be the watchword. Use the saved money to pave and repair roads that are in desperate need all over Metro.FIX THE POTHOLES FIRST!

Project: 102nd Ave: NE Glisan-SE Washington

Project Location: Portland

Name: Masciocchi, Christopher

Comment: This area of Portland was designated a Regional Center for good reason. Because of its strategic location and access to increasingly important mass transit the area has tremendous potential. However this is also an area that desperately needs some attention and investment in order to live up to that potential.In order to attract the type of development we need here Gateway needs to find and project a cohesive and positive identity. That process is underway and seeds are being planted. A recent park space acquisition on Halsey the potential of the Gateway Green project and the Sullivan's Gulch trail are just some of the things pointing to a brighter future here.A big part of what Gateway lacks is adequate and updated infrastructure. The recently completed phase one of the 102nd Avenue improvements has been a very positive step but if we stop there we ironically serve to further fragment the area. What

we need here are bold cohesive plans that help unify Gateway and completing this next phase of the 102nd Avenue improvements will be a huge step in that direction. By unifying this area the value of completing this second phase is worth much more than its actual cost.

Project: NE/SE Twenties Bikeway: Lombard-Springwater Trail

Project Location: Portland

Name: Ourada, Jim

Comment: Looks like a lot of work for not very much money. Good Work!

Project: NE/SE Twenties Bikeway: Lombard-Springwater Trail

Project Location: Portland

Name: Shaffer, Christopher

Comment: Biking north and south from my neighborhood (Ladd's Addition) is fairly difficult. Many of the streets are narrow and I wouldn't want my daughter to ride on them. The proposed bikeway will definitely open up new areas of the city to residents of the east side.

Project: NE/SE Twenties Bikeway: Lombard-Springwater Trail

Project Location: Portland

Name: Cliffe, Corey

Comment: I think this would be a great improvement! I have often tried to ride north-south from my neighborhood at 28th & SE Division to the NE Alberta neighborhood and there is no clear way to do this without really jogging around a lot. This would be a great help!

Project: NE/SE Twenties Bikeway: Lombard-Springwater Trail

Project Location: Portland

Name: O'Neal, Tim

Comment: I am very strongly in favor of this project. This is the most convenient way to go North/South in this area and many people I know are not comfortable using this route in its current condition. The boulevard treatments and bike lanes will definitely have a positive impact. Tim O'Neal

Project: NE/SE Twenties Bikeway: Lombard-Springwater Trail

Project Location: Portland

Name: McDonald, Janis

Comment: As a cyclist the connections North to South are terrible. It would be great to have this project funded. Thanks.

Project: NE/SE Twenties Bikeway: Lombard-Springwater Trail

Project Location: Portland

Name: West, Tara

Comment: I love this idea!!

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Watters, Damon

Comment: This project will benefit so many recreation activities and allow for new transportation routes into the city. It's connection of the U of P Swan Island and St. Johns will allow many people to enjoy the river the new U of P recreation fields and provide a great sense of community that North Portland so greatly needs. I don't understand what the planning for swan Is. Seems to me that separating the path to parallel the railroad makes more sense and connecting on the south end directly rather than looping around an eyesore of an industrial area.Thanks!

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Ourada, Jim

Comment: You are wasting money on consultants and studies!You'll never get willing sellers in the areas that you have outlined! Very expensive land even if you find a willing seller.Use your money to improve roads for bicycle/pedestrian use. Cheap surveys of the property owners to see if anyone is interested in donating ect but don't belabor the issue or waste money or good-will trying to acquire what isn't available.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Allen, Sylvia

Comment: Please allocate the funds to support the North Portland Greenway. When I first moved to St John's before I heard about the NP Greenway proposal I often had the thought that such a trail system should exist. (a) I don't drive. I take the bus bicycle or walk everywhere. From St John's the bus works but takes forever. Walking and bicycling both involve some unpleasant and dangerous parts of the commute. The Greenway would make it possible for me to ride my bicycle downtown without endangering my life. (b) The Greenway would provide a safe and pleasant route to walk with friends for recreational and social reasons. (c) For some years before he died my father who had a serious brain injury lived at Harvest Homes on Roberts Road. He loved the confluence of the rivers at Kelley Point but I simply couldn't take him there myself; there is no bus and there is no way to walk there. The Greenway trail extended to Kelley Point would have made that possible--my father a lifelong walker like me could have walked the distance easily if there were a safe route. In general the North Portland Greenway would help me get around Portland by foot and bicycle for both commuting and recreational purposes.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Meier, Justin

Comment: The Piedmont Neighborhood Association strongly supports the North Portland Greenway project. The trail when completed will link North Portland's resources with the

pedestrian/bike friendly East Bank Esplanade and further south the Greenwater trail. This route will also draw people to live in North Portland and to commute via methods other than their cars. Thank you. Justin Meier 2009 Board Chair Piedmont Neighborhood Association

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: McDonald, Janis

Comment: This project will benefit so many people - in commuting recreation health and enjoyment of North Portland.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Adamski, Joe

Comment: Halleluliah! you have the North Portland Willamette Greenway on your approved list. This is a trail segment that has been on the radar since the 70's in various forms.. Since Bob Straub was Governor..The feasibility study needs to happen. Its a fair amount of money to be sure. Yet without the study the question will only be kicked down the road to be answered decades later at much greater cost. To connect North Portland with Swan Island and downtown.. think of the millions of car trips saved the relief on traffic the pollution not occurring. as well as the benefits to citizens and business. This is a project that won't go away. If it truly is 'do-able' lets see what it entails. If it isn't. the money spent will be peanuts compared to the community organizing and lobbying and demanding a response from Government to their concerns. I truly believe it is both 'do-able' and a wise investment. A intensive study should answer that question for once and all time.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Haynes, Molly

Comment: The completion of this project would allow access to safe active transportation options for the residents of North Portland. These residents suffer disproportionately from chronic diseases and the completion of the NP Greenway would be a step in the right direction toward creating a healthier environment. It may also allow people to leave their cars home which would improve the air quality and reduce green house gas emissions. The health of the community would benefit greatly from the funding of this project.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Cano, Claire

Comment: Even though I live in Vancouver Washington I support the Greenway trail. We need more areas set aside for recreation and nature to co-exist in the busy surrounding city. I have biked on a part of the trail that is already in existence and my hope is that someday it will have the support to be finished. I know it will be an important place for the community and surrounding area to get exercise unwind and be part of an infrastructure for people to get around on the north side of the willamette. Please work towards supporting this project.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Quinn, Barbara

Comment: I strongly support funding for the Willamette Greenway Trail study. The development of the trail will provide an important alternative transportation route as well as an improved connection of north Portland residents with their local natural areas. The potential for this trail is great and the study is one more step toward its realization.thank youBarbara Quinn Friends of Baltimore Woods

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Hill, Bon

Comment: Biking on trails to get downtown with no car traffic would be the ultimate experience (safe and scenic). Being a car driver also I would appreciate less bike traffic on the roads - that thin bike lane on Willamette Drive is scary for all of us. Thanks for working on this project.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Wheeler, Kristin

Comment: I strong support the establishment of the npGreenway. What a wonderful alternative transportation route. My husband would be able to safely commute to work downtown by bike. The project would significantly impact access for NorthPortland to Downtown and vice versa.

Project: Willamette Greenway Trail: N Columbia Blvd-Steel Bridge

Project Location: Portland

Name: Fogarty, Steve

Comment: HelloMy name is Steve Fogarty and I lead Recruiting for adidas North America. I fully support the Willamette Greenway Trail project and hope strong consideration is given to this. We have over 700 employees at the adidas Village in North Portland and active healthy lifestyle is a big focus for our people. This trail would allow employees to have alternative means of commuting in as well as additional avenues to jog walk and ride before after and during working hours. I also live above the bluff in North Portland and often job along the current path that runs parallel to the river and the railroad tracks. This is prime land that could give people access to the river and views of the West Hills. Right now this is not being taken advantage of. I believe but opening this up you also increase the value of living in North Portland and enhance the economic value but attracting new residents. Again you have my support on funding this project. SincerelySteve FogartyRecruiting Captainadidas North America

Project: SW Rose Biggi: Hall-Crescent

Project Location: Washington Co.

Name: Ourada, Jim

Comment: You're kidding right? This is an insane waste of taxpayer money. Beaverton and Washington County do not need more roads! They cannot maintain the ones that they have now

so why build new ones? This is strictly a poorly disguised attempt to grab land from probably unwilling sellers. I thought this kind of idiocy was illegal in Oregon???

Project: Council Creek Trail: Banks-Hillsboro

Project Location: Washington Co.

Name: Ourada, Jim

Comment: Some of this might be possible but looking over the land that you intend to cross I don't think you can EVER get willing sellers for significant tracts of the proposed route. I know that I would never allow such a thing to cross my land or go through my home as your map line indicates in a lot of cases. This is not necessarily a bad idea but considering the economy there are lots of more important things to spend the taxpayer's money on. You need to put this away until the economy will support a little fluff. This is just going to irritate the taxpayers which you cannot afford to do right now.

Project: Westside Trail: Kaiser Ridge Park-Kaister Woods park

Project Location: Washington Co.

Name: Ourada, Jim

Comment: This one has merit! However with the economy where it is and spending so badly bent it might be a good idea to go with a partial of this say pressed gravel trails instead of paved. Waste Cans and doggie bags but save the benches and other amenities till later when we can better afford it.

Project: Westside Trail: Kaiser Ridge Park-Kaister Woods park

Project Location: Washington Co.

Name: O'Donnell, Kevin

Comment: I am submitting this letter to express my support for THPRD's proposed Westside Regional Trail construction project. As an area resident I am very excited at the prospect of an additional off-street multiple-use trail coming online in Washington County. Additionally the proposed project also brings the region one step closer to completion of an important north-south regional trail. The proposed project provides a much-needed off-street alternative for those choosing to get around by means other than automobile. The proposed project would connect two existing THPRD parks -- Kaiser Ridge and Kaiser Woods -- while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). Kevin O'Donnell 5981 NW 142ND TERPORTLAND OR 972291 kevinodonnell@gmail.com

Project: Westside Trail: Kaiser Ridge Park-Kaister Woods park

Project Location: Washington Co.

Name: Da, Leezan

Comment: I am submitting this letter to express my support for THPRD's proposed Westside Regional Trail construction project. As an area resident I am very excited at the prospect of an additional off-street multiple-use trail coming online in Washington County. Additionally the proposed project also brings the region one step closer to completion of an important north-south regional trail. The proposed project provides a much-needed off-street alternative for those choosing to get around by means other than automobile. The proposed project would



connect two existing THPRD parks -- Kaiser Ridge and Kaiser Woods -- while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. Furthermore the trail allows for connections to a number of commercial and employment centers schools and other public and civic points of interest.

Project: Westside Trail: kaiser Ridge Park-Kaister Woods park

Project Location: Washington Co.

Name: Patterson, Jana

Comment: I would like to let you know that as a resident in Bethany Terrace I would love to see the trail from Kaiser Ridge Park to West Union Drive be completed. It would be a much-needed addition to our area. It allows for connections to a number of commercial and employment centers schools and other public and civic points of interest. Thank you for your consideration.

Project: Westside Trail: kaiser Ridge Park-Kaister Woods park

Project Location: Washington Co.

Name: Russ, Donald

Comment: Thank you Metro for including this project into you comprehensive planning! My wife and two boys have lived in the Bethany area for over ten years and have been extremely please with the planning and development of this wonderful neighborhood. This project will take an under utilized area and create an excellent location to jog bike walk pets etc. With over 170 homes in Bethany Terrace alone this project will benefit many citizens in our community - it will get used. This area has been an eye sore for many years and occasionally a nuisance and fire hazards during dry summer month. Please strongly consider moving forward with this endeavor. .

Project: Milwaukie Light Rail&Beaverton to Wilsonville Commuter Rail

Project Location: Clackamas Co. and Washington Co.

Name: Ourada, Jim

Comment: Ridiculous! If you want this to be funded then put it to the voters! Oops you already did didn't you and they said NO! This kind of back door financing is going to eventually come to the attention of public and then you will be faced with a lot less money and a lot more restrictions than you now! Play it STRAIGHT with the public. If we REALLY want something we will pay for it. This kind of activity will only cause us to cut the budget even more! Fix the roads first. Then if you have anything left over think about new projects!

Project: Streetcar Extension: Portland to Lake Oswego via Willamette Shore

Project Location: Portland and Clackamas Co.

Name: Ourada, Jim

Comment: Like the Light Rail to Milwaukie if the people won't vote money for this you have no business funding it through the back door like this. Suggestion put these projects up to a VOTE. Those that get the most votes get funded!

Thursday, February 12, 2009  
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Robert Liberty, Rex Burkholder, Rod Park, Carl Hosticka, Carlotta Collette

Councilors Absent:

Council President Bragdon convened the Regular Council Meeting at 2:01 p.m.

- 1. INTRODUCTIONS**
- 2. CITIZEN COMMUNICATIONS**
- 3. FISCAL YEAR 2008 FINANCIAL AUDIT**
- 4. CONSENT AGENDA**
- 5. RESOLUTIONS**
- 6. CHIEF OPERATING OFFICER COMMUNICATION**
- 7. COUNCILOR COMMUNICATION**
- 8. JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION AND METRO COUNCIL PUBLIC HEARING ON DRAFT FINAL RECOMMENDATIONS FOR REGIONAL FLEXIBLE FUNDING ALLOCATION**

Councilors Present: Robert Liberty, Rex Burkholder, Rod Park, Carlotta Collette

JPACT Members: Ted Wheeler (Multnomah County), Alice Norris (Cities of Clackamas County), Bob Austin (Clackamas County), Craig Dirksen (Cities of Washington County), Susie Lahsene (Port of Portland).

Chair Burkholder introduced JPACT members and Metro Council members. Ted Leybold, Regional Planning, summarized the materials being considered at the public hearing. He noted that these recommendations are from TPAC.

JPACT Chair Burkholder opened a public hearing.

Dick Schouten, Washington County Commissioner, talked about the west side trail and the major employment centers. The project is important for the region and bettering the transportation situation there. He noted he had submitted written testimony.

Tim Knapp, Mayor of Wilsonville, testified in support of the Bike-Ped Emergency Bridge. He provided a flyer and map of the bridge. He noted he had submitted written testimony. Committee members asked clarifying questions. Mayor Knapp explained what funding they were looking for. Councilor Liberty asked about the distance from this bridge. Mayor Knapp said less than half a mile. Councilor Liberty

asked about the bridge details. Mayor Knapp said it was a single lane bridge mostly used for bikes and pedestrians. Ms. Jordan commented that the stimulus package including some funding for this area and expressed her concerns about size. Mayor Knapp responded to her comment.

Doug Neeley, Oregon City Commissioner shared a map of the McLaughlin Blvd. Enhancement project and said he was speaking on the project in Oregon City. It is critical in providing better access to current commercial centers and new commercial and residential developments.

Catherine Arnold, Beaverton City Councilor said she was speaking in support of the SW Rose Biggi Hall – Crescent project. It is important to provide critical infrastructure in order to attract development in the Beaverton Regional Center.

Keith Liden, affiliated with SW Trails, at 4021 SW 36<sup>th</sup> Place Portland OR provided written testimony and was testifying in support of the Red Electric Trail.

Lenny Anderson, Swan Island Transportation Management Association, at 4567 N Channel Ave Portland OR 97217 provided written testimony and spoke on behalf of project development of the North Willamette Greenway. He noted letters from the TMA as well.

Larry Pelatt, director from Tualatin Hills Park & Recreation District, at 15707 SE Walker Rd Beaverton OR provided written testimony on the northwest section of the Westside Trail:Rock Creek Trail.

Chris Enlow, of 2260 NW Everett Apt. 97210, provided written testimony and supported connectivity. He represented the trails component. It also met congestion issues. He advocated for trails and pedestrian development.

Bob Scott, director from Tualatin Hills Park & Recreation District, of 15707 SW Walker Rd. Beaverton OR, provided written testimony and supported the Westside Trail and the connections to the parks. He noted the letter from the Beaverton School District in support of the trail.

Paul Van Order, affiliated with the City of Portland at 1900 SW 4<sup>th</sup> Avenue Suite 5000 provided written testimony and talked about noise control. He spoke specifically about train whistles and whistle free zones. He spoke in favor of the St. John's Rail Line.

Donna Cohen, 8443 N Bliss St. Portland OR 97203, provided written testimony and supported N. Fessenden crossing safety.

Michelle Poyourow, affiliated with the Bicycle Transportation Alliance at 233 NW 5<sup>th</sup> Ave. Portland OR, provided written testimony and supported the three projects on the list as well as the BTA list. She urged support for bike and pedestrian projects.

Susan Otcemius with Team Estrogen, Inc. provided written testimony and supported funding for the Westside Trail. They felt that one half of the regional flexible funds should be allocated to bike and pedestrian projects.

Christopher Knouf, at 8703 N. Crawford St. Portland OR, provided written testimony and was here in support of the whistle free zone in the Cathedral Park Neighborhood.

Wendy Kroger, at 12030 SW Settlerway Beaverton OR 97008, provided written testimony and said she served as a volunteer on the Trail Advisory Committee for Tualatin Hills Park & Recreation District for segment 18 of the Westside Trail.

Carol White, at 32000 Charbonneau Dr. Wilsonville OR provided written testimony and said she represented 3500 people. She spoke on behalf of the Bike-Ped Emergency Bridge.

Cocky Collier of the Colombia Corridor Association at 6015 N 80<sup>th</sup> Ave. Portland OR 97218 provided written testimony and supported the St. John Rail Line whistle free zone. Councilor Burkholder clarified the project and if it was on the list. Mr. Leybold responded to his question.

Arnold Panith of 6518 SW Capital Hwy. Portland OR 97239 provided written testimony and advocated for the Red Electric Trail. He spoke to connectivity. Councilor Liberty asked Mr. Panith about connection to schools. Mr. Panith said Hillsdale has a K through 12 system. There was a lot of cut through traffic in the area. Beaverton Hillsdale Hwy does not have sidewalks. The Red Electric Trail would mitigate this issue.

Kay Durtschi provided written testimony and said she supported Red Electric Trail. She hoped they would follow through on the number of projects that the Transportation Policy Advisory Committee supported. She also noted that it should have received economic justice credit because of the number of senior citizens in the area. She urged consideration of regional equity and connectivity.

Scott Mizze of 7051 N. Wellesley Ave. Portland OR provided written testimony and said he lived in north Portland. He supported the Willamette Greenway Trail. He urged putting more money into bike and pedestrian projects.

Peter Fry of 2153 SW Main #105, Portland OR 97205 provided written testimony and supported the St. John Rail Line project.

Robert Douglas, affiliated with the Cathedral Commons Homeowner Association at 8747 N. Crawford St. Portland OR 97203 provided written testimony and said he was also speaking on behalf of the St. Johns Rail Line project. He spoke to safety and business investment issues. Ted Wheeler asked about the economic impact on St. Johns and how this project would improve prosperity in the area. Mr. Douglas responded to his question. Mr. Fry added to Mr. Douglas' comments.

Jennifer Cairo with Oregon Parks and Recreation Department at 2501 SW 1<sup>st</sup> Ave, #100 Portland OR 97201 provided written testimony and said she supported the French Prairie Bridge.

Sumner Sharp with Friends of Baltimore Woods at 9157 NW Germantown Rd. provided written testimony and said he spoke on behalf of Friends of Baltimore Woods. They were trying to provide a trail connection, protecting the white oak habitat in the area and provide a buffer between the Port and residential areas. He spoke in support of the Willamette Greenway Trail and St. Johns Rail Line.

John Gessner provided written testimony and said he was the Community Development Director for the City of Fairview. A large number of groups supported the 40 mile loop trail.

Linda Robison of 1115 NE 135<sup>th</sup> Ave, Portland OR 97230 provided written testimony and said she lived in the Hazelwood Neighborhood and supported the 102<sup>nd</sup> Avenue street improvement, phase 2. Mr. Leybold provided clarification on the project.

Arlene Kimura of 112 NE 133<sup>rd</sup> provided written testimony and said she supported the 102<sup>nd</sup> Avenue street improvement phase 2. She said she was a walker and that the area was not safe. She urged support to finish the project.

Marianne Fitzgerald from Southwest Neighborhoods, Inc. at 10537 SW 64<sup>th</sup> Dr. Portland OR 97219 provided written testimony and said she was supporting the Red Electric Trail funding.

Karen Mohling of 7401 SW Washo Ct. provided written testimony and said she was here to support the French Prairie Bridge in terms of emergency response.

Lelan Ascher with Tualatin Hills Park & Recreation District Trail Advisory Committee at 93425 SW Washington St. Portland 97221 provided written testimony and said he supported the Westside Trail.

Nicholas Watt provided written testimony and said he and the Sheriff's Office also supported the French Prairie Bridge. Councilor Collette asked about a pedestrian bridge that was also an emergency bridge. Mr. Watt said he wasn't sure how it would be designed but could use a gate.

Francie Royce of 1854 NW Aspen Portland OR provided written testimony and said she was supporting the North Portland Willamette Greenway Trail.

Doug Rogers of 4675 SW Cullen Blvd. Portland OR 97221 provided written testimony. He supported the Red Electric Trail and was waiting for a trail to be developed. Mr. Rogers hoped that current processes were steps in the right direction.

Don Baack with SW Trails provided written testimony. Affiliated with SW Trails, Mr. Baack discussed walking maps and trails in Southwest. He said many arterials do not have sidewalks, and bike lanes in Southwest are dangerous. He talked about regional trails, storage facilities, and business advantages due to increasing and improving walkability and bikability.

Rick Seifert with Hillsdale Alliance of 2115 SW Tyrol St. provided written testimony. He thanked Metro for providing the name "town center." He said so many people were involved and many people were visiting the town center because of exposure. He talked about the "passing through" nature of the Hillsdale area. He said it was also a "passing through" place for bicyclists. He supported the Red Electric Trail.

Gregg Enerbart with Portland Parks & Recreation at 1120 SW 5<sup>th</sup> Ave. Rm. 1302 Portland 97204 discussed the North Portland Greenway and Red Electric Trail. She talked about the bluff near the University of Portland and what funds could provide improvements. She said this was an opportunity to see what it would take to fund in "today's dollars." She said there were 28,000 people a day on the trails,

which was a lot of people getting out of their cars. She said this would get people motivated and increase action on trails.

Sylvia Allen of 9026 N Syracuse St. Portland 97203 provided written testimony. She discussed the Willamette Greenway. She said St. Johns was a good place to get around on foot. She wanted to stay a non-driving person. She said battling a lot of traffic was frightening and unpleasant. She said the Willamette Greenway provided a safe throughway and was aesthetically pleasing, and provided non-automobile transport.

Mike Roach, President of Hillsdale Professional Association, said one of the constraints on business vitality in Hillsdale was parking. He said parking problems conflicted with farmer's market operations. He said Hillsdale drew from many different areas and completing trails from the west was a very big deal for the business district. He encouraged the Council to look at this from a small business development perspective.

Susie Lahsene discussed specifics of Connect Oregon funding. She said University of Portland reluctantly agreed to do the project, but did it for the sake of the neighborhood.

JPACT Chair Burkholder closed the public hearing.

## **9. ADJOURN**

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 6:04 p.m.

Prepared by

Chris Billington  
Clerk of the Council



METRO

LIDEN, KEITH

February 12, 2009

No. 1

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

KEITH LIDEN

Affiliation (if any)

SW TRAILS

Address (required)

4021 SW 36TH PLACE

E-mail (optional)

LIDEN@PSWORLD.COM

☐ Include my e-mail in your list of interested parties.

Project/program

RED ELECTRIC TRAIL

**Comments** (Summarize your comments here or attach prepared material to this form.)

STRONGLY SUPPORT BECAUSE:

1. SW LACKS GOOD FAMILY-FRIENDLY

PGD/BIKE ROUTES TO/FROM HILLSDALE

2. HILLSDALE TOWN CENTER SUCCESS RELIES

ON IMPROVING PGD/BIKE ACCESS TO/FROM  
SURROUNDING NEIGHBORHOODS

3. RED ELECTRIC TRAIL PLAN APPROVED BY

PORTLAND CITY COUNCIL

4. TRAIN WILL ULTIMATELY CONNECT WILLAMETTE  
RIVER - BEAVERTON. THIS IS A LOGICAL  
1ST PHASE.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



✓  
2/13

February 12, 2009

KNAPP, TIM

No. 2

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

TIM KNAPP

MAYOR, WILSONVILLE

KNAPP@CI.WILSONVILLE.ORG

FRENCH PRAIRIE BRIDGE

Comments (Summarize your comments here or attach prepared material to this form.)

ATTACHED

*You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.*



**Testimony of Mayor Knapp before JPACT/Metro Council  
for French Prairie Bridge funding application  
2/12/2009**

Good day Mr. Chair and members of the Metro Council and JPACT. My name is Tim Knapp, and I serve as the Mayor of Wilsonville.

I am here today to testify in support of the application for funding of the French Prairie 'Bike-Ped-Emergency' Bridge over the Willamette River, which is to be located near Interstate-5 in Wilsonville.

The proposed French Prairie Bridge is first and foremost a regional asset. While the bridge is designed to be used as a bicycle and pedestrian facility on a daily basis, it is also designed as an emergency-response transport mechanism when I-5 is closed at the Wilsonville Boone Bridge due to a highway incident. That is, the bridge will be engineered to allow emergency-services vehicles such as fire-trucks, ambulances and tow-trucks cross safely and quickly to respond to incidents on I-5 and get traffic moving.

Others here today will focus their testimony on the benefits of the French Prairie Bridge for emergency responders, outdoor recreation, tourism and the like. I will address the interrelated issues of traffic, freight movement and the Portland regional economy.

For the past several years, I-5 has been completely shut-down to both north- and south-bound traffic at least once per year, often for many hours at a time. Recently the frequency has increased markedly, as occurred this past December when icy conditions caused jack-knifed trucks to block I-5 at the Boone Bridge, and again a week later when a tanker-truck carrying gasoline exploded just at the bridge approach.

Due to mountainous topography and a major river, the I-5 Boone Bridge at Wilsonville is the only crossing over the Willamette River for a 28-mile stretch between Oregon City and Newberg. Since most major metropolitan arterials and highways including I-205 and Highway 217 lead to I-5, when this federal highway is shut down at the Wilsonville/Boone Bridge “bottleneck,” the entire Portland metro region can be impacted by traffic congestion. Such congestion has major impacts on freight movements and on businesses that rely on such movements in our region.

ODOT’s Incident Command recognizes that the rapid clearing of freeway accidents is an effective way to maintain highway and arterial capacity—without the cost of building more roadway.

The longer I-5 is tied-up due to an accident near the Boone Bridge, the higher the likelihood is that emergency responders will be delayed in reaching the incident. This results in even more traffic congestion, which cascades further out into connecting arterials throughout south Portland, causing even more delays.

As you can see from the photo in the hand-out, drivers begin to use the highway shoulders to see if they can either get around the accident or exit the freeway at the next interchange. To make matters worse, some drivers pull over to the shoulder and abandon their vehicles as they have idled until they run out of gas or need to use the restroom. They try any possible avenue to exit the freeway, completely clogging all access routes and surrounding surface streets.

The net result is that second-tier of emergency-response vehicles like tow-trucks, heavy equipment needed to remove the wreckage and clear spilled product, and even additional fire department equipment are unable to reach the accident scene, causing further delay and extending the time the highway is closed. And as we all know, a gridlocked I-5 is a huge detriment to the movement of freight and the conduct of commerce.

What many people may not know, however, is that the I-5 Boone Bridge carries nearly as much traffic as the I-5 Interstate Bridge over the Columbia River: 122,300 vehicles per day cross over the Boone Bridge, compared to 126,600 vehicles on the Interstate Bridge. Just a 4% difference. According to ODOT, the I-5 Boone Bridge carries substantially more truck traffic than the Columbia River Crossing: 34,244 trucks per day cross the Boone Bridge, compared to 22,788 trucks crossing the CRC. That is, a whopping 34% more trucks cross the Boone Bridge compared to the CRC, which we all know is considered a top priority for the region.

So while the efficient movement of freight is important for Wilsonville's major-employer industrial firms such as manufacturers like Xerox and Precision Interconnect, wholesale distributors like SYSCO Food Services, Rite Aid Distribution and OrePac Building Products, and freight firms like Marten Trucking and Con-Way Transportation, the timely and reliable movement of freight on I-5 is of even greater importance to the Portland metro region and the greater West Coast economy.

The proposed French Prairie Bridge will provide a safety valve, facilitating the increasingly frequent emergency responses critical to maintaining movement of regional traffic, especially freight traffic. This is a major concern for the region, and a major weakness of our regional freight network which funnels southbound movements for the entire metropolitan area through this one fragile highway bottleneck.

At an estimated cost of \$21 million, the French Prairie Bridge is an economical and cost-effective mechanism to insure timely emergency responder access when incidents continue to close I-5 at the Boone Bridge. The cost needs to be measured against the huge cumulative costs of increasingly frequent I-5 gridlock, and against the conceptual cost of a whole additional freeway bridge which would be in the magnitude of hundreds of millions of dollars. I don't even want to imagine the costs if a structural failure or incident took the Boone Bridge completely out of service.

The French Prairie Bridge is a prudent, responsible project to protect the viability of Interstate 5 for a relatively modest investment. Combined with the other physical, social, and economic advantages of a joint Bicycle/Pedestrian/Emergency facility, this project is important, timely and appropriate. I appreciate your time today and thank you for your consideration.

# Accident at I-5 Boone Bridge in Wilsonville Brought Portland Traffic to a Stand-still for Hours

*Southbound I-5 traffic congestion backed-up through downtown Portland and impacted I-205 and Hwy 217, bringing the metro region to gridlock for most of the day.*





# French Prairie

## Bike-Ped-Emergency Bridge



*Reconnecting the missing, historic Willamette River link of the Portland area with the Willamette Valley*

### Key Attributes of the Proposed French Prairie Bridge at Wilsonville

- **Historic route reestablished** at Boones Ferry crossing, linking the French Prairie region of the north Willamette Valley to the greater Portland metro area.
- **Safe bicycle and pedestrian access** across the Willamette River without the hazards of using I-5.
- **Improved connectivity** between the Willamette Valley Scenic Bikeway and new Portland area Tonquin Trail.
- **Emergency access** to highway accidents for police, fire and safety vehicles responding to incidents occurring on I-5.
- **Tourism development opportunities** featuring French Prairie, the Willamette River Greenway, Champoege State Heritage Park and "Oregon Wine Country."
- **Practical, cost-effective** transportation solution with multiple public benefits.

**For more information, contact the City of Wilsonville, Public & Government Affairs Section, at 503-570-1505**





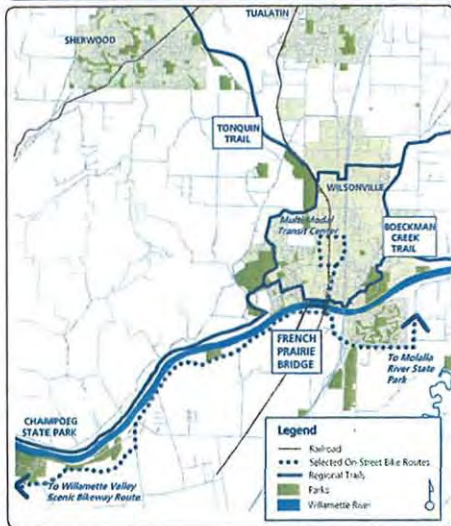
# French Prairie

## Bike-Ped-Emergency Bridge

### Critical Historical Transportation Link Restoration

The French Prairie Bridge will provide the missing link to restore a seamless, non-highway connection between Portland and Eugene. The bridge will link the metro regional Tonquin Trail with the Champoe Trail, and to the Willamette Valley Scenic Bikeway. Building the French Prairie Bridge will connect the Portland metropolitan area to the entire regional trail system of the Willamette Valley.

#### Regional Trail Connections



The proposed location of the French Prairie Bridge is at the site of Boones Ferry, which operated from 1847 to 1954. Founded by the grandson of famous explorer Daniel Boone, the ferry and Boones Ferry Road were key components of a major land-based thoroughfare in pioneer times that linked fledgling Portland with the pre-territorial government at Champoe, and later the state capital of Salem.

### Safe, Multi-Modal Connectivity

In addition to providing seamless connectivity between multi-use trail systems, the French Prairie Bridge will also provide connections to the Westside Express Service (WES) at the Wilsonville Commuter Rail Station, with service beginning in Fall 2008. The bridge also facilitates access to and from the Willamette River Water Trail, which stretches from Eugene to Portland.



The bridge will permit safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge will be the only safe bike-ped bridge over the Willamette River located within a 28-mile (45 km) stretch between Newberg and Oregon City.

### Interstate Freeway Emergency Utility

Currently, when traffic incidents occur near Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck route—can become a regional



bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions.

The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge will give ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles will have better access to incidents. At \$20 million, the cost-effective French Prairie Bridge will always be available for this purpose and will be fully commandeerable by emergency services personnel.

### Contextually and Environmentally Sensitive

The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby highway and train bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.

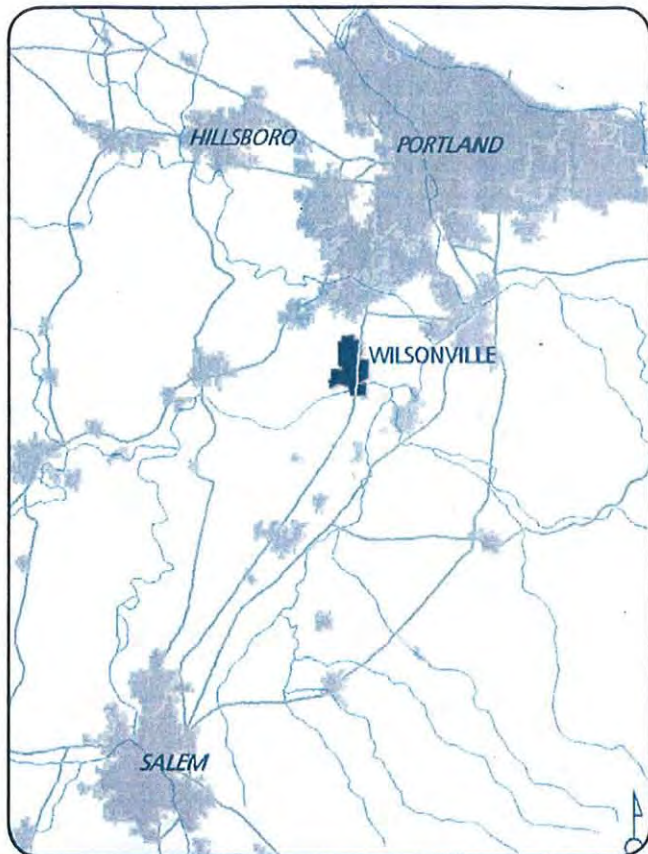


# French Prairie Bridge

An aerial photograph of the French Prairie Bridge, a large concrete arch bridge spanning a wide river. The bridge's arch is a light grey color, and its deck is a darker grey. Several suspension cables are visible, supporting the bridge deck. The river below is a deep blue, and the sky above is a pale, hazy blue. The bridge is viewed from a high angle, looking down its length.

*Restoring  
a Critical  
Transportation  
Link in the  
Willamette Valley*





### Interstate Freeway Emergency Utility

Currently, when incidents occur near Boone Bridge, Interstate-5 and the entire surrounding freeway system shut down for hours. With an average daily traffic volume of 120,000 vehicles, this interstate corridor - also a predominant truck route - can become a regional bottleneck. The French Prairie Bridge would serve as a **rapid incident response** system, allowing for authorized vehicles to flow around freeway incidents. The bridge will give ODOT

and other responsible authorities the ability to clean up faster; and police, fire, and other emergency vehicles will have faster access to incidents. At \$20 million, the **cost-effective** French Prairie Bridge will always be available and commandeerable as an emergency utility.

### Critical Historical Transportation Link Restoration

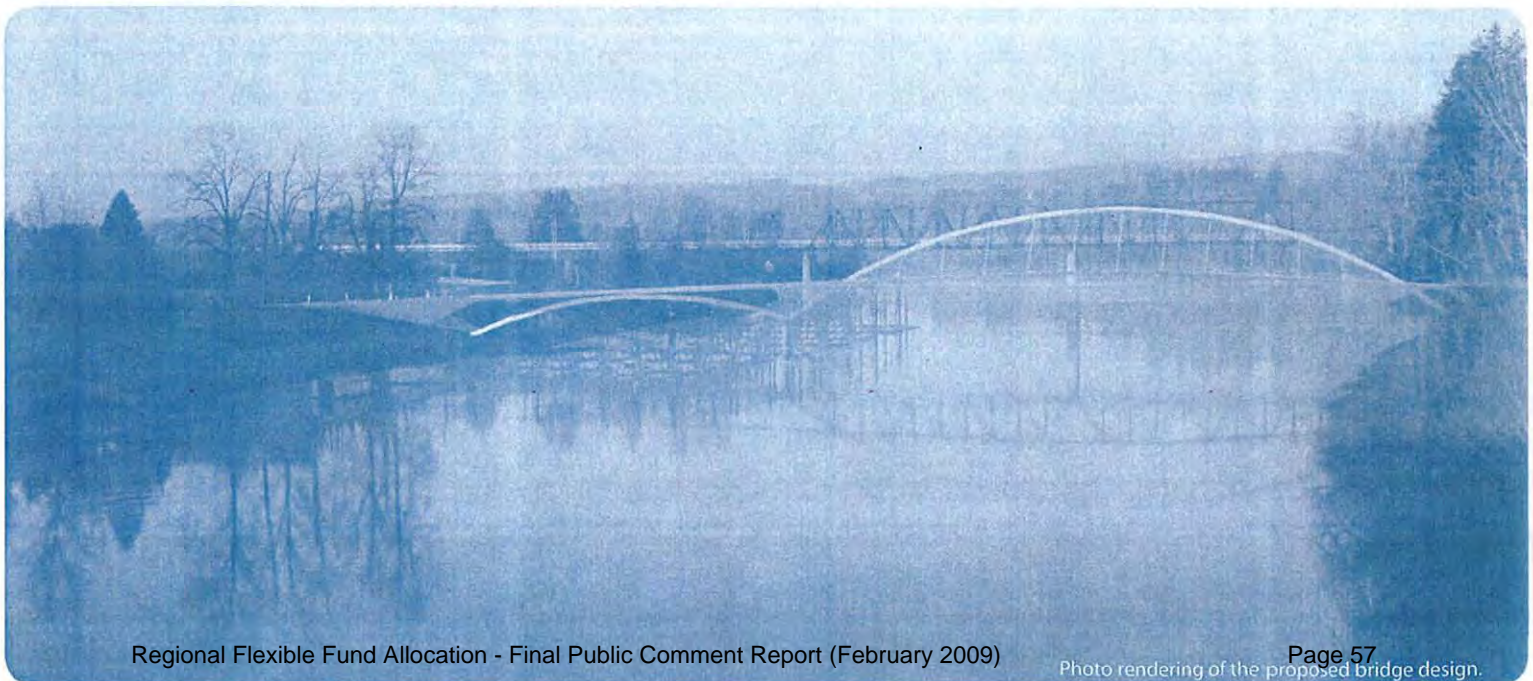
The French Prairie Bridge will provide the missing link to restore a **seamless connection** between Portland and Eugene. The bridge will link the regional Tonquin Trail with the Champoege Trail, and to the Willamette Valley Scenic Bikeway. This will connect Portland, the largest city in the state, to the entire regional trail system.

### Multi-Modal Connectivity

The bridge will provide critical connections to Wilsonville's commuter rail (service beginning in Fall 2008), as well as to the Willamette River water trail system.

### Contextually & Environmentally Sensitive

The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.



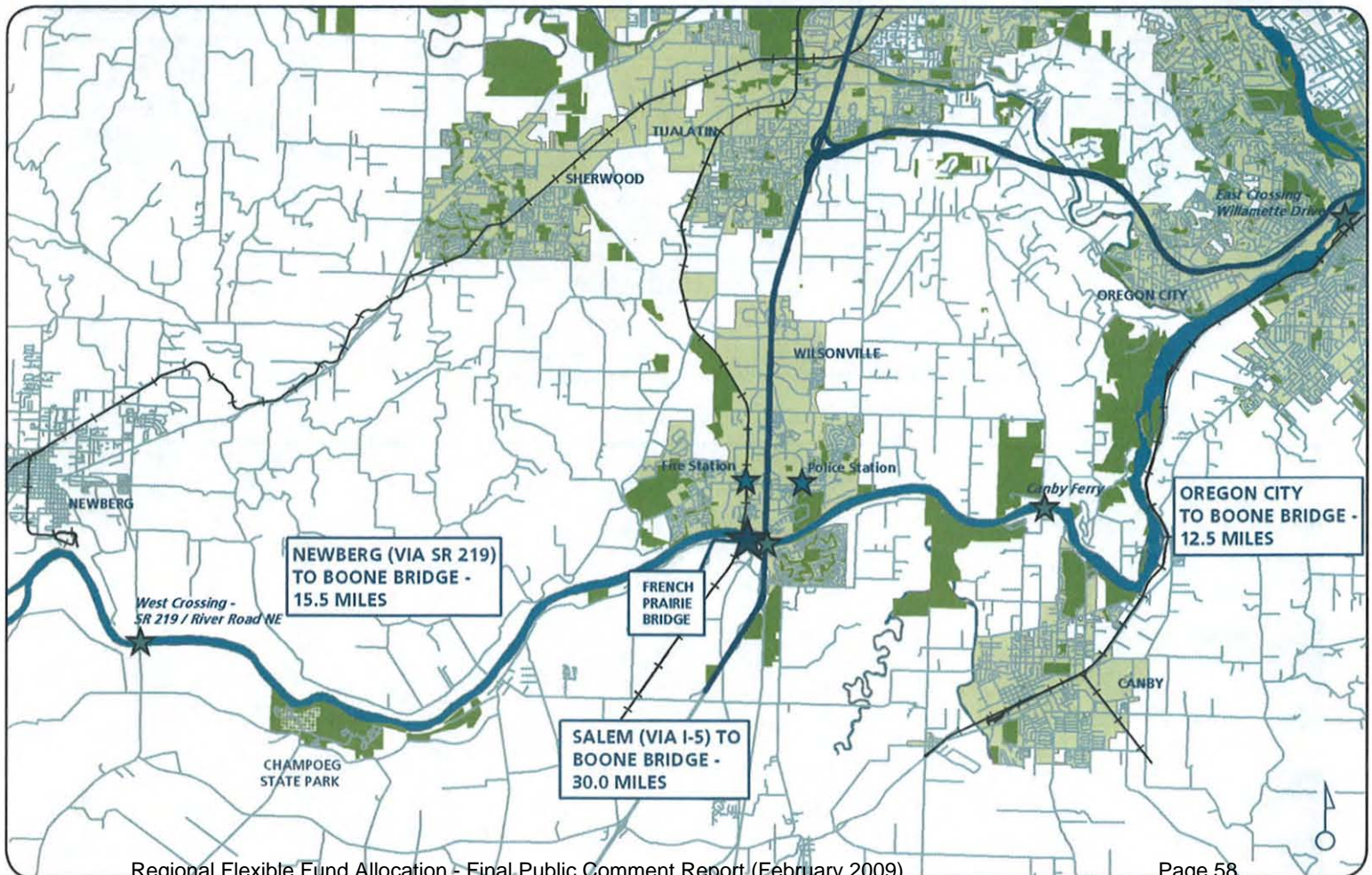




# French Prairie Bridge

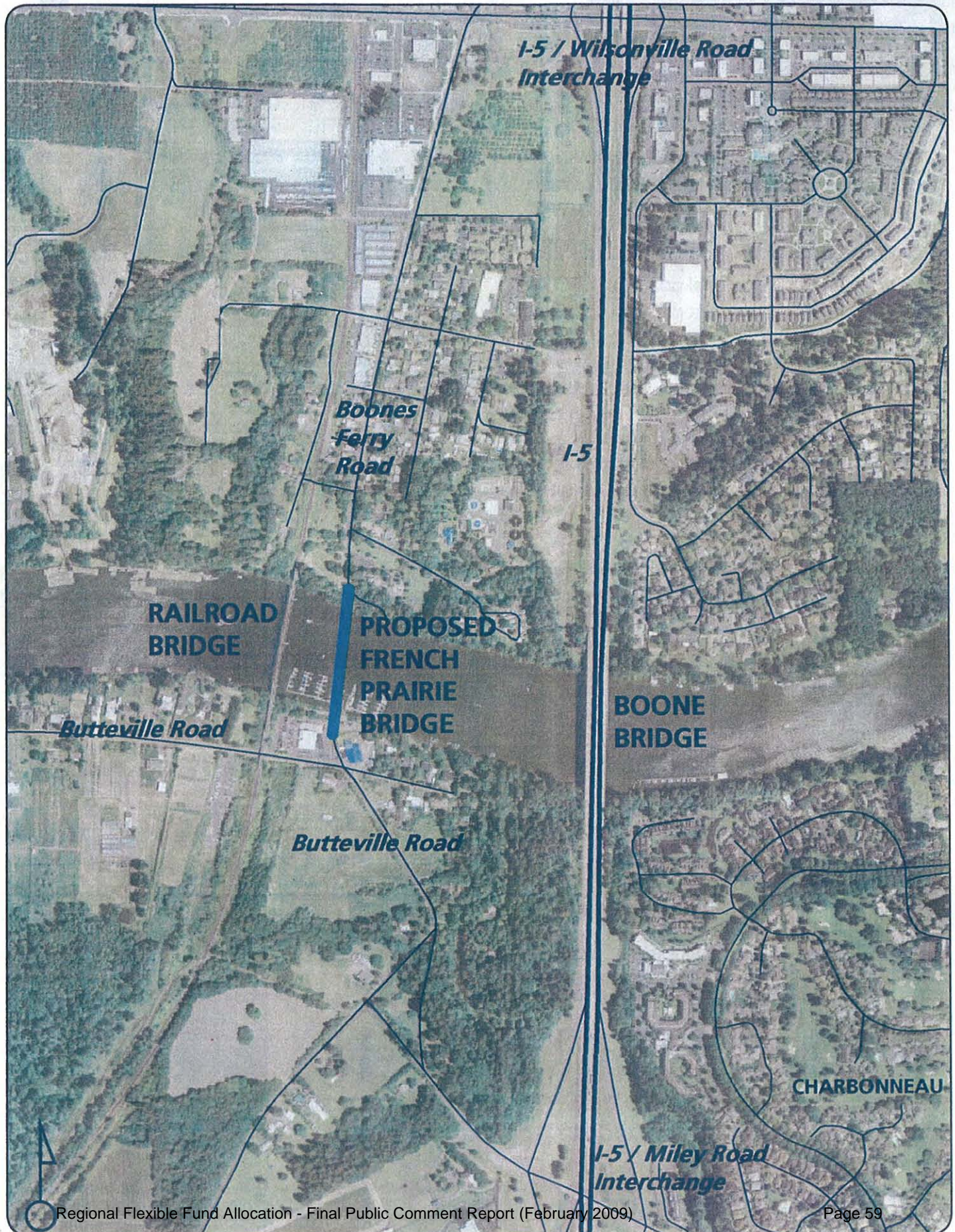
## *Emergency Link for I-5*

Currently, when incidents occur near Boone Bridge, Interstate-5 and the entire surrounding freeway system shut down for hours. With an average daily traffic volume of 120,000 vehicles, this interstate corridor - also a predominant truck route - can become a regional bottleneck. The French Prairie Bridge would serve as a rapid incident response system, allowing for authorized vehicles to flow around freeway incidents. The bridge will give ODOT and other responsible authorities the ability to clean up faster; and police, fire, and other emergency vehicles will have faster access to incidents. At \$20 million, the cost-effective French Prairie Bridge will always be available and commandeerable as an emergency utility.





# Emergency Link for I-5







# French Prairie Bridge

## *Historical Context & Topography*

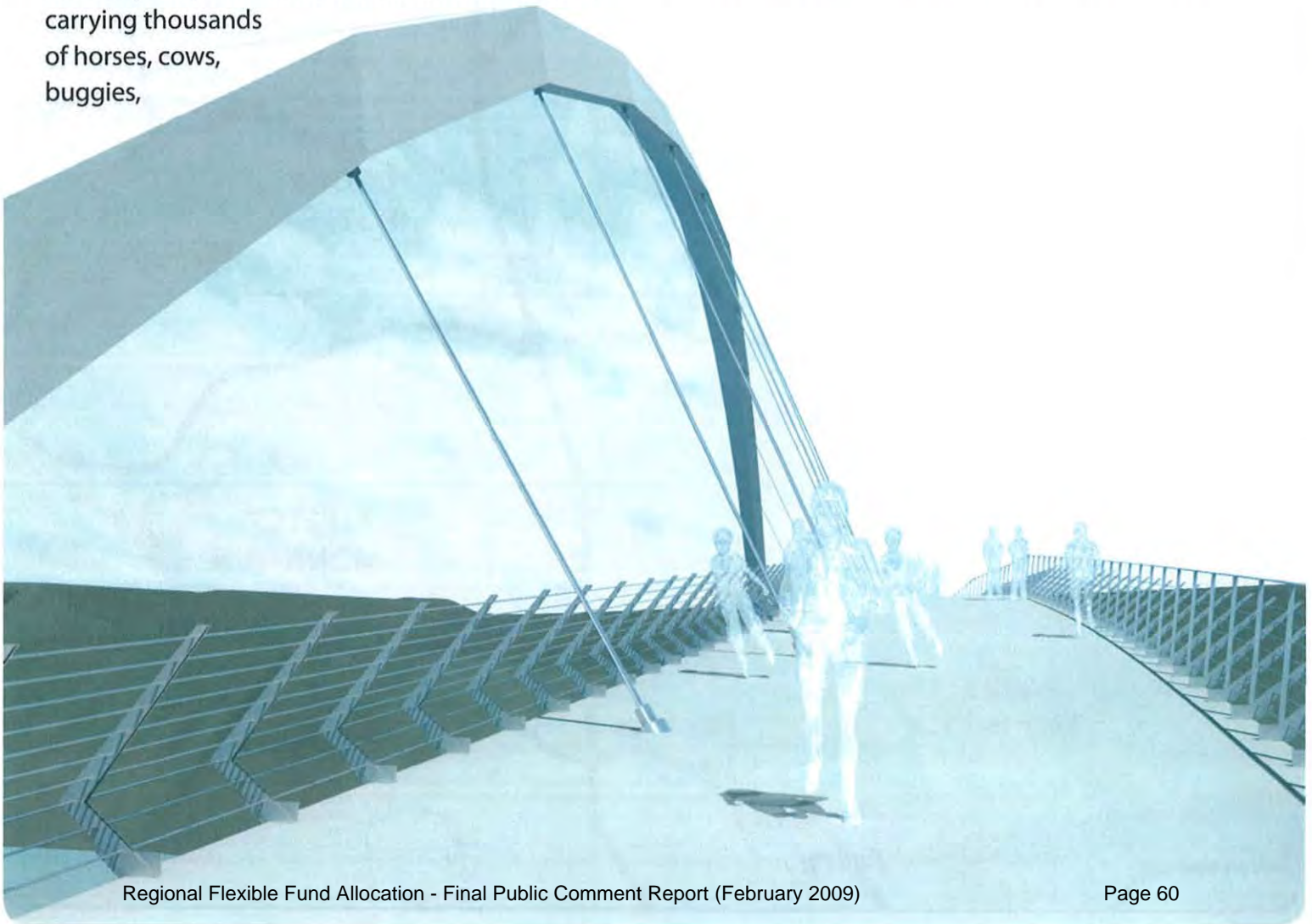
**W**ilsonville is uniquely sited as a result of regional geology. With the Chehalem Mountains to the northwest and the basalt cliffs to the northeast, it is the only direct connection to Portland across the broad Willamette River.

In 1846, Alphonso Boone immigrated to Oregon via the Applegate Trail with his large family. By 1847, using local Tuality Indians as oarsmen, the family had established Boone's Ferry. The thriving community of Boone's Landing, genesis of Wilsonville, quickly sprang up on the Willamette River's north shore.

For 107 years, ferries crossed the Willamette River carrying thousands of horses, cows, buggies,

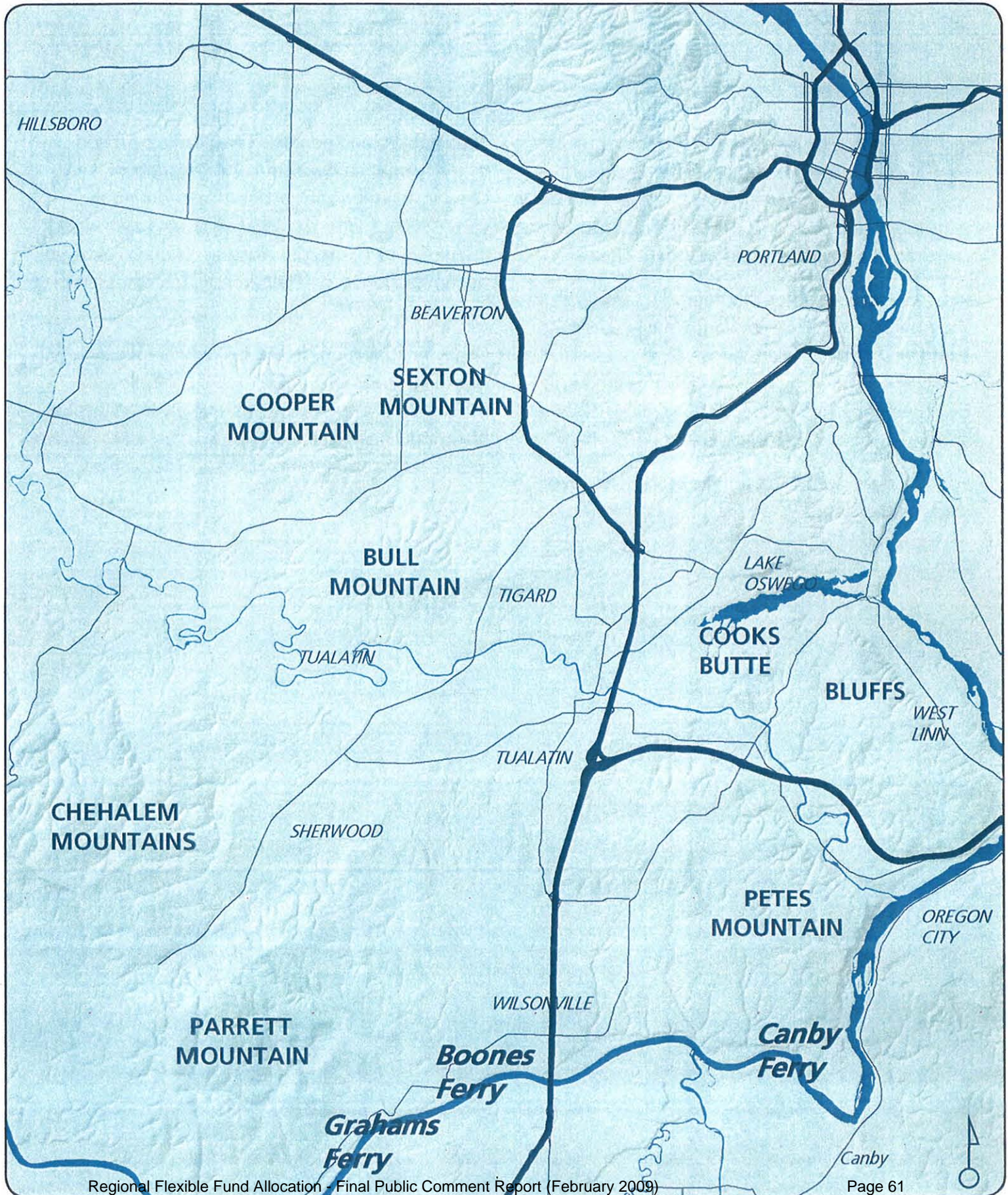
automobiles, and people. Jesse Boone operated the ferry until his death in 1872. The State of Oregon assumed control of the ferry during the early 1900's, and by the 1950's, a cabledrawn vessel carried up to 12 cars per crossing. Boone's Ferry was decommissioned in 1954, shortly after completion of the Boone Bridge.

Other ferry locations in the region were similarly located in areas where the topography allowed. Crossing the Willamette River in many locations has historically been a challenge due to the steep terrain and sensitive ecosystems along and in the river.





# Historical Context & Topography







# French Prairie Bridge

## *Regional Trail Connections*

The Willamette River separates the beautiful upper Willamette Valley, known as French Prairie, from the Portland Metropolitan urban area. Throughout French Prairie and along the banks of the Willamette River, there are plentiful recreation opportunities for visitors and residents alike. Every year, the reputation of French Prairie grows as a world-class recreational bicycling destination, increasing tourism opportunities, especially for Clackamas and Marion Counties.

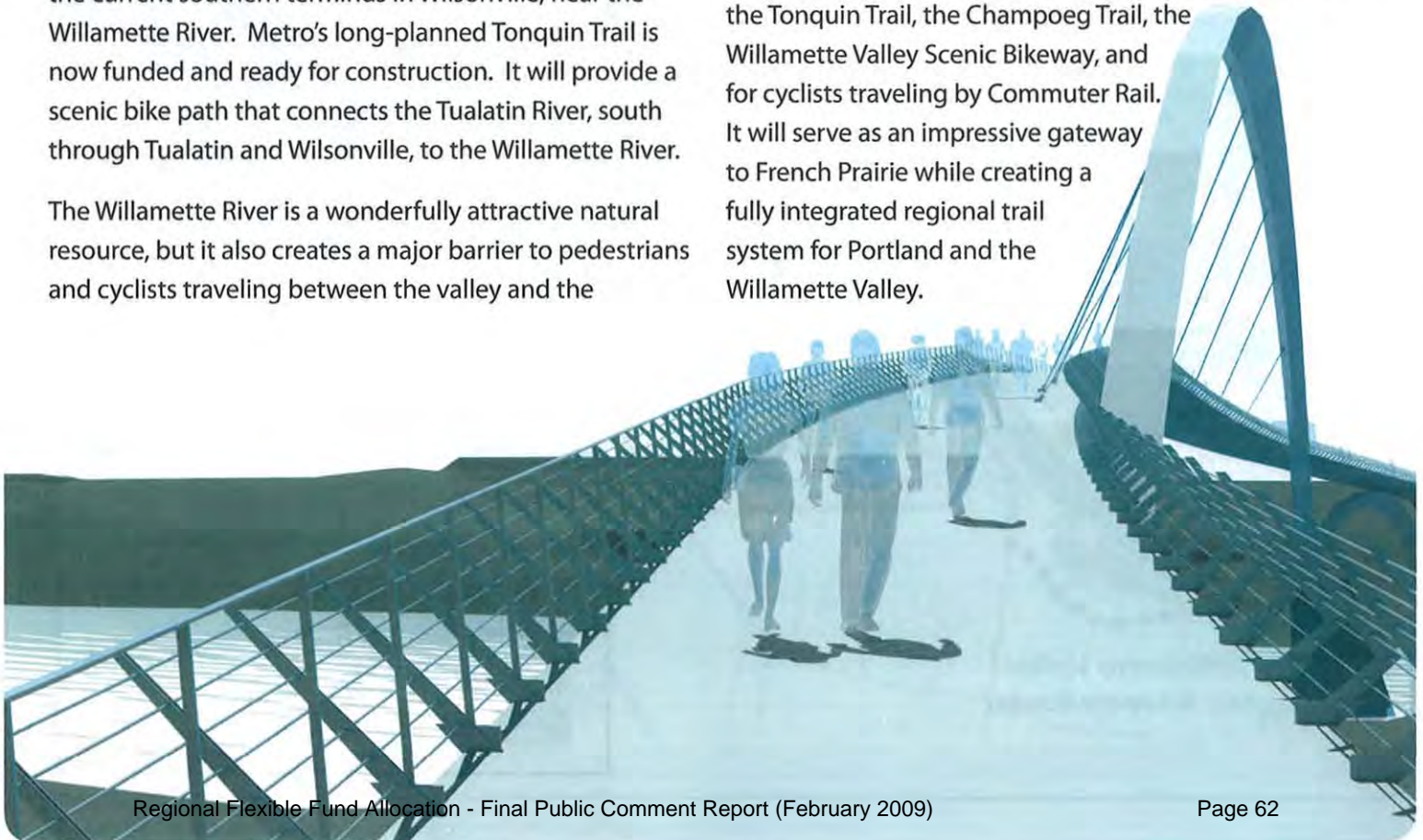
Other bicycle and pedestrian infrastructure is planned or in place to take advantage of this trend. The Willamette Valley Scenic Bikeway was recently completed to bring pedestrians and cyclists from Eugene north to the Willamette River at Champoeg State Park. Commuter Rail is now under construction that will bring pedestrians and cyclists south from the MAX line in Beaverton to the current southern terminus in Wilsonville, near the Willamette River. Metro's long-planned Tonquin Trail is now funded and ready for construction. It will provide a scenic bike path that connects the Tualatin River, south through Tualatin and Wilsonville, to the Willamette River.

The Willamette River is a wonderfully attractive natural resource, but it also creates a major barrier to pedestrians and cyclists traveling between the valley and the

metro region. The lack of any river crossing other than Interstate-5 at Boone Bridge forces cyclists to take significant risks by traveling on a six-lane freeway with no separation from high-speed trucks and cars. The ability to safely walk or bike to places south or north of the river does not currently exist.

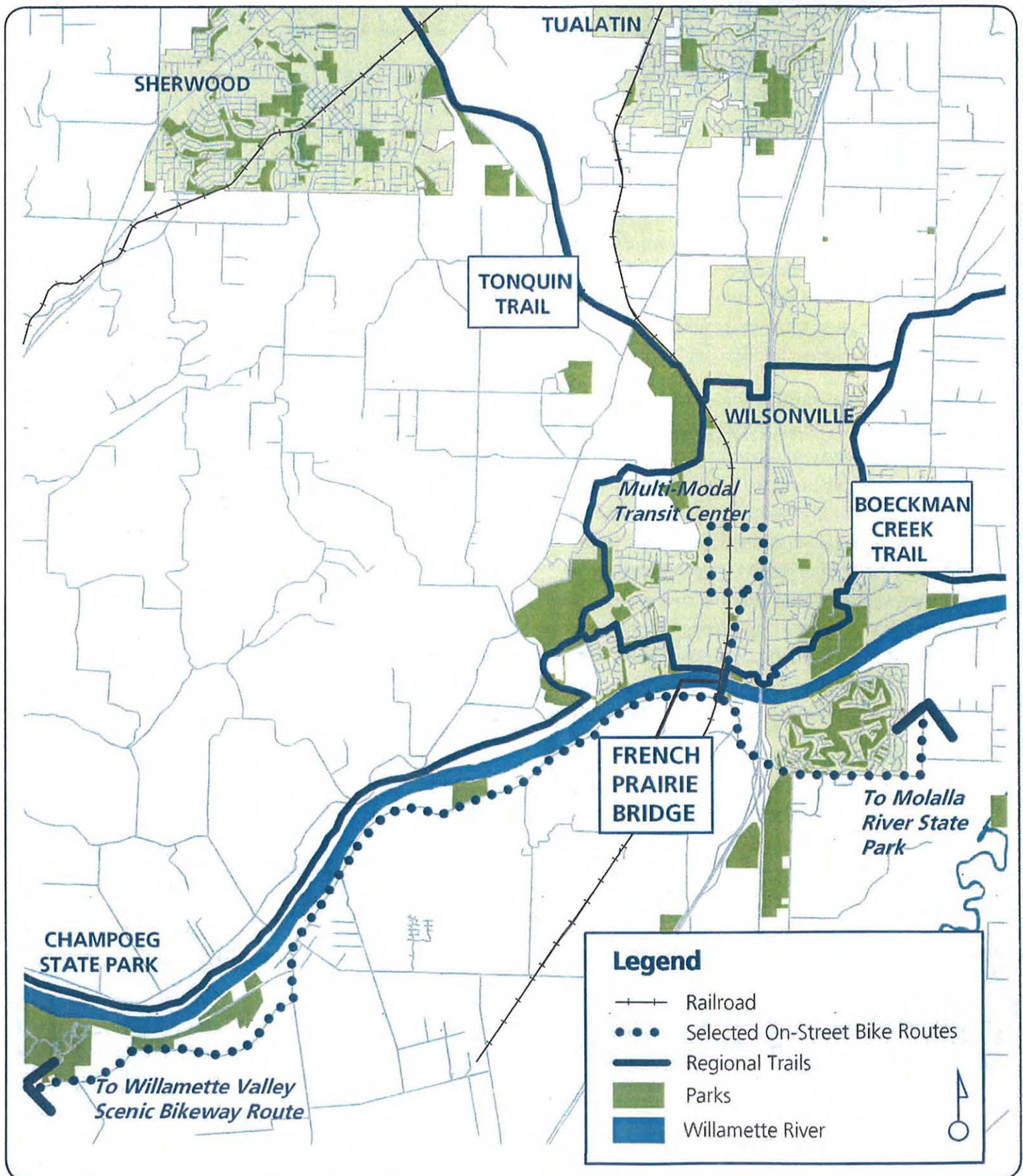
The French Prairie Bridge will be a landmark entry point, both to the Willamette Valley and to the Portland metro region. It is fitting that it cross the river at Boones Ferry Landing, drawing on the heritage of this place as the historical crossing point before the interstate system was built.

The French Prairie Bridge will finally provide safe and convenient passage across the Willamette River. It takes advantage of existing public investments north and south of the river by making that critical connection for the Tonquin Trail, the Champoeg Trail, the Willamette Valley Scenic Bikeway, and for cyclists traveling by Commuter Rail. It will serve as an impressive gateway to French Prairie while creating a fully integrated regional trail system for Portland and the Willamette Valley.





# Regional Trail Connections







# French Prairie Bridge

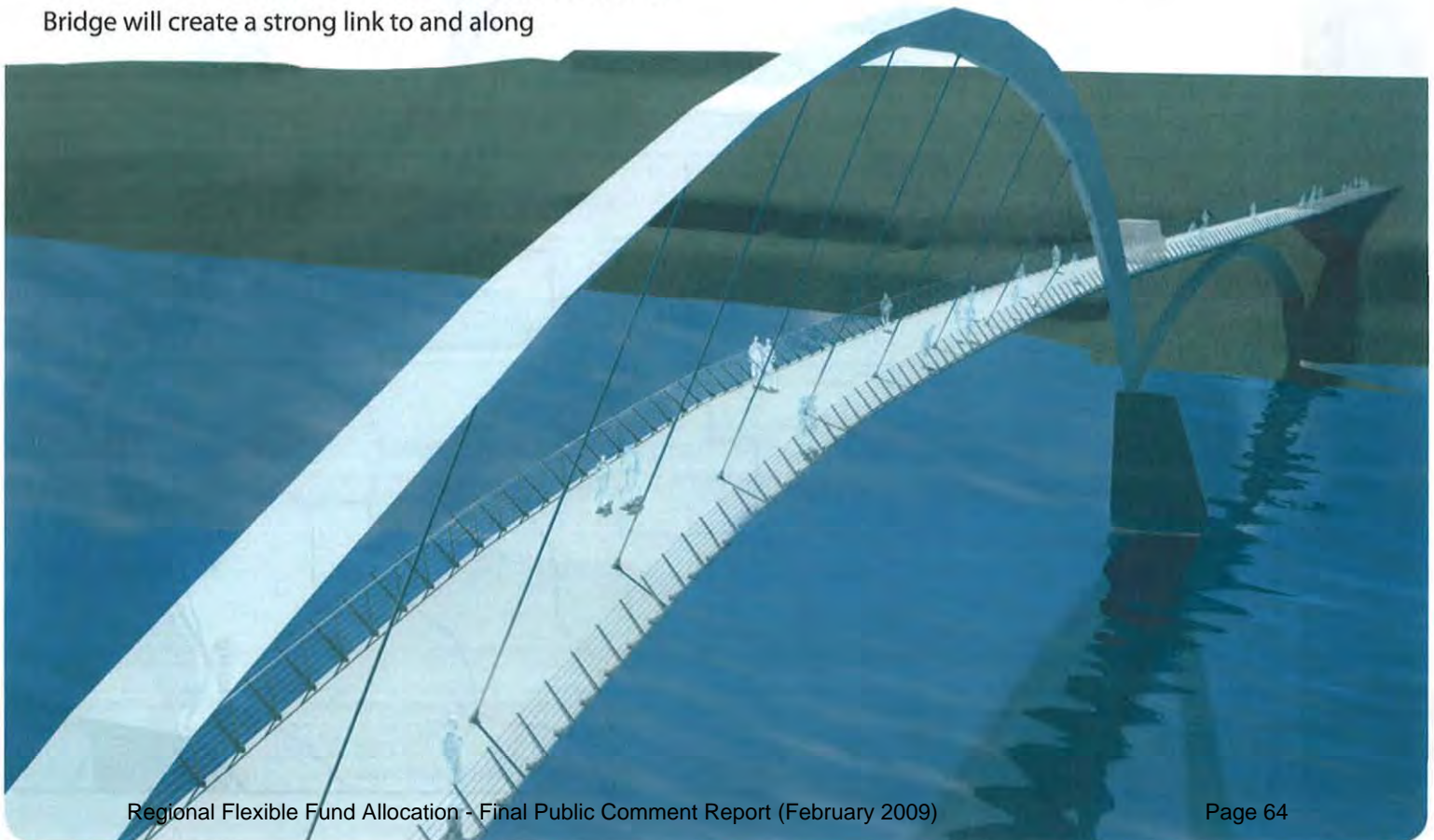
## *Water Trail Connections*

**W**ilsonville is well positioned to take advantage of its regional location as the “Gateway” to the Portland Metro Area and to serve as a major water trail destination and stop over point. Situated between two major state parks — Champoeg and Molalla — Wilsonville is a logical refueling point for float trips down the Willamette River. Currently, both Champoeg and Molalla provide entry and exit opportunities for water trail users. Day use facilities are available at both locations, and Champoeg also has yurts, cabins, and three group tent areas to provide overnight accommodations for water trail users.

Current east-west travel routes in Wilsonville provide little opportunity for people to know that they are traveling along a river corridor. Businesses and residential developments are situated in such a way that blocks visual and physical access to the river. The French Prairie Bridge will create a strong link to and along

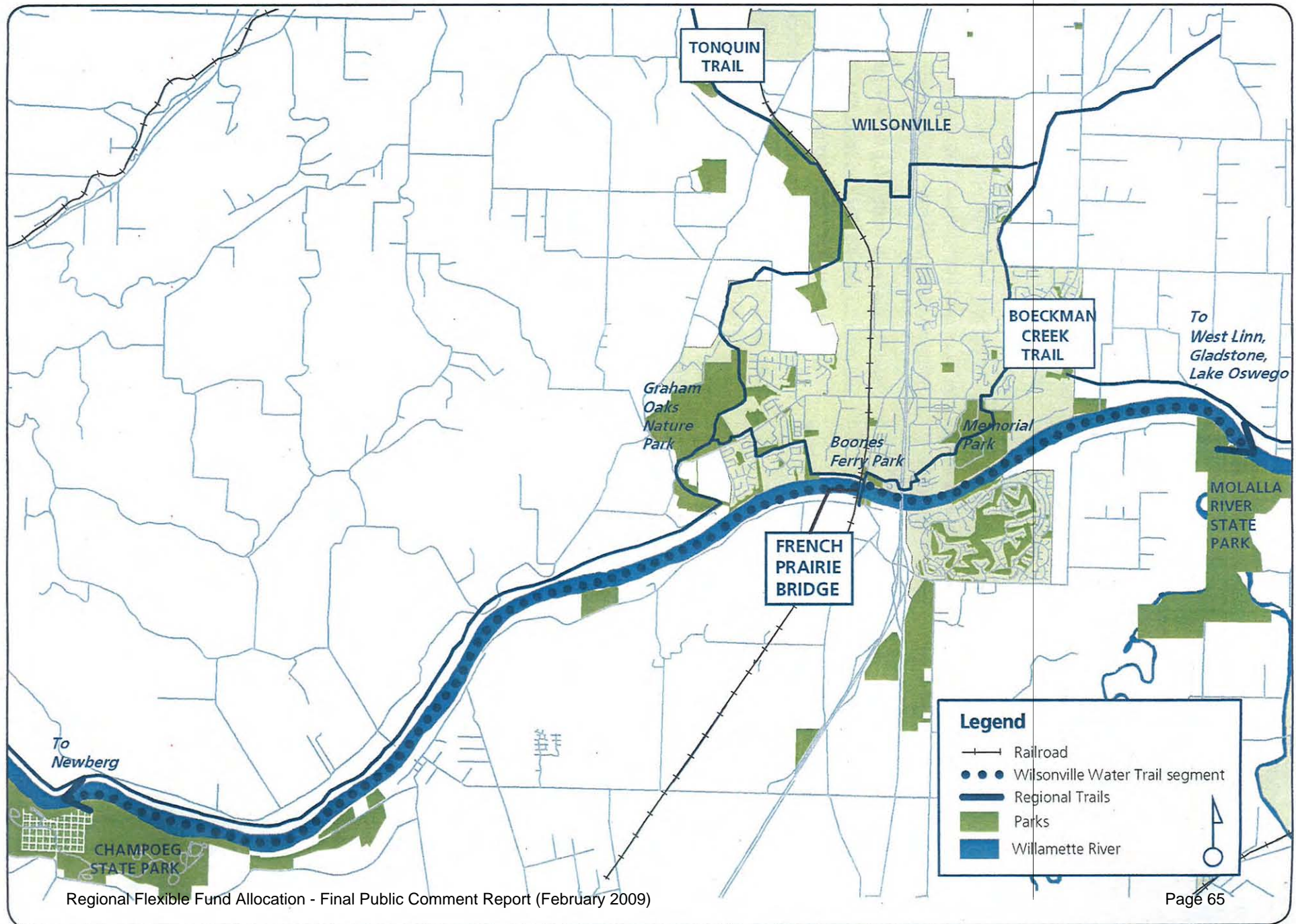
the Willamette River, providing a great opportunity to reconnect residents of the region with the river. Existing access locations in Wilsonville include Memorial Park and Boones Ferry Park, while additional access points might be feasible at Meridian Landing, the Water Treatment Plant, and Metro property.

Opportunities exist to develop facilities that foster safe entry to the river for non-motorized watercraft at the Boones Ferry Park terminus of the Bridge. While formalizing a connection to the river, there is an opportunity to develop a park and river access facility that celebrates the historic uses of the River. This site offers opportunities to develop a possible storage facility. It also provides excellent economic development opportunities for the Old Town along Boones Ferry Road as a tourist and traveler destination spot.





# Water Trail Connections





# French Prairie Bridge

## *Contextual & Environmental Sensitivity*

The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.



Photo rendering of the French Prairie Bridge



### R5: Willamette River Crossing

#### Description

A separated bicycle and pedestrian bridge spanning the Willamette River would greatly improve the biking and walking experience of all users while serving as a gateway to Wilsonville and the Portland metro region for northbound travelers and the Willamette Valley for southbound travelers.

Currently, bicyclists and pedestrians are expected to use the freeway bridge deck when they wish to cross the Willamette River. For most users, this is a frightening experience at best. Instead of biking or walking, people choose to drive over the river and start bicycling from the south side.

The installation of a separated bridge also creates the opportunity to connect people with the river, while providing economic development opportunities for businesses in Old Town and other parts of Wilsonville. Furthermore, the bridge will strengthen regional connections by providing a linkage to the regional commuter rail station scheduled to begin operations in 2008.

The bridge would also emphasize Wilsonville's dedication as a bicycle and pedestrian friendly environment while creating stronger regional connections.

#### Type/Width

Shared-use bridge / 14 ft

#### Length

Approximately one mile

#### Ownership

City of Wilsonville

#### Key Land Uses/Destinations

Serves residents and visitors of Wilsonville. Connects Wilsonville with Charbonneau, Champoeg, Willamette Valley Scenic Bikeway, and the southern Willamette Valley.

#### Issues

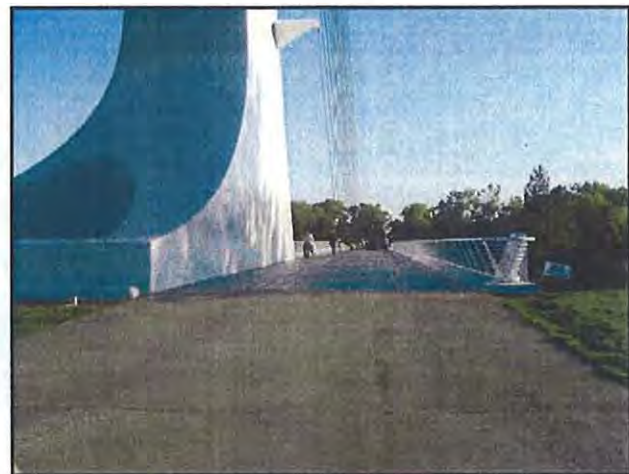
- Identifying the appropriate bridge location and negotiating with property owners.
- Ensuring the privacy and safety of nearby residences and businesses.
- Creating safe, comfortable access from both the north and south to ensure high usage of the bridge.

#### Planning-Level Cost Estimate

\$12 - 20 million



*Bicycle and pedestrian bridge near a rail bridge, Arizona*



*Sundial bridge in Redding, CA*



*Suspension bridge in Waco, TX*

**Excerpt from City of Wilsonville Bicycle and Pedestrian Master Plan, 2007**

**For more information, contact City of Wilsonville at 503-570-1505**



# METRO

**February 12, 2009**

**ANDERSON, LENNY**

No. 3

## Comment Form

**JPACT/Metro Council Joint Public Hearing  
2010-13 Regional Flexible Funding Recommendation**

(Please print)

Name (required)

**Affiliation (if any)**

**Address (required)**

**E-mail (optional)**

☐ Include my e-mail in your list of interested parties.

Project/program

**Comments** (Summarize your comments here or attach prepared material to this form.)

***You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.***



February 12, 2009

To: Metro Council and members of JPACT

From: Lenny Anderson, Project Manager, Swan Island TMA

Subj: Funding for Willamette Greenway Trail planning in North Portland

I have worked on Swan Island in North Portland for nearly 22 years. For 12 at Boise Cascade Paper Research and for the past ten as project manager for the Swan Island TMA...a project that "moves freight by creating and promoting transportation options for Swan Island 10,000 employees."

I have had the pleasure of walking on the existing Willamette Greenway Trail almost every day during these years, enjoying the wildlife (beaver, otters, eagles on rare days), watching the ships on the working Portland harbor, and often solving technical problems while with Boise Cascade.

Every day...even in winter...you will see engineers from Daimler Trucks NA doing the same thing...improving the design of the next generation of DTNA products. Swan Island employees whether designing trucks, making dairy products and loading parcel delivery vans need a place to stretch tired muscles and rest weary brain cells. Trails are not just for area residents' weekend fun and relaxation, they make a vital contribution to key traded sector industries.

Trails also play a key role in expanding transportation options for area employees...the design team leader for the new Daimler Cascadia truck biked in every day via the "Cement Road," and the senior VP for Engineering at Daimler is a frequent bike commuter. During the summer peak season over 100 Swan Island employees brave the area's busy roads and narrow sidewalks to commute by bike. And those numbers are growing.

Please find attached letters of support for the Willamette Greenway Trail submitted in 2007 by the Swan Island Business Association and adidasAmerica, another North American headquarters in North Portland. UPS and the US Coast Guard are also on record in support of the Waud Bluff Trail that connects the proposed Greenway to the adjacent neighborhoods.

Please approve funding for Willamette Greenway Trail planning in North Portland.

**Swan Island Transportation Management Association**



*Swan Island Business Association  
P.O. BOX 4773, Portland, OR 97208*

October 10, 2007

To Whom it May Concern,

Swan Island Business Association endorses a North Portland Greenway Trail from the Eastbank Esplanade to St Johns.

Swan Island businesses and their employees have enjoyed the benefits of a segment of the Greenway Trail on Swan Island since the 70's. It is an important amenity for employees as well as a key link in the area's transportation options.

Extending the Greenway south to the Esplanade and north to St Johns will improve job access to businesses throughout Swan Island and all along the river, and expand recreational opportunities for employees and neighbors in the adjacent communities.

We believe that the Trail must be designed and constructed so as to minimize impacts on businesses...SIBA does not support a Trail segment through the Shipyards!...and urge the City of Portland to move decisively to construct segments where publicly owned right of way and/or public/private partnerships offer once in a lifetime opportunities.

Links to North Portland neighborhoods, such as recent improvements to Going Street and the funded Waud Bluff Trail, make it easier for Swan Islanders to live and play close by to where they work, reducing commuter trips on the area's constrained roadways.

SIBA looks forward to working with Swan Island's many businesses, City and Metro staff, and citizen advocates like npGreenway to see this decades old dream come to fruition.

Sincerely,

Dave Panchot, SIBA President



July 20, 2007

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

**RE: npGreenway Vision for the North Portland Greenway Trail**

Dear President Bragdon:

adidas America endorses and supports the npGreenway vision for the North Portland Greenway Trail and its associated projects that will improve access and create recreational opportunities around Swan Island and all along the Willamette River in North Portland.

As a sports company, we promote and advocate healthy and active lifestyles for our employees and members of the community who share this commitment. Our employees exemplify this as many run, walk, and bike as part of their work day. With the close proximity of our US headquarters to the proposed improvements, it would be a great benefit and welcome addition for use by our employees as well as for the surrounding community. We recognize the importance of accessibility and safety for everyone who walks, runs, or bikes as a means of transportation and/or recreation.

As a neighboring business to Swan Island and the North Portland community, we urge that the North Portland Greenway Trail be put in the Regional Transportation Plan (RTP) and on official zoning and comprehensive plan maps, and that land acquisition and development decisions be made in support of this goal.

Sincerely,

A handwritten signature in cursive script that reads "Patty Goffe".

Patty Goffe  
Community Relations Manager

cc: Councilor Rex Burkholder, Metro  
Mel Huie, Regional Parks, Metro

adidas  
5055 N. Greeley Ave.  
Portland, OR 97217

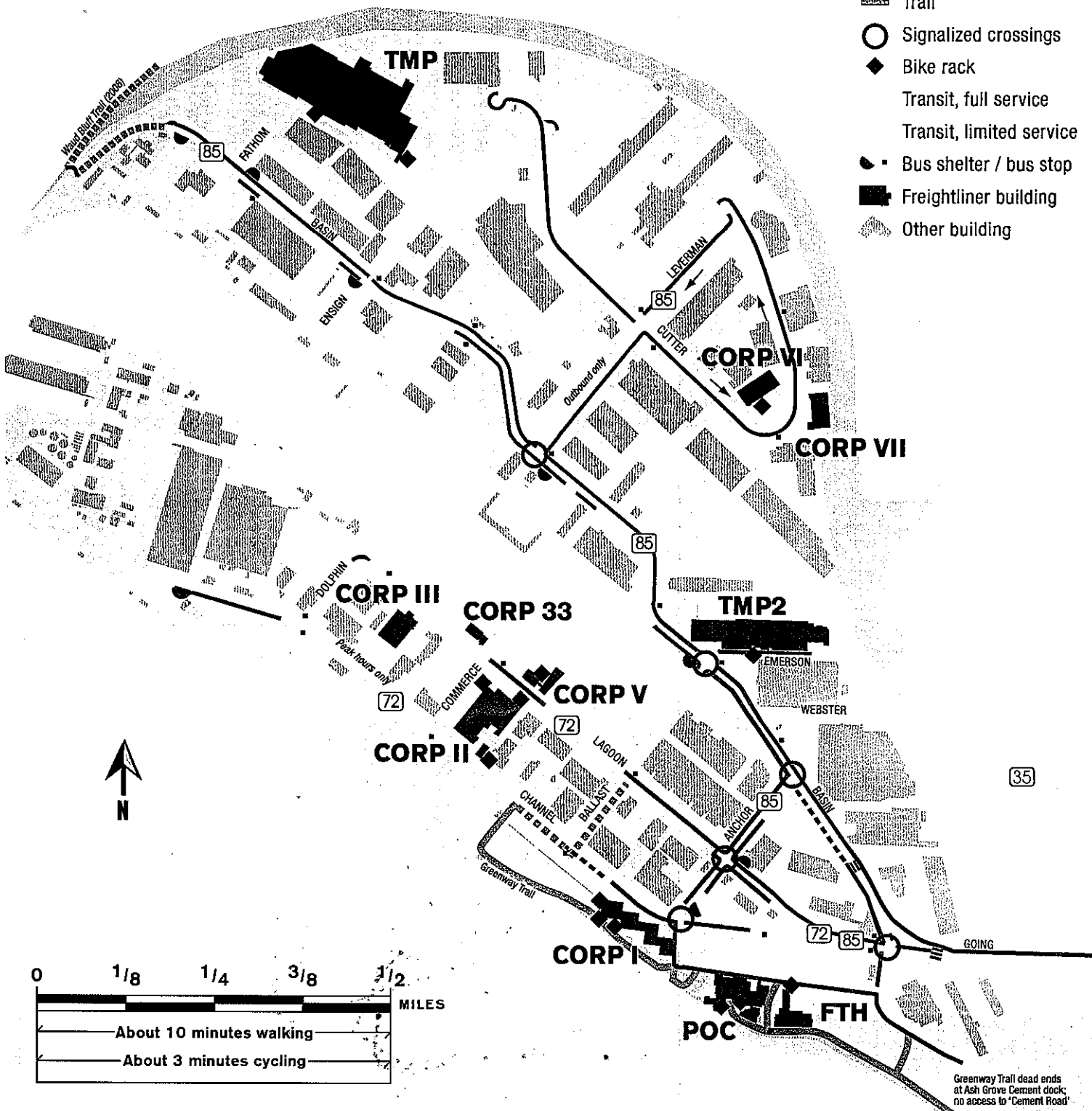
T +1-971-234-2300  
F +1-971-234-2450

# Bike, Walk & Ride

To all Freightliner Swan Island locations!

## LEGEND

- Sidewalk /crosswalk
- Planned sidewalk/trail
- Trail
- Signalized crossings
- Bike rack
- Transit, full service
- Transit, limited service
- Bus shelter / bus stop
- Freightliner building
- Other building



### Freightliner Access...more ways to get to that meeting!

Get some exercise and review your talking points while you pump some fresh air through your lungs...no more parking hassles.

**Walk** The Swan Island sidewalk network is complete between Corp I and TMP2, Corp VI & VII, and TMP (except for Fathom)...times vary from

**Bike** Depending on traffic, riding on the sidewalk is recommended. Note that it is also legal (except in Downtown Portland), but watch for movement in and out of driveways. Most locations have bike racks.

**Transit** TriMet 85 Swan Island operates all day between 6am and 6pm. From Corp I northbound catch the bus at N.

TIMES	Walk	Bike	Transit
Corp I to TMP2	10 minutes	5 minutes	5 minutes
Corp I to Corp II	10 minutes	5 minutes	---
Corp I to Corp VI	25 minutes	10 minutes	10 minutes
Corp I to TMP	30 minutes	10 minutes	10 minutes



PELATT, LARRY



1/21/09

February 12, 2009

No. 4

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Larry Pelatt

Affiliation (if any)

THPRD

Address (required)

15707 SW Wallace Rd Bvtn.

E-mail (optional)

lpelatt@THPRD.org

☐ Include my e-mail in your list of interested parties.

Project/program

MTIP Flexible Funding List

**Comments** (Summarize your comments here or attach prepared material to this form.)

Verbal Testimony

Packet submission

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

SCOTT, BOB



METRO

February 12, 2009

No. 5

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Bob Scott

Affiliation (if any)

THPRD

Address (required)

15707 SW Walker Rd Butn.

E-mail (optional)

b.scott@THPRD.org

☐ Include my e-mail in your list of interested parties.

Project/program

MTIP Flexible Funding list

Comments (Summarize your comments here or attach prepared material to this form.)

Packet submission  
Verbal testimony

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



Doug Menke  
General Manager

#### Board Of Directors

Joseph Blowers  
John Griffiths  
Bill Kanable  
Larry Pelatt  
Bob Scott

#### Tualatin Hills Park & Recreation District

Administration Office  
15707 SW Walker Road, Beaverton, Oregon 97006  
503/645-6433 fax 503/629-6303 www.thprd.org

February 6, 2009

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

**re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18**

Dear Metro Council and JPACT Members:

As President of the Tualatin Hills Park & Recreation District (THPRD) Board of Directors, please accept this letter as a show of support for THPRD's 2008 MTIP application for regional flexible funds to be used to design and construct a section of the Westside Regional Trail. Of the planned 19 miles of trail, approximately 10 miles occur within THPRD's boundaries. Completion of this trail is a top priority for THPRD. Currently, approximately 4 miles of the Westside Trail has been completed, including a recently completed 2-mile section that begins at the Tualatin Hills Nature Park and heads south toward Mt. Williams.

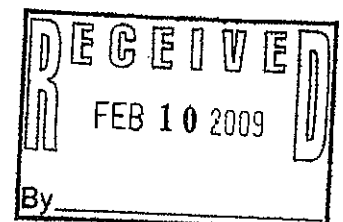
As you are no doubt already aware, the Westside Regional Trail is planned to connect the Willamette River and the Tualatin River through the cities of Portland, Beaverton, Tigard, and Tualatin. Within THPRD's boundaries, the Westside Trail will provide connection to other regional trails (including the Rock Creek, Beaverton Creek, and Cooper Mountain Trails), as well as community trails (including the Waterhouse and Bronson Creek Trails). Furthermore, the trail provides direct connection to a number of residential neighborhoods, commercial and employment centers, parks and open spaces, schools and other public and civic points of interest.

The proposed project is an extremely important one for THPRD and the residents it serves. At present, much of the existing Westside Trail is located in THPRD's southern service area. The proposed project is located in the northern service area and its completion will serve as a catalyst to complete other northern sections of the Westside Regional Trail.

In closing, I would like to thank you for your time and consideration of THPRD's proposed project and its request for MTIP funds.

Sincerely,

Larry Pelatt, President  
THPRD Board of Directors





METRO

February 12, 2009

VAN ORDEN, PAUL

✓ 2/13

No. 6

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Paul Van Orden

Affiliation (if any)

City of Portland

Address (required)

1900 SW 4th Avenue Suite 5000

E-mail (optional)

Pvanorden@ci.portland.or.us

☐ Include my e-mail in your list of interested parties.

Project/program

St. Johns Rail Line

**Comments** (Summarize your comments here or attach prepared material to this form.)

Commentary for the City of Portland Bureau of Development Services: Noise Office. The City Bureau of Development Services is commenting in support of funding to help create a whistle free zone in St John's Area of North Portland.

General Reasoning:

- Maintain the region's progressive approach to working to resolve the health issue of noise pollution.
- Solving issues early on before they become too costly to resolve.
- Addressing a serious health concern for the community.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

COHEN, DONNA



February 12, 2009

No. 7

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

DONNA COHEN

Affiliation (if any)

Address (required)

8443 N BLISS ST PDX 97203

E-mail (optional)

dcohen@hevanet.com

☒ Include my e-mail in your list of interested parties.

Project/program

Regional Flexible Funds

**Comments** (Summarize your comments here or attach prepared material to this form.)

*You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.*

Accompanied by map and pictures.

## **Testimony presented to Metro about Regional Flexible Funding projects**

February 12, 2009

Donna Cohen, 8443 N. Bliss St., Portland, OR 97203 503-737-1425

I live in St. John's and walk across N. Fessenden St. at least 6 times a week – to attend an exercise class at the St. John's Community Center. I see that the project to improve pedestrian and bicycle safety on N. Fessenden has not been recommended and I strongly object to that for several reasons.

First, N. Fessenden is in a residential area but is a major truck route. This includes all types of trucks, including semis, which cut through St. John's from Columbia Way to N. Lombard rather than take Marine Drive to I-5. There should not be trucks on this street but since that is the case right now, Metro should at least make the street as safe as possible for residents of the area. On that stretch of N. Fessenden, which is almost 1 ½ miles long, there are 24 street intersections and only *one* marked crosswalk.

Secondly, apart from the semis traveling at 35mph there are a couple of locations with additional dangers. One is at N. Charleston, where there is a blind curve. [Pictures submitted.] When crossing there you can see no vehicle and begin your crossing only to find yourself in the middle of the street when a car or truck comes around the curve – in many cases, either because of speed or weight, the vehicle could not stop in time to let you cross even if the driver wanted to – sometimes you have to jump out of the way – hard to do if you have a stroller and child in tow, or if you're older. Rarely does a driver stop for pedestrians on N. Fessenden.

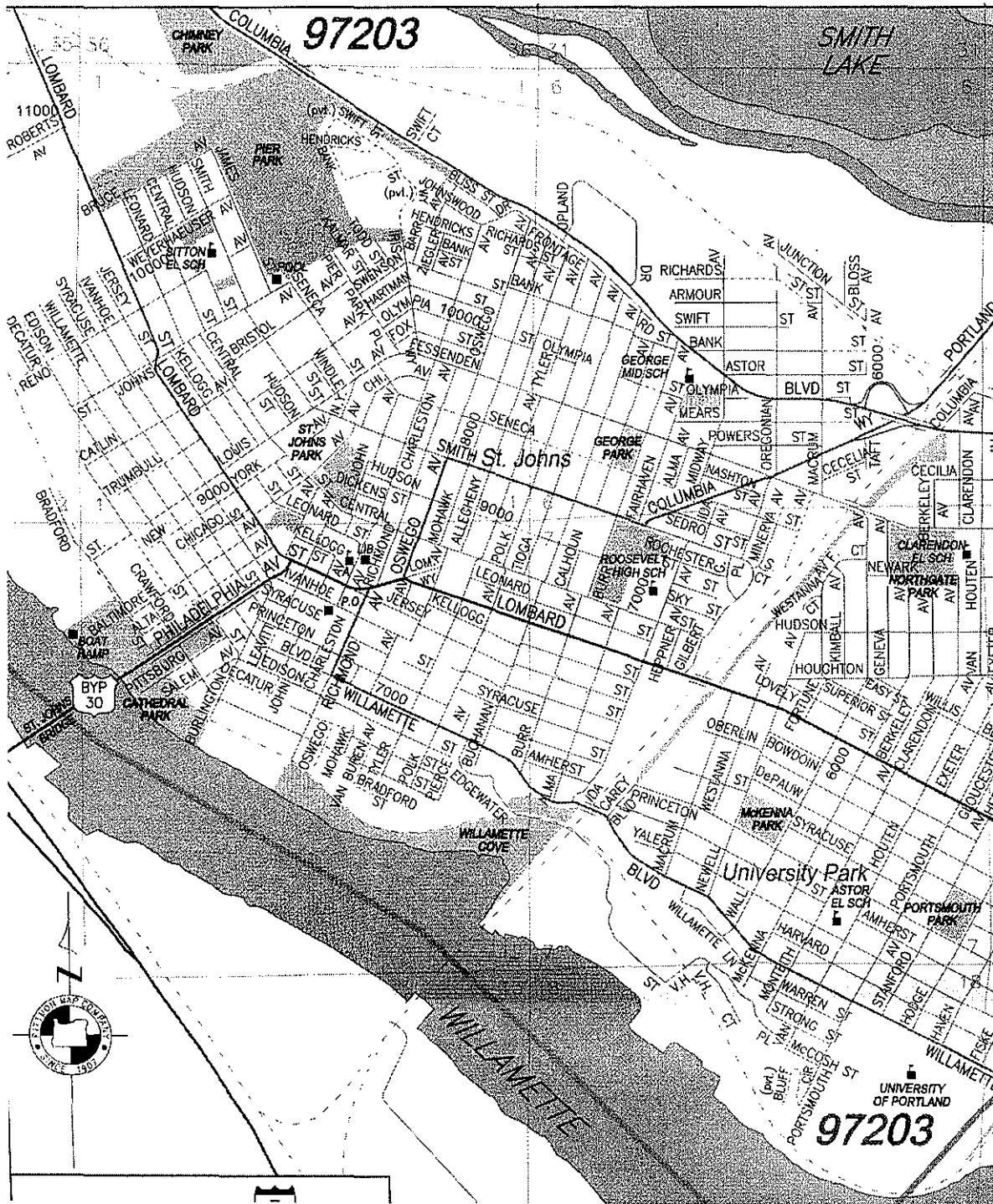
Another particularly dangerous section is at N. Columbia Way and N. Fessenden where the streets cross at an angle. In fact, this intersection is on the state's list of High Collision Intersections.

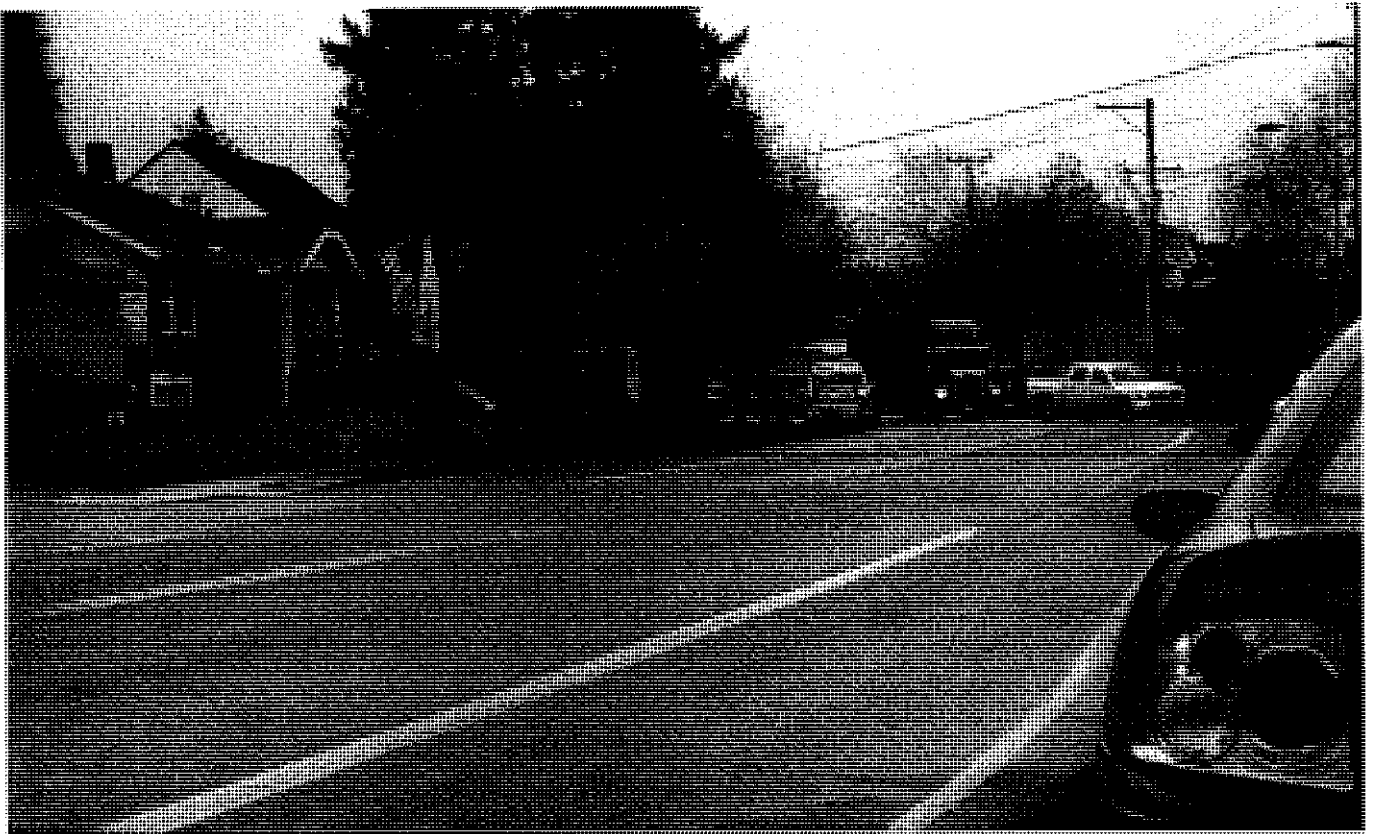
The last point I wish to make is about the methods for taking commentary. I discovered this process at the end of last week. On Saturday, I walked around to speak with neighbors. Every person was concerned about crossing N. Fessenden and hoped for safety improvements. Most were willing to make a comment, however, in my neighborhood there are still those who do not have Internet access – including many in my senior exercise class. So, since time for mailing a letter [which is vastly more inconvenient than responding online if you have access] was gone, that left them with only being able to come here tonight to express their opinion, and you can imagine that someone without internet access may not be in a position to take off work to be here, and some are older and would not be able to come for other reasons. There should have been an option to make a phone call.

The point is that it is still possible in this day and age in Portland to inadvertently disenfranchise part of our population. A higher percentage of those advocating other types of projects, such as nature trails, for example – overall are probably in a socio-economic group that has easier access to an internet connection to make comments online or via email. I believe in trails. In fact, I love Metro's GreenScene newsletter and attend events – such as the walk to view the pending trail through Baltimore Woods in St. John's last Saturday. At the end of that hike, folks were encouraged to send comments to Metro.

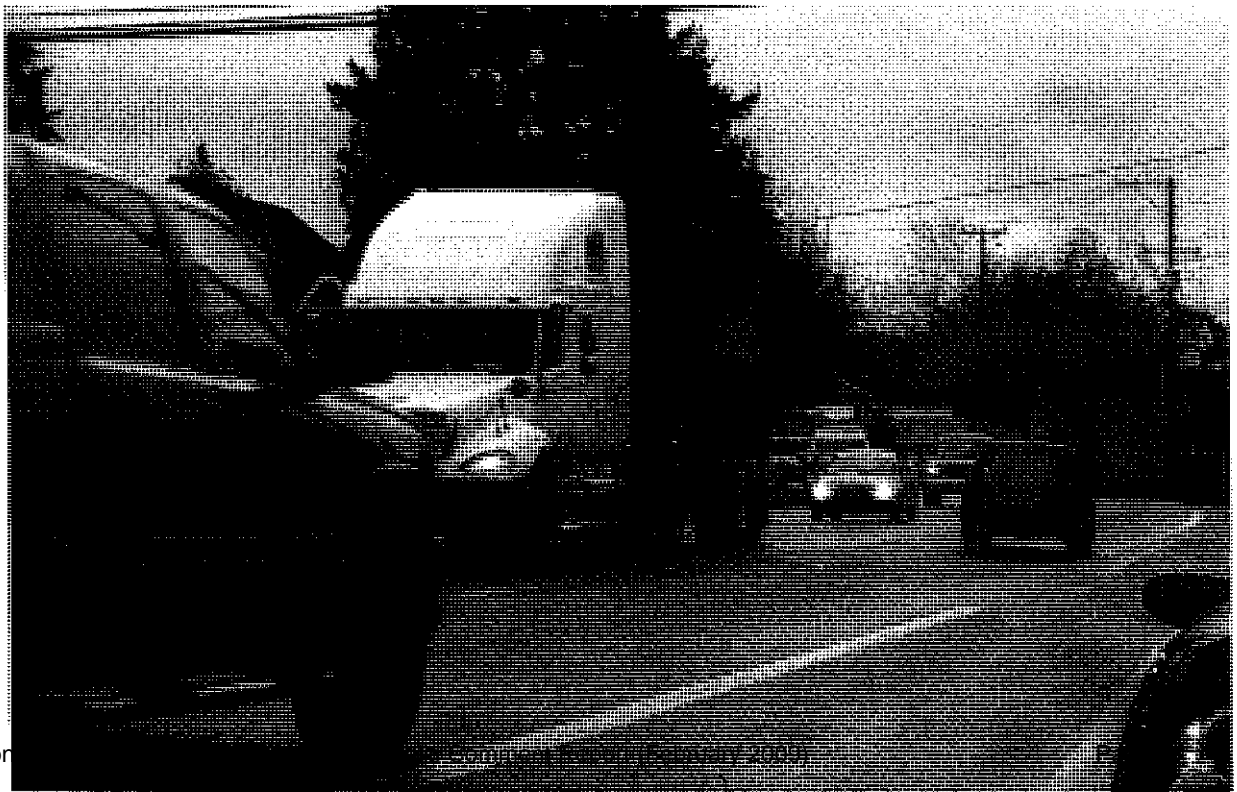
As I listened I thought about all the folks who were less likely to attend that type of event for various reasons but who are very concerned about safety on N. Fessenden and probably had not even heard about this process. To put it bluntly, I suspect there is some degree of underrepresentation in comments you have received from those who are less privileged and I encourage you to balance that out in your evaluation of all the comments received.

Please, for the sake of the safety of children, adults and seniors making their way across N. Fessenden St., and because we already have to deal with crossing an unofficial truck route, it would be unconscionable to place safety improvements on N. Fessenden as less than one of the top priorities.









## 2001-2004 High Collision Intersections - City of Portland, Oregon - Sorted Alphabetically

Rank	Intersection	Total	Volume	Rate	Fatal	Injury A	Injury B	Injury C	PDO	Veh	People	Peds	Bikes
99	E BURNSIDE ST at 102ND AVE	42	28821	1.07	0	1	7	13	21	95	98	2	1
308	E BURNSIDE ST at 10TH AVE	21	32115	0.48	0	1	1	6	13	43	43	0	0
139	E BURNSIDE ST at 122ND AVE	51	40212	0.93	0	0	7	13	31	121	122	1	0
70	E BURNSIDE ST at 148TH AVE	32	19478	1.21	0	0	1	9	22	83	83	0	0
193	E BURNSIDE ST at 20TH AVE	32	30797	0.76	0	1	8	7	16	65	68	2	2
229	E BURNSIDE ST at 28TH AVE	22	23902	0.68	0	0	3	6	13	50	51	2	0
214	E BURNSIDE ST at 39TH AVE	39	40375	0.71	0	0	8	11	20	90	91	0	2
213	E BURNSIDE ST at 60TH AVE	29	29850	0.71	0	1	1	8	19	61	61	0	0
280	E BURNSIDE ST at 6TH AVE	21	28052	0.55	0	0	2	9	10	45	46	0	1
49	E BURNSIDE ST at 82ND AVE	75	37376	1.48	0	1	6	24	44	176	180	2	2
258	E BURNSIDE ST at 9TH AVE	26	31592	0.61	1	0	2	8	15	57	58	1	1
249	E BURNSIDE ST at GRAND AVE	48	54745	0.64	0	0	3	14	31	117	115	0	0
142	E BURNSIDE ST at MARTIN LUTHER KING JR BLVD	80	64430	0.91	0	4	6	22	48	177	182	2	3
329	E BURNSIDE ST at SANDY BLVD/12TH AVE	24	42242	0.42	0	0	3	9	12	49	50	1	1
23	N BROADWAY at LARRABEE	71	26965	1.94	0	2	5	21	43	178	178	0	0
38	N BROADWAY at VANCOUVER AVE/-5 SB RAMP	80	35809	1.64	0	3	6	16	55	182	183	0	1
58	N BROADWAY at WILLIAMS AVE/-5 NB RAMP	93	50383	1.36	0	2	6	20	65	193	196	0	4
317	N COLUMBIA BLVD at VANCOUVER AVE	22	35280	0.46	0	1	3	7	11	52	52	0	0
151	N FESSENDEN ST at COLUMBIA WAY	20	16469	0.89	0	0	4	5	11	40	41	0	1
282	N GOING ST at INTERSTATE AVE	30	40232	0.55	0	1	4	8	17	61	66	2	3
311	N INTERSTATE AVE at GREELEY AVE	21	32704	0.47	0	1	5	6	9	60	60	0	0
66	N KILLINGSWORTH ST at ALBINA AVE	29	16734	1.27	0	0	2	5	22	62	64	0	2
44	N KILLINGSWORTH ST at GREELEY AVE	39	18496	1.55	0	2	3	9	25	82	83	0	1
204	N KILLINGSWORTH ST at INTERSTATE AVE	22	21817	0.74	0	0	2	9	11	50	51	1	0
173	N LOMBARD ST at ALBINA AVE	28	24933	0.83	0	0	0	7	21	58	59	1	1
18	N LOMBARD ST at DENVER AVE	52	19114	2.00	0	2	5	7	38	111	114	3	1
112	N LOMBARD ST at GREELEY AVE	41	29001	1.04	1	0	7	6	27	95	96	1	0
224	N LOMBARD ST at IDA AVE	20	21202	0.69	0	0	4	4	12	41	42	1	0
103	N LOMBARD ST at INTERSTATE AVE	64	44100	1.07	0	1	6	15	42	141	145	2	2
234	N LOMBARD ST at PENINSULAR AVE	24	26362	0.67	0	0	2	4	18	50	51	0	1
94	N LOMBARD ST at PORTSMOUTH AVE	33	22100	1.10	0	0	5	9	19	73	74	1	1
86	N LOMBARD ST at ST LOUIS AVE	22	14290	1.13	0	0	2	2	18	45	45	0	0
265	N LOMBARD ST at VANCOUVER AVE	24	30113	0.59	0	1	2	8	13	61	60	0	0
84	N PORTLAND BLVD at ALBINA AVE	26	16812	1.14	0	0	3	7	16	62	63	1	0
127	N PORTLAND BLVD at DENVER AVE	20	15327	0.96	0	1	0	5	14	43	41	0	0
209	N PORTLAND BLVD at GREELEY AVE	29	29204	0.73	0	0	1	10	18	67	66	0	1
222	N PORTLAND BLVD at INTERSTATE AVE	32	33906	0.69	0	0	3	6	23	75	74	0	0
9	N STANTON ST at WILLIAMS AVE	39	12987	2.21	0	0	2	10	27	87	86	0	0
353	N SYRACUSE ST at PHILADELPHIA AVE	27			0	1	2	7	17	58	58	0	0
5	N WEIDLER ST at VANCOUVER AVE	64	19651	2.39	0	2	4	12	46	138	138	0	0
120	N WEIDLER ST at WILLIAMS AVE	27	20192	0.98	0	0	1	7	19	61	61	0	0
210	NE AINSWORTH ST at MARTIN LUTHER KING JR BLVD	31	31383	0.73	0	0	1	10	20	68	69	1	0
154	NE AIRPORT WAY at 122ND AVE	53	44377	0.88	0	0	4	15	34	119	119	0	0
356	NE AIRPORT WAY at 138TH AVE	22			0	0	4	6	12	46	47	0	1
289	NE AIRPORT WAY at 82ND WAY	36	49278	0.54	0	1	3	9	23	75	75	0	0
55	NE AIRPORT WAY at GLENN WIDING DR	49	25372	1.42	0	0	5	10	34	111	110	0	0

OTCENAS, SUSAN



METRO

February 12, 2009

No. 9

### Comment Form

JPACT/Metro Council Joint Public Hearing  
2010-13 Regional Flexible Funding Recommendation

✓ 2/11/09

(Please print)

Name (required)

Susan Otcenas

Affiliation (if any)

Team Estrogen, Inc.

Address (required)

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

RFF

**Comments** (Summarize your comments here or attach prepared material to this form.)

In support of bike/  
ped investments,  
Westside Trail

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

Good afternoon.

My name is Susan Otcenas, and I am here today to advocate for funding for the Westside Trail.

I am a Westside resident living at 21214 NW Cannes Drive in the Rock Creek neighborhood. I also own residential rental property in Beaverton and a commercial building in Hillsboro, as well as a women's athletic apparel company located in Hillsboro. My company employs 11 people. I am also currently serving on the Board of the Bicycle Transportation Alliance.

The BTA was delighted to see that TPAC recognized the value of the Westside Trail project by adding it to the base list of projects. The Westside Trail is a big priority for the BTA. [It is currently in our Blueprint for Better Bicycling.] The trail was identified as a need via survey work we did of both BTA members and members of the wider community. The portion of the trail to be funded provides an important north-south connector in Washington County. Better connectivity benefits the entire trail network in the area by creating a more complete system for bicyclists and pedestrians.

Often overlooked in the discussion of trail funding is their ability to create jobs for the region's residents. I am in the business of selling athletic apparel to cyclists, runners and triathletes. My customers use the regional trail system to support their athletic endeavors. This drives employment at my business as well as all the other bike, run and tri shops in the region.

The trail system also allows me to attract better employees to my suburban business. Almost all of my employees bike to work and most of them use some part of the trail system to make a portion of their trip. Access to safe, clean, well-maintained trail facilities means healthier and happier employees, and less cars on our already overcrowded streets.

Finally, on behalf of the BTA, I'd like to add that we feel that ½ of the Regional Flexible Funds should be devoted to bicycling and pedestrian projects. Bike & Ped projects, particularly trail projects, often have a difficult time getting funded because they are not eligible

for state highway dollars. We would like to see this inequity righted by having more RFF funds allocated to vital Bicycle and Pedestrian Projects.

Thanks you so much for your time and consideration.



METRO

✓  
2/13

February 12, 2009

KNAUF, CHRISTOPHER

No. 10

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required) Christopher R Knaut

Affiliation (if any) Self

Address (required) 8703 N. Crawford St.

E-mail (optional) Chris.Knaut@gmail.com

☐ Include my e-mail in your list of interested parties.

Project/program Regional flexible funding

**Comments** (Summarize your comments here or attach prepared material to this form.)

We feel that funding for a whistle free zone  
in St. John's / Cathedral Park is necessary to  
future development

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



METRO

February 12, 2009

KROGER, WENDY

No. 11

**Comment Form**

**JPACT/Metro Council Joint Public Hearing  
2010-13 Regional Flexible Funding Recommendation**

(Please print)

Name (required)

Wendy KROGER

Affiliation (if any)

OTHER TAX Volunteer

Address (required)

12030 SW Settlement Bvln 97088

E-mail (optional)

krugerw@comcast.net

☐ Include my e-mail in your list of interested parties.

Project/program

**Comments** (Summarize your comments here or attach prepared material to this form.)

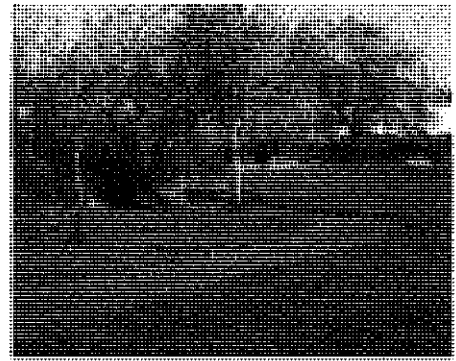
See attached letter

***You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.***



February 12, 2009

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232



**re: THPRD MTIP Application for Regional Flexible Funds Allocation for 2010-13;  
Westside Regional Trail, Segment #18**

Dear Metro Council and JPACT Members,

As Chair of the Tualatin Hills Park & Recreation District (THPRD) Trails Advisory Committee (TAC), I am submitting this letter as an indication of the TAC's strong support for THPRD's 2008 MTIP application for regional flexible funds to be used to design and construct a section of the Westside Regional Trail. Of the planned 19 miles of trail, approximately 10 miles occurs within THPRD's boundaries. Completion of this trail is a top priority for the TAC. Currently, approximately four miles of the Westside Trail have been completed, including a recently finished 2-mile section that begins at the Tualatin Hills Nature Park and heads south towards Mt. Williams.

As you are no doubt already aware, the Westside Regional Trail is planned to connect the Willamette River and the Tualatin River through the cities of Portland, Beaverton, Tigard, and Tualatin. Within THPRD's boundaries, the Westside Trail will provide connection to other regional trails (including the Rock Creek, Beaverton Creek, and Cooper Mountain Trails), as well as community trails (including the Waterhouse and Bronson Creek Trails). Furthermore, the trail provides direct connection to a number of residential neighborhoods, commercial and employment centers, parks and open spaces, and schools and other public and civic points of interest.

The proposed project would connect two existing THPRD parks—Kaiser Ridge and Kaiser Woods. In addition to connecting these important recreational and open space areas, the proposed trail project will also connect an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole.

I hope that you will agree with me and the members of the TAC that this is an important project, and it is a key step toward completion of the Westside Trail. In closing, I would like to thank you for your time and consideration of THPRD's proposed project and its request for MTIP funds.

Sincerely,

Wendy Kroger, Chair  
THPRD Trails Advisory Committee

WHITE, CAROL

2/13



METRO

February 12, 2009

No. 12

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

CAROL WHITE

Affiliation (if any)

CHARBONNEAU COUNTRY CLUB (HOA)

Address (required)

32000 CHARBONNEAU DR, WILSONVILLE

E-mail (optional)

carolwhite522@comcast.net

☒ Include my e-mail in your list of interested parties.

Project/program

BIKE/PEO BRIDGE @ WILSONVILLE

**Comments** (Summarize your comments here or attach prepared material to this form.)

- 1) LINK TO EMERGENCY SVCS FOR CHARBONNEAU  
- HOSPITALS, MED/DNLT, AMBULANCE (TVFR)  
- HIGH PROPORTION RETIREES
- 2) TRAFFIC LINK TO ALL WILSONVILLE SVCS  
- NO OTHER ROUTE TO CITY - 30 MILES  
- PROVIDES BIKE, WALKING & POSSIBLY  
GOLF CART ACCESS
- 3) SAFETY FOR THOSE USING OTHER BIKE/PEO  
TRAILS/CORRIDORS TO CONNECT N/S  
- TONOVIN TRAIL - OTHER PORTLAND  
- CHAMPOEG TRAILS
- 4) ENVIRONMENTALLY FRIENDLY TO ENCOURAGE  
MORE NON-AUTO TRIPS INCLUDING ACCESS  
TO WES, MAX, SMART, TRI-MET
- 5) PROMOTES RECREATION & ED OPPORTUNITIES  
IN FRENCH PRAIRIE SUPPORTED BY MANY  
GROUPS IN THE AREA

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

COLLIER, CORKY

✓  
2/18



METRO

February 12, 2009

No. 13

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Corky Collier

Affiliation (if any)

Columbia Corridor Assoc

Address (required)

6015 N 80th Ave 97218

E-mail (optional)

corky@ccaweb.us

☐ Include my e-mail in your list of interested parties.

Project/program

Reg Flex Funds - St. John Rail Line

**Comments** (Summarize your comments here or attach prepared material to this form.)

Please add St. Johns Rail Line  
back onto list.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

PANITCH, ARNOLD



February 12, 2009

No. 14

1/21/09

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

ARNOLD PANITCH

Affiliation (if any)

SW TRAILS

Address (required)

6518 SW CAPITOL HWY. PTLD. 97239

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

RED ELECTRIC

**Comments** (Summarize your comments here or attach prepared material to this form.)

I support Red Electric Trail.  
I support the bike-bus connections planned  
in Hillsdale neighborhood.

ARNOLD PANITCH

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

SCHOUTEN, DICK



METRO

February 12, 2009

No. 15

Comment Form

JPACT/Metro Council Joint Public Hearing  
2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Dick Schouten

Affiliation (if any)

Washington County Commission

Address (required)

155 N. First St. Hillsboro 97124

E-mail (optional)

dick-schouten@co.washington.or.us

☐ Include my e-mail in your list of interested parties.

Project/program

**Comments** (Summarize your comments here or attach prepared material to this form.)

*You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.*



**Subject:** FW: Regional Flexible Funding Allocation

To all Concerned:

I strongly endorse the Westside Trail, Kaiser Ridge Park - Kaiser Woods Park for 2010-13 MTIP funding. I am pleased TPAC has recommended funding for this trail project as well. I believe they made such recommendations for excellent reasons.

This project is a key part of the Westside Trail, a Trail that when completed cuts through the entire length of populous, eastern Washington County, a Trail that will continue north near or through Forest Park all the way to Sauvie Island. This will be a bi-County Trail.

Once completed inside THPRD, Westside will intersect with the Blue (and in the near future Red) MAX lines. It will intersect with a significant number of bus lines, including one of Washington County's two high frequency bus lines, (TriMet # 57 - TV Highway). And it will run right by two key employers that epitomize sporty/active northwest at its best, namely Columbia Sportswear and NIKE. This Trail will provide excellent access to THPRD's outstanding Terpenning Recreation Center and Tualatin Hills Nature Park. Another great natural gem will soon be emerging from inside THPRD, a land mark, wooded, volcanic 30-acre hill site that will provide great overlooks of Mt. Hood, Mt. St. Helens and the Coast Range. Its known as Mt. Williams Park and the Westside Trail will run right through it.

This particular segment will intersect with THPRD and Hillsboro's growing Rock Creek Trail that currently runs completed for some distance west of the Westside Trail. This Westside segment will provide immediate access to Kaiser Woods and Kaiser Ridge Parks, and safe and direct access to Jacob Wismer Elementary School and Stoller Middle.

Funding this project will be an important step forward for an extraordinarily important part of the Region. This area that traditionally has been active transportation deficient, but now shows as much potential as any to make rapid future progress with respect to building such transportation.

Sincerely,

Washington County Commissioner Dick Schouten

**Board of County Commissioners**

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545

DURTSCHI, KAY



February 12, 2009

No. 16

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

Kay Durtsche  
Swini Transp Comm  
2230 SW Caldwell St  
kaydurtsche@yahoo.com  
☐ Include my e-mail in your list of interested parties.  
Transportation

**Comments** (Summarize your comments here or attach prepared material to this form.)

Red Electric - SW Transp  
for Ped & Bike trail -

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**





V2/18

February 12, 2009

MIZEE, SCOTT

METRO

No. 17

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required) Scott Mizee

Affiliation (if any) NP GREENWAY

Address (required) 7051 N. Wellesley Ave

E-mail (optional) scott-mizee@npgreenway.org

☒ Include my e-mail in your list of interested parties.

Project/program NORTH WILLAMETTE GREENWAY TRAIL

Comments (Summarize your comments here or attach prepared material to this form.)

SEE ATTACHED

***You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.***

# npGREENWAY

---

February 12, 2009

JPACT and Metro Council  
600 NE Grand  
Portland, OR 97232

Subject: Support for the RFF Request for North Willamette Greenway Trail


Dear Council and Committee Members,

My name is Scott Mizée. I live in the University Park Neighborhood of North Portland and I am the Communications Director and a Co-founder of npGREENWAY. npGREENWAY is a volunteer advocacy group that since 2004 has been working to achieve the vision of a water level, non-motorized transportation route connecting the Eastbank Esplanade with St Johns and beyond to the Columbia River at Kelly Point Park.

When I see my neighbors around town and city and other governmental staff members, people always ask me, "How is the greenway trail going and What's going on with the greenway?" My answer often goes a little bit like this: Well, we have a lot of support from the community and officials, however we just don't have any money to continue the planning and move on to design, engineering and actual construction of the trail. That is why the decision you are forming today is so crucial to our regions non-motorized paths, or trail, systems. Motorized vehicle ways have many sources of funding that have been built into our system over the years. However, non-motorized transportation infrastructure has sadly lagged far behind. Now, more than ever, is the time for us to correct this problem. Recent high gas prices along with climate change and livability concerns have continued to point to the fact that we need to develop more quality routes for non-motorized transportation. We need only look to our friends in Europe to see how this sort of investment can transform a city.

The north Willamette Greenway Trail is both deserving and overdue for this kind of funding and attention. I urge you to keep it on the final list of projects to receive funding. I ALSO know that this project is just one of many. A minimum of the \$7.2 million of the Regional Flexible Funds are required to go towards Bicycle & Pedestrian projects. That is great! However, I fear that many see this as a goal to reach, and not as a starting point. Today, I ask you to consider a much more reasonable goal for this very critical source of funding. I am asking you to devote ½ of the Regional Flexible Funds to bicycle & pedestrian projects. For projects like the North Portland Greenway that aren't within the road rights-of-way making them eligible for highway funds, this could be the only source of funds available.

The \$448,000 requested for the North Willamette Greenway study is a critical step. Please help me answer to my friends and neighbors "We are moving forward. We have funding for a study. It WILL get built sooner rather than later."

Sincerely,  
  
Scott Mizée

Communications Director  
npGREENWAY  
2209 North Schofield Street  
Portland, Oregon 97217  
[www.npgreenway.org](http://www.npgreenway.org)

✓2/18/09



METRO

February 12, 2009

FRY, PETER

No. 18

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Peter F Fry

Affiliation (if any)

Address (required)

2153 SW Main #105, PDX 97205

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

ST Johns Rail Line

**Comments** (Summarize your comments here or attach prepared material to this form.)

ST Johns Rail line

(UP): N ST Louis -

N Richmond

We support it

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



METRO

February 12, 2009

NEELEY, DOUG

✓  
2/18/09

No. 19

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Doug Neeley (Oregon City Phase 2 City Commissioner)

Affiliation (if any)

City Commissioner, Oregon City

Address (required)

712 12th Street, Oregon City 97043

E-mail (optional)

@

☐ Include my e-mail in your list of interested parties.

Project/program

McLoughlin Blvd. Enhancement Project, Phase 2

**Comments** (Summarize your comments here or attach prepared material to this form.)

Critical gateway area to Oregon City that  
will provide multi-modal transportation to the  
Oregon City Regional Center, providing better  
access to current commercial centers,  
new commercial and residential development on  
Clackamette cove, access to publically own  
river front open spaces and parks.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

DOUGLAS, ROBERT



METRO

February 12, 2009

No. 20

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Robert Douglass

Affiliation (if any)

Cathedral Commons Homeowners Association

Address (required)

8747 N. Crawford St, Portland, OR 97203

E-mail (optional)

cathedralcommons@yahoo.com

☐ Include my e-mail in your list of interested parties.

Project/program

St. John Rail Relocation

**Comments** (Summarize your comments here or attach prepared material to this form.)

Interest in seeing this project bumped to Tier 1 to  
enable matching grant.

- attached letter of testimony

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

February 12, 2009

Regional Flexible Fund Comments  
Metro Planning  
600 NE Grand Ave  
Portland, OR 97232

RE: St. Johns Rail Relocation Project

Dear Metro/JPACT:

My name is Robert Douglass and I reside in St. Johns, near Cathedral Park.

I wish to add testimony in support of the St. Johns Rail Relocation project as one of Metro's Tier-I grant projects. As an eight-year resident who purchased a new development town home in 2000, just one block off the proposed relocation site zone, I can speak personally to the impact and substance of this proposal. I perceive an urgent need to effect a solution to a clash between a legacy business operation and greater ongoing efforts within the St. Johns district to regenerate and expand vital core areas.

Our primary concern is mitigating unacceptable horn noise levels coming repeatedly at all hours of the evening and day from trains servicing the Toyota port facility. All new residents moving into the area are caught unaware of this situation until the moment they are woken up in the early morning hours. Unfortunately, this situation is specifically exacerbated by federal regulations in the name of public safety.

Currently, the rail runs through a well-used park for which there are no cordon barriers or crossguards for *all* vehicular and pedestrian traffic that must cross it to access the park and its neighboring businesses. Looking ahead, this concern for public safety will continue to present itself for as long as the rail is used. However, there is a better way to proceed, bearing in mind that public safety must be enhanced if Cathedral Park is going to facilitate greater numbers of visitors as this area grows.

Another factor in public safety stems from the commercial freight vehicles that simultaneously share this old rail right-of-way with its nearby businesses. The proposed project solution adequately addresses both these concerns and will better ensure ongoing business viability. Since this dilemma involves multiple parties (private, public and the City of Portland), finding a solution has been long and painful with no one party willing to take ownership.

As this project scope exceeds the singular capacity of the public and private sectors to implement changes we must now turn to the City of Portland for assistance. Given that the Port of Portland charges an environmental impact fee for each vehicle processed through this port (at least \$220

per vehicle), it only seems fair that a portion of those proceeds be used to update old infrastructure that services these port operations. Short of putting the residents of St. Johns at odds with a vital business interest to Portland's economy, we desire a resolution that will make sense for everyone.

Finally, I wish to gratefully acknowledge the assistance of Brooke Berglund and the Port of Portland for their help in putting this proposal together on behalf of our community. Truly, our nearby residents will absolutely sleep better for this!

Sincerely,

A handwritten signature in black ink that reads "Robert Douglass Jr." The signature is written in a cursive style with a large, stylized 'R' and a long, sweeping tail.

Robert Douglass Jr  
8747 N. Crawford St  
Portland, OR 97203





February 12, 2009

To: Whom It May Concern

From: Jennifer Cairo, Region Manager for the Columbia Gorge, Western Cascades, Willamette Valley and Portland Metro Area if the Oregon Parks and Recreation Department

RE: Support for the “French Prairie Bridge” over the Willamette River at Wilsonville, Oregon

Good Afternoon. Thank you for providing this opportunity to speak.

The Oregon Department of Parks and Recreation (OPRD) is very supportive of the concept of creating a bike-pedestrian-emergency bridge at Wilsonville, Oregon.

OPRD, in partnership with Cycle Oregon, planned and created the Willamette Valley Scenic Bikeway. The vision behind the Willamette Valley Scenic Bikeway was to have a safe and enjoyable cycling corridor from the Portland metropolitan area south through the scenic Willamette Valley, eventually with routes all the way to the California border.

One challenge that has hampered our ability to connect the Valley to Portland is the absence of a safe crossing of the Willamette River in the Wilsonville area. Today a cyclist's only option for crossing the Willamette is the I-5 Boone Bridge. This bridge is extremely hazardous for riders; cyclists compete with freeway speeds and traffic. To put it in other words, cyclists are left to risk their personal safety because of the limited options. A French Prairie Bridge would create safe passage across the river – the only safe passage in a 30 mile radius.

Oregon and the Portland area have an opportunity to create a key component of a world-class cycling experience with the development of this bridge. Along with Portland area residents, cyclists from around across the globe could fly into Portland, get on their bikes and ride to Champoege State Heritage Area - Oregon's birthplace - the historic French Prairie region, and beyond. Linking cyclists from Portland to the Willamette Valley could also create numerous economic and tourism opportunities featuring Oregon history, agriculture, and the Oregon Wine Country.

This project promotes outdoor recreation, healthy lifestyles, environmentally-conscious transportation, safety and the development of economic and tourism opportunities. Our agency supports the funding and development of the French Prairie Bridge.

Thank you for your time.

FITZGERALD, MARIANNE



February 12, 2009

No. 22

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required) MARIANNE FITZGERALD  
Affiliation (if any) Southwest Neighborhoods, Inc  
Address (required) 10537 SW 64<sup>th</sup> DRIVE PORTLAND OR 97219  
E-mail (optional) fitzgerald.marianne@gmail.com  
☒ Include my e-mail in your list of interested parties.  
Project/program Red Electric Trail

**Comments** (Summarize your comments here or attach prepared material to this form.)

Southwest Neighborhoods, Inc. strongly supports Red Electric Trail.  
This will make it safer for people to walk + bike to  
the shops, schools + transit lines in Hillsdale Town Center.  
There ~~was~~ is a big need to retrofit neighborhoods in SW Portland  
to allow people to get around without a car. This trail  
segment will help immensely and start building a  
regional trail that connects the Fanno Creek Trail with  
the Willamette River.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

October 30, 2008

Metro Council and Joint Policy Advisory Committee on Transportation  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232

Re: Comments on Draft 2010-2013 Metropolitan Transportation Improvement Program

Dear Metro:

Southwest Neighborhoods Inc. (SWNI) is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland. The following comments have been developed and approved by the Southwest Neighborhoods, Inc. Transportation Committee.

Southwest Portland, part of the West Hills, has many slopes and streams so the street system does not follow a grid pattern. Much of the transportation system was built without needed sidewalks and bicycle facilities, even along busy arterial and collector streets. It is expensive to add pedestrian and bicycle facilities to the regional and neighborhood arterial streets to meet requirements for stormwater management and the Americans with Disabilities Act, and it is dangerous and difficult for pedestrians and bicyclists to travel safely through these streets today. The 17 SWNI neighborhood associations have been working through its coalition committees, in cooperation with the City of Portland, to identify priorities among many many important safety needs.

**Capitol Highway improvements have been our highest priority since the Capitol Highway Plan was approved by the Portland City Council in 1996.** We need funding to construct bicycle and pedestrian facilities along SW Capitol Highway between Multnomah Village and Taylors Ferry Road. This segment has

been approved for Preliminary Engineering but not construction, and we seek your support in our efforts to implement the vision in the Capitol Highway Plan.

**Southwest Neighborhoods, Inc. strongly supports local project funding of the Red Electric Trail segment from SW 30<sup>th</sup> to Vermont.** The Red Electric Trail is one of the highest priority transportation projects needed in Southwest Portland that will make it safer for bicyclists and pedestrians to travel east-west through our neighborhoods. The segment that is proposed for funding in this MTIP is one of several trail segments that will eventually connect the Fanno Creek Trail in Washington County with the Willamette River Greenway.

This segment of the Red Electric Trail would connect residents with several important destinations, including the Hillsdale Town Center; several elementary, middle and high schools; a public swimming pool; religious institutions; a farmers market; shops; grocery stores and restaurants. In addition, many bicyclists that travel through Southwest Portland to and from Washington County and downtown Portland, and across the Sellwood and Ross Island Bridges, would benefit from this project.

The Red Electric Trail generally follows an old railroad grade and is one of the few routes that would provide safer off-street bicycle and pedestrian travel along a relatively flat trail in Southwest Portland. The Bicycle Transportation Alliance, in its Blueprint for Better Biking: 40 Ways to Get There (2006), identified the Red Electric Trail/Fanno Creek Trail (project #28 in the BTA report) as the project most likely to increase bicycling in Southwest Portland.

**The proposed Statewide Transportation Improvement Program (STIP) project improvements in Southwest Portland along 99W/Barbur Blvd focus on bridge maintenance and safety for motor vehicle travel. These projects in the draft STIP are in segments of 99W/Barbur Blvd. that do not have bicycle paths, and the proposed improvements must address the safety of bicyclists and pedestrians that travel along these routes as well as motor vehicles.** 99W/Barbur Blvd. is one of the main bicycle routes through Southwest Portland between downtown Portland and Tigard, and has seen a tremendous increase in bicycle travel over the last few years. Bicycle and pedestrian improvements in the proposed projects are needed to be consistent with the goals of the Oregon Transportation Plan for mobility and accessibility, sustainability and safety and security; and to be consistent with the goals of the Oregon Highway Plan for traffic safety and travel alternatives. All of the bridges along Barbur Blvd. between downtown Portland and SW 68<sup>th</sup> need bike lanes.

The Vermont and Newbury Viaduct projects (bridge #01983 and #01984) need the proposed deck overlays but also need to be restriped to allow bicyclists to travel safely along this busy bike route. The Hillsdale Neighborhood Association and SW Trails Group have written numerous letters to ODOT with recommended

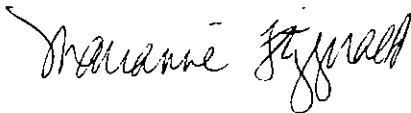
and needed improvements to these bridges. A bicycle path along 99W also needs to be added to the 99W/Multnomah Blvd Viaduct improvements (bridge #02010) in the STIP.

The I-5/99W Interchange (Exit 294) safety improvements that add motor vehicle travel lanes must not sacrifice safety for pedestrians and bicyclists traveling through the intersection of 99W and I-5 at this freeway interchange. Today, there are incomplete bicycle and pedestrian lanes on 99W/I-5 between SW 60<sup>th</sup> and SW 68<sup>th</sup>, and where there are facilities, they are only on one side of the street (note: they are not all on the same side of the street, and there is only one safe crossing). We invite ODOT to meet with the local neighborhood associations to discuss possible solutions that might make this intersection and interchange area safer for all modes. We urge ODOT to incorporate those bicycle and pedestrian improvements into the design of this project.

**We recommend that Metro's next corridor study be the Barbur Blvd/I-5 corridor between I-405 and the city line at SW 65<sup>th</sup>.** This is one of the major corridor refinements identified in the Regional Transportation Plan (p. 7-39) and is critical for efficient freight and motor vehicle travel as well as transit, bicyclists and pedestrians. It is one of the corridors being considered for High Capacity Transit in the future. When these two roadways become congested—which happens all too frequently—motor vehicle traffic overwhelms our local streets and adds to safety concerns in our neighborhoods. A corridor plan that is coordinated with the High Capacity Transit Plan and Portland Comprehensive Plan update could create opportunities for safer travel by all modes through this area of Southwest Portland, and would help the region accommodate anticipated growth over the next 40 years.

We applaud Metro and ODOT in their efforts to make it safer for people in our region to travel safely by walking and riding bicycles and transit. We have a long list of needed infrastructure improvements in Southwest Portland. **We urge Metro to fund this critical Red Electric Trail segment in the 2010-2013 MTIP.**

Sincerely,



Marianne Fitzgerald, Chair  
Transportation Committee  
Southwest Neighborhoods, Inc.





**FRIENDS of  
BALTIMORE WOODS**



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## The Cathedral Park to Pier Park Connection: A Feasibility Study

Friends of Baltimore Woods (FOBW) is a North Portland neighborhood group with a vision to preserve and enhance its unique neighborhood habitat as a regional asset. FOBW formed in 1998 to protect the remnant Oregon white oak habitat between N. Baltimore and N. Catlin streets in their neighborhood from increasing development pressure in North Portland. Since then, FOBW has expanded its goal to include a trail alignment along the woods on unimproved Decatur Street, and to generate public awareness of this rare urban asset. FOBW has also extended the trail and habitat study area east to N. Edison St. and north to Pier Park to complement the npGreenway and 40-Mile Loop trail systems.<sup>1</sup> Over the course of this feasibility study FOBW has identified potential partnerships with local and regional advocacy groups and regional and city agencies interested in preserving and expanding the Willamette Greenway Trail. FOBW has also initiated conversations with neighborhood homeowners and industrial landowners about its goals for the area.

In September 2008, the Port of Portland funded this study to examine the feasibility of preserving the locally known Baltimore Woods. The woods, though relatively unknown even to local residents, contain increasingly rare and valuable white oak habitat and provide a buffer between the Port's industrial activities along the Willamette River and the residential St Johns and Cathedral Park neighborhoods. The need for a buffer to mitigate industrial-residential conflicts is a stated goal in the City of Portland's proposed North Reach Plan.<sup>2</sup> The study area runs from Cathedral Park to Pier Park along N Decatur Street, and east of N Decatur to N Edison Street, where a portion of the 40-Mile loop trail is currently sited. In addition to the original FOBW study area, which ran between N Baltimore and N Catlin along N Decatur, the study area now includes residential lots on Edison Street, which might offer additional habitat connectivity and opportunities for additional neighborhood support. The expanded study area also includes lots adjacent to Cathedral Park and lots owned by Crown Cork and Seal.

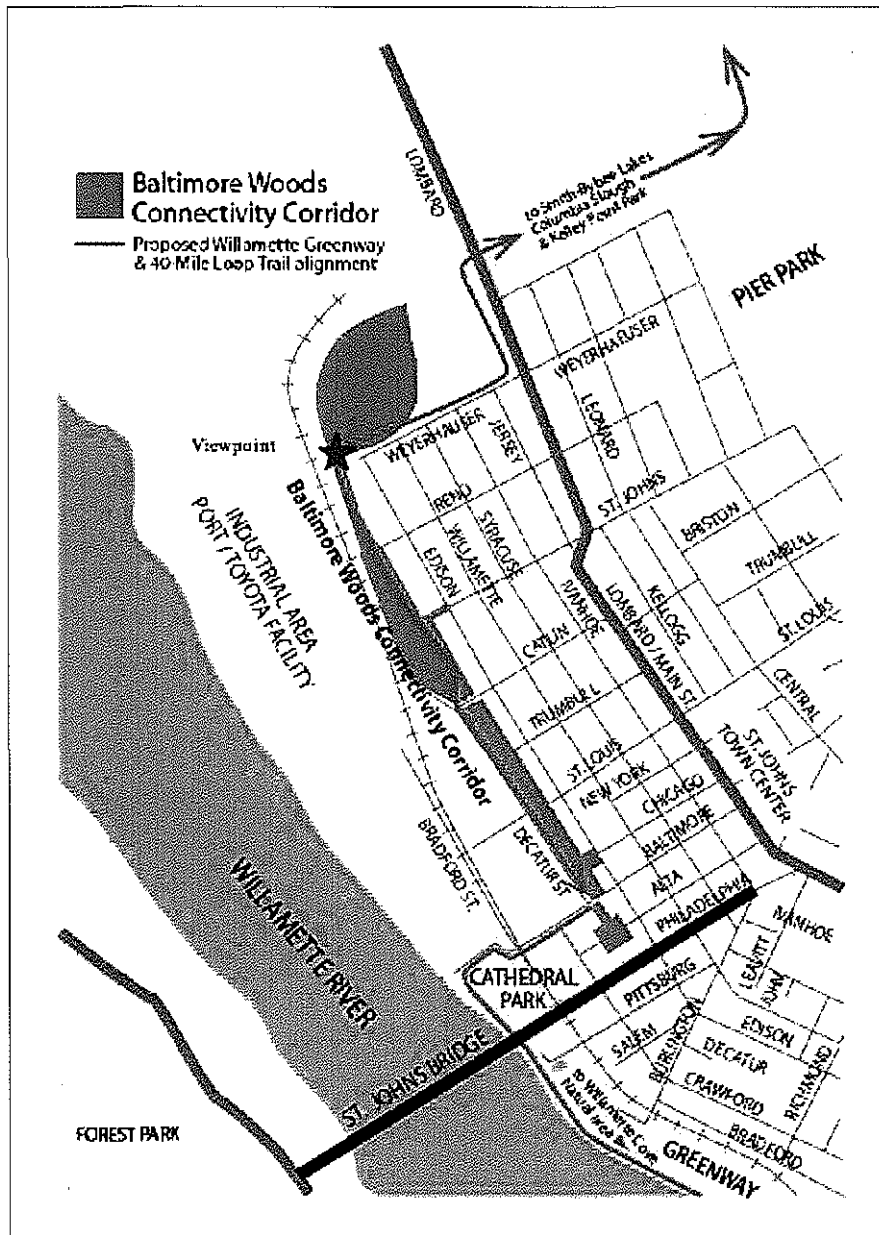
FOBW has several goals in preserving the Baltimore Woods Habitat Connectivity Corridor. These goals include improved storm water mitigation, educational opportunities for neighborhood residents and schools and an enhanced trail amenity. Located on a slope, Baltimore Woods help protect the health of the Willamette River watershed by filtering storm water from the Cathedral Park neighborhood. Eventually FOBW hopes to restore the woods, improving the ecological capabilities of the habitat. Restoration will also improve the remnant Oregon white oak habitat that exists within the corridor. This increasingly rare upland deciduous habitat-type provides an opportunity for FOBW members to educate local and regional residents about the natural history of the Willamette Valley. FOBW members have led, and will continue to lead, educational tours of the area that include information on native and non-native plants.

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<sup>1</sup> npGreenway is a trail advocacy group working to connect North Portland neighborhoods with the Willamette River and the Willamette River trail system: [www.npgreenway.org](http://www.npgreenway.org). 40-Mile Loop Land Trust is an advocacy group promoting a connected recreational trail system in the Portland metropolitan region: [www.40mileloop.org](http://www.40mileloop.org).

<sup>2</sup> Volume 1: Proposed River Plan/North Reach (2008), in *Volume 1A: Policies, Objectives and Recommendations River/Plan North Reach*, p. iii.

Map 1: Friends of Baltimore Woods Study Area

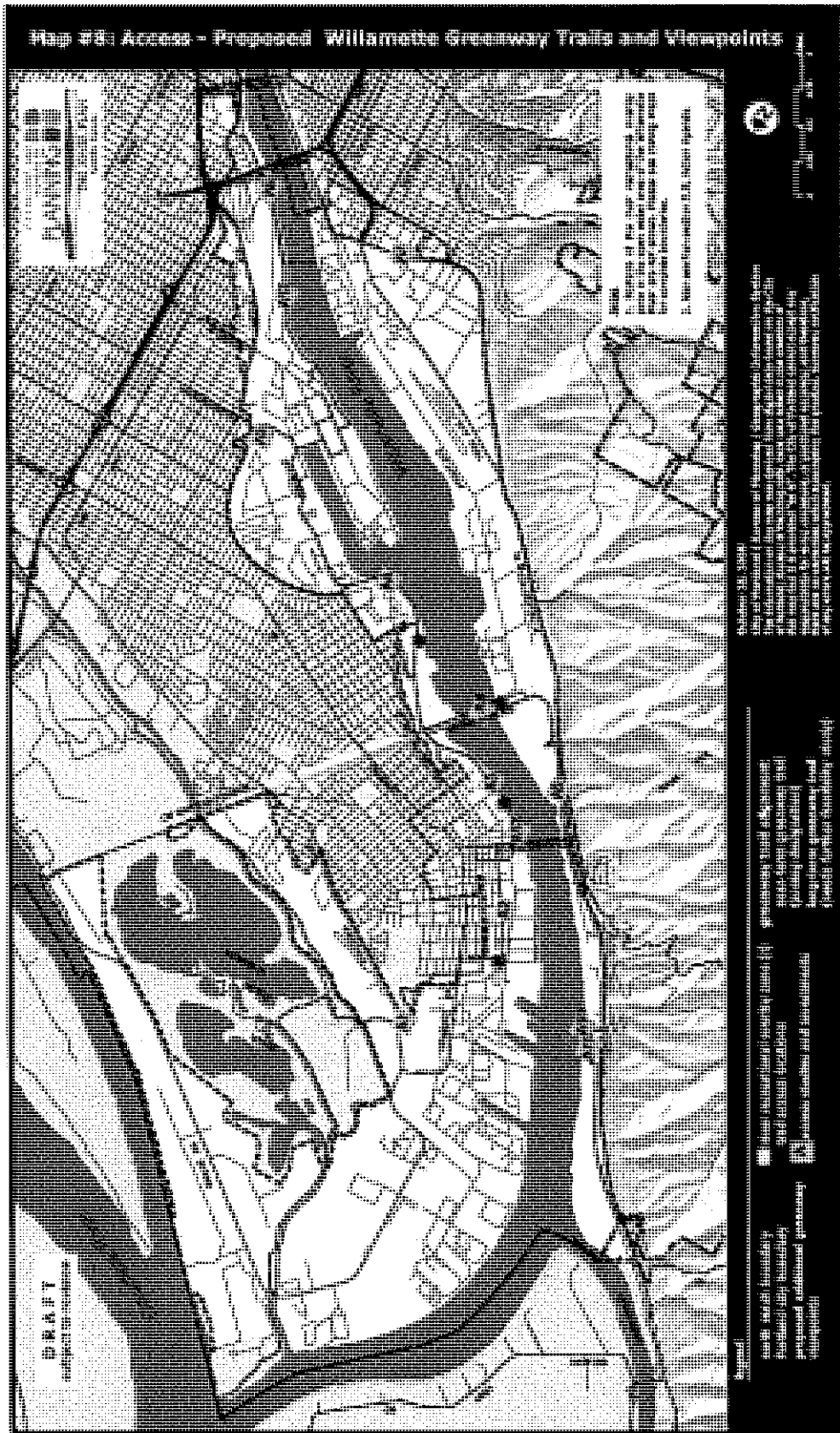


Another key component of FOBW's vision is the implementation of a bicycle and pedestrian trail along N Decatur Street. FOBW has recommended a trail alignment that would border the woods and provide a connective link between other existing and proposed regional trails, offering visitors a chance to experience both rare and historic oak habitat as well as the vibrant working harbor. That trail alignment is featured on Map #8, titled "Access-Proposed Willamette Greenway Trail and Viewpoints", of the City of Portland's proposed North Reach Plan (see Map 2 on page 3).<sup>3</sup> The Baltimore Woods Connectivity Corridor would create a link between the Willamette Greenway trail, the proposed npGreenway trail, and the 40-Mile Loop trail. The trail would help fulfill the City's stated goal of designating a continuous trail along both sides of the Willamette River.

<sup>3</sup> Volume 1: Proposed River Plan/ North Reach map #8, accessed from <http://www.portlandonline.com>.



Map 2: North Reach Access -- Proposed Willamette Greenway Trail and Viewpoints



As a result of expanding the original study area, the FOBW study area now includes a complex network of residential, commercial, and industrial land uses, which are primarily privately owned. The large number of land owners increases the complexity and difficulty of the project. Therefore, FOBW has assembled an Advisory Committee to provide advice and support for its vision. FOBW is exploring grant options for neighborhood education and restoration efforts as well as possible acquisitions, and is currently awaiting notice on its application for the Metro Central Grant. Possible grants FOBW might consider are listed as Appendix B.

Implementation of FOBW's goals will require a range of actions. These include zone changes, grants for neighborhood education about native habitat restoration and a mix of acquisitions, donations, deed restrictions and easements. The possibilities for acquisitions, easements, and donations are particularly relevant with regards to some of the industrial landowners and developers who own property within the study area. FOBW has identified these key parcels, which will be discussed in section IV. Virginia Bowers, of the Three Rivers Land Conservancy held a workshop in November 2008 for residential property owners interested in placing easements on their properties. The City's proposed zone changes in the North Reach Plan, discussed in section II: b., may increase the likelihood of working with landowners and developers on possible easements and donations.

## **I: Project description**

### **a) History of area**

The City of St. Johns is named for the pioneer James John who settled in Linnton in 1843 and moved several years later to present-day St. Johns. St. Johns has historically been a river-industrial city, attracting a variety of businesses including a woolen mill, flour mill and barrel factory. The country's first plywood plant was located at the site of the current BES Clean Water Services.<sup>4</sup> Today the area still supports a thriving industrial riverfront that includes a Toyota facility.

A Baltimore Woods trail will give visitors a glimpse into the unique history of St. Johns. Along the proposed trail is a pioneer cemetery located near the possible viewpoint at N Weyerhouser Ave.<sup>5</sup> The Loomis Family Cemetery once contained members of the pioneer Loomis family buried between 1859 and 1898. While the bodies were moved to Riverview Cemetery in 1949, the cemetery site offers a reminder of the City of St. Johns and the Willamette Valley's pioneer history.

### **b) Study Area: Cathedral Park to Pier Park, Decatur to Edison.**

The original FOBW study area consisted of the area between N Baltimore Avenue and N Catlin Avenue along N Decatur Street. Recognizing the importance of Baltimore Woods as a regional, rather than just a neighborhood asset, the study area was expanded to include the area from Cathedral Park to Pier Park and east of N Decatur Street to N Edison Street. This expanded study area, featured on map 4 on page 7 incorporates a greater amount of habitat and involves more landowners who are potential restoration and preservation partners. While the majority of closed-canopy forest exists in Baltimore Woods proper (between N Baltimore Ave and N Catlin Ave), the opportunity to increase connectivity through acquisition, easements and backyard restoration make the expanded study area more compatible with the City's and Metro's vision for a regional trail

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<sup>4</sup> St. Johns: Gateway to the Portland Harbor, accessed from [www.PdxHistory.com](http://www.PdxHistory.com).

<sup>5</sup> See Map 1

system and a continuous Willamette Greenway.<sup>6</sup> Specifically, the sites at the northern and southern ends of the study area are identified by FOBW as two key anchor sites, without which the vision of the Baltimore Woods Connectivity Corridor is not feasible. The importance of these two sites is based on their habitat value (identified by Metro and the City of Portland), size, recreation potential, and access to surrounding neighborhoods and existing parks.

#### **c) Vision**

Members of FOBW often state that many neighborhood residents are not aware of the asset that exists in their backyards. Baltimore Woods contains remnant Oregon white oak habitat that is increasingly rare in the Willamette Valley and which supplies important upland deciduous habitat. The woods additionally benefit the northern Willamette watershed zone through natural storm water mitigation. FOBW hopes to make this neighborhood asset regionally recognized by restoring habitat and creating a trail adjacent to the woods. Preservation and restoration of the woods will not only enhance habitat and watershed health but provide ongoing education opportunities.

A trail bordering the preserved woods will benefit the region in four important ways: 1) the trail will connect with other regional trails, increasing the amount of off-street transportation in the region; 2) the trail will give visitors a chance to experience the natural and industrial interface that has defined so much of this region's history; 3) the preserved greenway will reduce industrial and residential conflicts by creating a permanent buffer; and 4) opportunities for neighborhood involvement in habitat restoration will increase awareness about the importance of watershed health and habitat connectivity.

#### **d) Trail Amenities**

The opportunity for a trail alignment from Cathedral Park to Pier Park is one of the most exciting elements of this project. The City's proposed trail will add to the regional trail system, including links to the Willamette Greenway trail to the south and the 40-Mile Loop trail to the north. Eventually the Baltimore Woods Connectivity Corridor could help connect downtown Portland with Smith and Bybee lakes and Kelly Point Park.

FOBW has worked with Metro and City planners to examine the feasibility of a trail alignment west along unimproved N Decatur Street and then north through the Crown Cork and Seal property rather than an alignment long N Edison Street portrayed in the City's Comprehensive plan. The Baltimore Woods Connectivity Corridor trail will include multiple viewpoints, including the previously discussed viewpoint near the Loomis Pioneer Cemetery, where visitors can take in views of the St. Johns Bridge, the working waterfront and Forest Park. This preferred trail alignment appears on Map #8 of the City's proposed North Reach plan. npGreenway is also currently working on a trail from the Steel Bridge downtown to Cathedral Park. They have the support of FOBW and have supported FOBW's efforts.

#### **e) Neighborhood Involvement**

FOBW sees neighborhood involvement as a crucial component of its efforts. The original Baltimore Woods study area is located primarily on residential properties. On a number of these properties where acquisition or easements are not feasible or necessary, residents can enhance habitat through native plantings and restoration. FOBW is currently pursuing and will continue to pursue funding for neighborhood outreach and education on backyard restoration. FOBW has

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<sup>6</sup> Volume 1: Proposed River Plan/North Reach (2008), in *Volume 1A: Policies, Objectives and Recommendations*, p ii.

already contacted a number of private landowners along N Decatur Street and N Edison Street, many of whom are interested in the project and interested in exploring options for conservation easements on their properties. Map 10 on page 17 provides a graphic representation of the current outreach efforts, which will be discussed in further detail in section IV.

#### **f) Habitat and Watershed Health**

The FOBW study area contains important upland deciduous habitat including more than 30 remnant Oregon white oaks. Oregon white oaks are increasingly rare in the Willamette Valley and provide valuable habitat for a variety of regionally declining native birds and squirrels including the Western gray squirrel, Western bluebird, and Acorn woodpecker.

This habitat type has been identified by Metro as a priority for conservation. Metro has also identified this area as Tier 1 priority for closing gaps in the Willamette Greenway.<sup>7</sup>

The City of Portland recognizes the value of existing white oak habitat by designating Baltimore Woods as a Special Habitat Area (SHA), which is being considered for the application of environmental overlay zones. These recommended overlay zones will be presented to the planning commission for adoption into the City of Portland's Comprehensive Plan map. A number of environmental overlay zones are recommended for the study area in the North Reach Plan and are discussed in detail in Section III of this report.

Map 3: Metro Habitat Designations



Located on a slope between the residential homes along N Edison Street and unimproved N Decatur Street, the woods also provide possible opportunities for storm water mediation, especially on some of the larger tracts. Metro has expressed interest in two of the larger tracts at either end of N Decatur Street (These tracts are identified in detail in section IV). Map # 6 of the City's proposed River Plan/North Reach identifies two potential restoration sites within the Baltimore Woods study area. The smaller residential lots provide an opportunity for local residents to improve storm water catchment and filtration through backyard restoration. FOBW hopes to support such restoration projects with ongoing grant funds.

#### **g) Buffer**

The City's proposed North Reach Plan has, as one of its challenges to be addressed, conflicts between industrial activities on the Willamette River and the neighbors who live in riverfront communities like St. Johns. The North Reach Plan proposes noise-abatement standards, zoning changes to limit density in these areas, and a whistle-free zone through the Cathedral Park neighborhood.<sup>8</sup>

<sup>7</sup> Acquiring Natural Areas: Regional Target Areas, accessed from [http://www.oregonmetro.gov/files/planning/willamette\\_river\\_greenway\\_map\\_goals\\_and\\_objectives.pdf](http://www.oregonmetro.gov/files/planning/willamette_river_greenway_map_goals_and_objectives.pdf)

<sup>8</sup> Volume 1: Proposed River Plan/North Reach (2008), in *Volume 1A: Policies, Objectives and Recommendations*, p. iii.

The preservation of Baltimore Woods would not only create a permanent buffer between the river's industrial activities and neighbors, but could improve relations between industrial landowners and residential landowners. FOBW considers industrial landowner neighbors as potential partners in achieving their goals of a preserved greenway and trail.

#### ***h) Opportunities for Partnerships***

Given the various landowners and land uses that exist in the FOBW study area, the opportunities for partnerships are great. As stated in section I.e, FOBW is interested in pursuing grants to fund outreach and education in both neighborhoods and greater North Portland. FOBW has and will continue to reach out to industrial landowners and developers to convey the shared goal of encouraging industrial activity on the river while improving residential neighbors' relationships with industry. FOBW plans to involve residential landowners in habitat restoration through education and/or easements.

The opportunities for larger-scale habitat restoration, storm water mediation, and trail amenities make the Baltimore Woods Habitat Connectivity Corridor and FOBW's work complementary to the goals of city and regional agencies; Metro and the City of Portland have both expressed varying levels of support for the project.

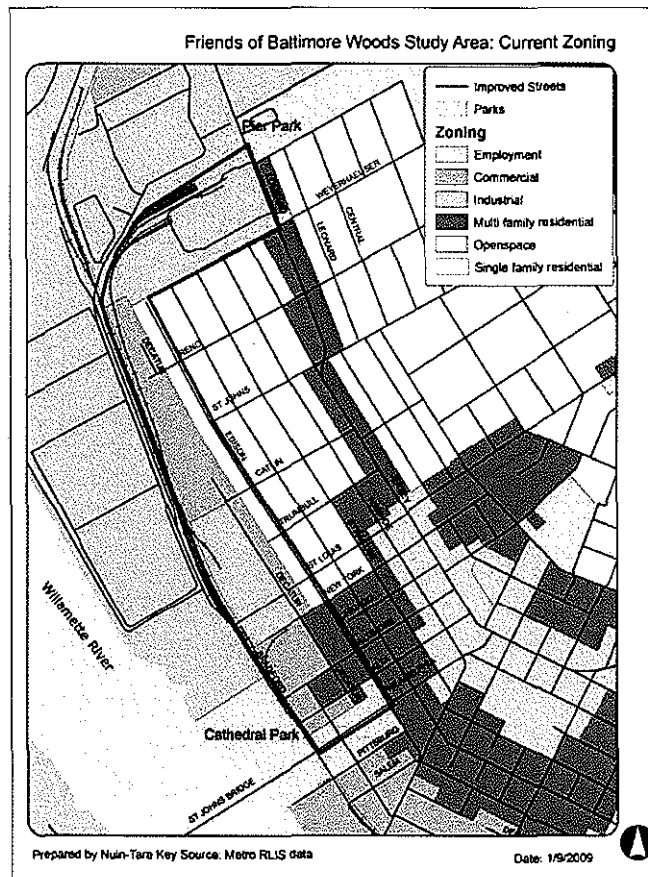
## **II: Planning and Regulatory Context**

#### ***a) Legal limitations***

Legal limitations to implementing FOBW's vision for the preservation of Oregon white oak and the implementation of a connectivity corridor between Pier Park and Cathedral park (as part of the North Reach Willamette Greenway Trail plan) are related to the Portland Municipal Code, Title 33; the St. Johns Neighborhood Plan; and the River Plan/North Reach. The planning and regulatory context within the FOBW study area is described below.

The FOBW study area is greatly impacted by the zoning and regulatory changes recommended by the River Plan/North Reach. Specifically, the North Reach plan recommends changes to both the base zoning code and overlay zones within the FOBW study area. The following is an overview of this regulatory framework. This

Map 4: Study Area Zoning



overview includes first, a brief summary and definitions of applicable standards for base and overlay zones found within the FOBW study area, and second, a descriptive overview of the proposed changes found within the River Plan/North Reach plan and how these recommendations impact the feasibility of implementing the Baltimore Woods Connectivity Corridor.

**b) Municipal Code: Summary**

The following summary of applicable standards covers both Title 33 base zoning and overlay requirements, as well as proposed zoning changes under The City of Portland River Plan/ North Reach.

**Base Zones<sup>9</sup>**

Summary of Allowed Residential Uses for FOBW Study Area

**Household Living:** Single family attached residential units developed at R5 standards and multi-family residential units developed at R1 standards.

**Group Living:** Conditional Use in R5; Limited/Conditional Use in R1.

**R1:** 1 unit per 1,000 square ft. of site area. Approximately 43 units per acre with a maximum density of 65 units per acre with amenity bonus provisions.

**R5:** 1 unit per 5,000 square ft. of site area.

**Restrictions:** R5 subject to requirements in Chapter 33.110; R1 subject to requirements in Chapter 33.120.

Summary of Allowed Employment Uses for FOBW Study Area

**Household Living:** Conditional Use.

**Group Living:** Conditional Use.

**Commercial Development:** Permitted with Conditional Use for both EG1 and EG2.

**Industrial Development:** Permitted with Conditional Use for both EG1 and EG2.

**Institutional:** Permitted and Conditional Uses.

**EG1:** Maximum FAR: 3 to 1; minimum setback: 5 ft; maximum height: 45 ft.; maximum building coverage: 85% of site area.

**EG2:** Maximum FAR: 3 to 1; minimum setback: 25ft; maximum height: no limit; maximum building coverage: 85% of site area

Summary of Allowed Industrial Uses for FOBW Study Area

**Household Living:** Conditional Use.

**Group Living:** Restricted.

**Commercial Development:** Permitted with Conditional Use for both IG1 and IG2.

**Industrial Development:** Permitted with Conditional Use for both IG1 and IG2.

**Institutional:** Limited and restricted uses.

**IG1:** Maximum FAR: no limit; minimum setback: 0; maximum height: no limit; maximum building coverage: 100% of site area.

**IG2:** Maximum FAR: no limit; minimum setback: 25ft; maximum height: no limit; maximum building coverage: 85% of site area.

**IH:** Maximum FAR: no limit; minimum setback: 5ft; maximum height: no limit; maximum building coverage: 100% of site area

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<sup>9</sup> The following base code and overlay summary sections should serve as a reference guide for the descriptive sections. All zoning regulations reference Municipal Code Title 33, accessed from <http://www.portlandonline.com/auditor/index.cfm?c=28197>.



#### Summary of Open Space Uses for FOBW Study Area

Open Space areas (Chapter 33.100) are intended to preserve and enhance public and private open and natural areas, including park and recreational areas identified in the comprehensive plan. The amenities provided by Open Space zoning include: opportunities for outdoor recreation; provide contrasts to the built environment; provide scenic qualities; protect environmental areas; preserve the capacity and water quality of stormwater drainage systems and provide pedestrian transportation connections.

#### **Overlay Zones<sup>10</sup>**

Overlay zones provide additional regulatory standards for development and are applied to the base zoning requirements. A number of overlay zones apply to the FOBW study area. These include: Design (d); Buffer (h); River recreational (r); and Scenic (s), all of which are currently found within the FOBW study area.

The North Reach Plan recommends the addition of both environmental conservation (c) and preservation (p) overlay zones within the study area. The following is a brief summary of each of the overlay zones found within the FOBW study area, including the current and proposed overlays.

#### Summary of overlay zones for FOBW Study Area

**Buffer (b) overlay zone:** The Buffer overlay zone establishes buffer requirements between nonresidential and residential zones when the base zone standards do not provide adequate separation. Title 33.410 lists restricted uses, which generally relates to restricted motor vehicle access, setbacks, and additional landscaping requirements, and possibly mitigation for off-site nuisance.

**Design (d) overlay zone:** The Design overlay zone is applied through community planning projects and plans. Design guidelines are specific to each district and require design review and compliance with public notification standards. Specifically used to target the compatibility of infill development within the neighborhood. Title 33.420 lists restricted uses.

**Greenway River Recreational (r) zone:** The River Recreational zone encourages river-dependent and river-related recreational uses. This overlay zone provide public access to and along the river in order to enhance the river's natural and scenic qualities. Title 33.440 lists restricted uses.

**Scenic Resources (s) overlay zone:** The Scenic overlay zone protects significant scenic resources as identified in the Scenic Resources Protection Plan. The objective is to enhance the appearance of Portland for its citizens; to be utilized as a tool for economic vitality; create attractive entrances to Portland and its districts; and to implement the scenic resource policies and objectives of Portland's Comprehensive Plan. Title 33.480 lists restricted use and design guidelines.

**Environmental (p) and (c) overlay zones:** Environmental zones protect resources and functional values that have been identified by the City as providing benefits to the public.

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<sup>10</sup> Appendix A includes five official City of Portland zoning maps (Maps 1-5), displaying the current overlay areas within the FOBW study area. Accessed from <http://www.portlandonline.com/planning/index.cfm?c=42540>.

Environmental overlay zones are sensitive to a site's protected resources and carry out Comprehensive Plan policies and objectives. The Environmental protection overlay (p):

“Provides the highest level of protection to the most important resources and functional values. These resources and functional values are identified and assigned value in the inventory and economic, social, environmental, and energy (ESEE) analysis for each specific study area. Development will be approved in the environmental protection zone only in rare and unusual circumstances.”

The environmental conservation (c) overlay is less restrictive than the protection overlay and allows for development that conforms to the base zone for each site. Title 33 requires that natural resources should be protected or mitigated in the case of development. While this overlay does provide policy support in the recognition of sensitive or native habitat its presence does not guarantee the long term preservation of Oregon white oak within the study area as individual trees may be removed from a development site as long as they are replaced with native species (the ratio of native species mitigation varies with the size and type of species removed.) Further discussion of the regulations associated with both (p) and (c) overlay zones can be found in the Portland Municipal Code, Title 33.430.

**c) *Public Rights of Way and Street Vacations***

The regulatory context of public rights of way and vacations is relevant to the Baltimore Woods Connectivity Corridor because nearly half of the Oregon white oak habitat is within the unimproved N Decatur Street public right of way as well as in the unimproved north-south rights of way between N Edison Street and N Decatur Street (See Map 1). PDOT, or the City of Portland, does not hold legal title to any street right of way, but holds easements for public rights of way through private property. In the case of a 100% vacation, the vacated property returns to the abutting property owners: each property owner receiving an equal share of the vacated area, measured perpendicular to the street line.

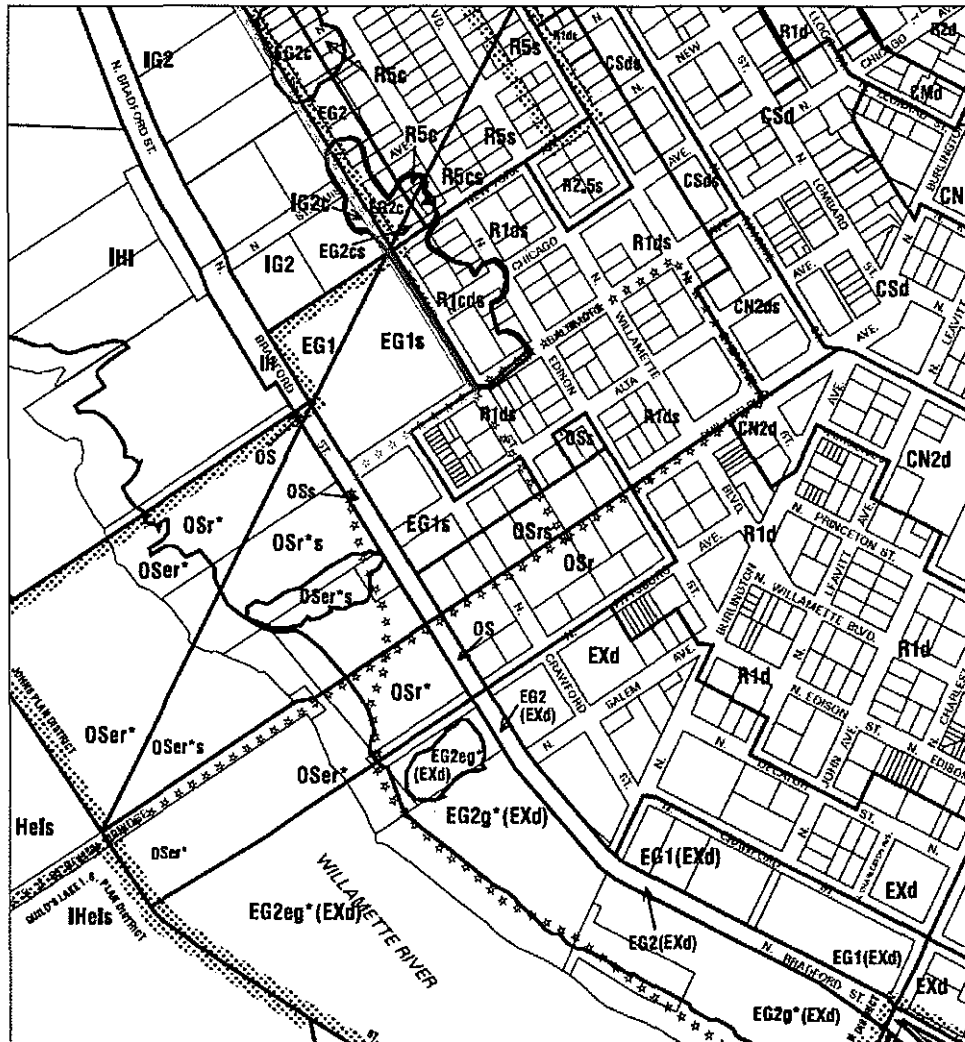
**III: Implications of the North Reach Plan**

The Portland River/ North Reach plan, recommends comprehensive plan and zoning changes that impact the FOBW study area. The following is a brief summary of those changes as they relate to the FOBW study area.

**a) *Environmental Conservation and Protection Overlay Zones***

The addition of (c) and (p) overlay zones within the North Reach Plan has the largest impact on the feasibility of implementing the Baltimore Woods Connectivity Corridor. The environmental protection overlay zone is applied to areas determined by the City as Special Habitat Areas (SHAs) and that have significant resources and functional values. Development in environmental protection overlay zones is very limited and is rarely approved by the planning commission. The recommendation of the (p) overlay zones within the North Reach Plan provides FOBW with a new level of policy support in the effort to preserve the Oregon white oaks within Baltimore Woods.

Map 5: Proposed Conservation Overlay, N Baltimore Ave to N St.



**NORTH**

0' 400'

**Scale (Feet)**

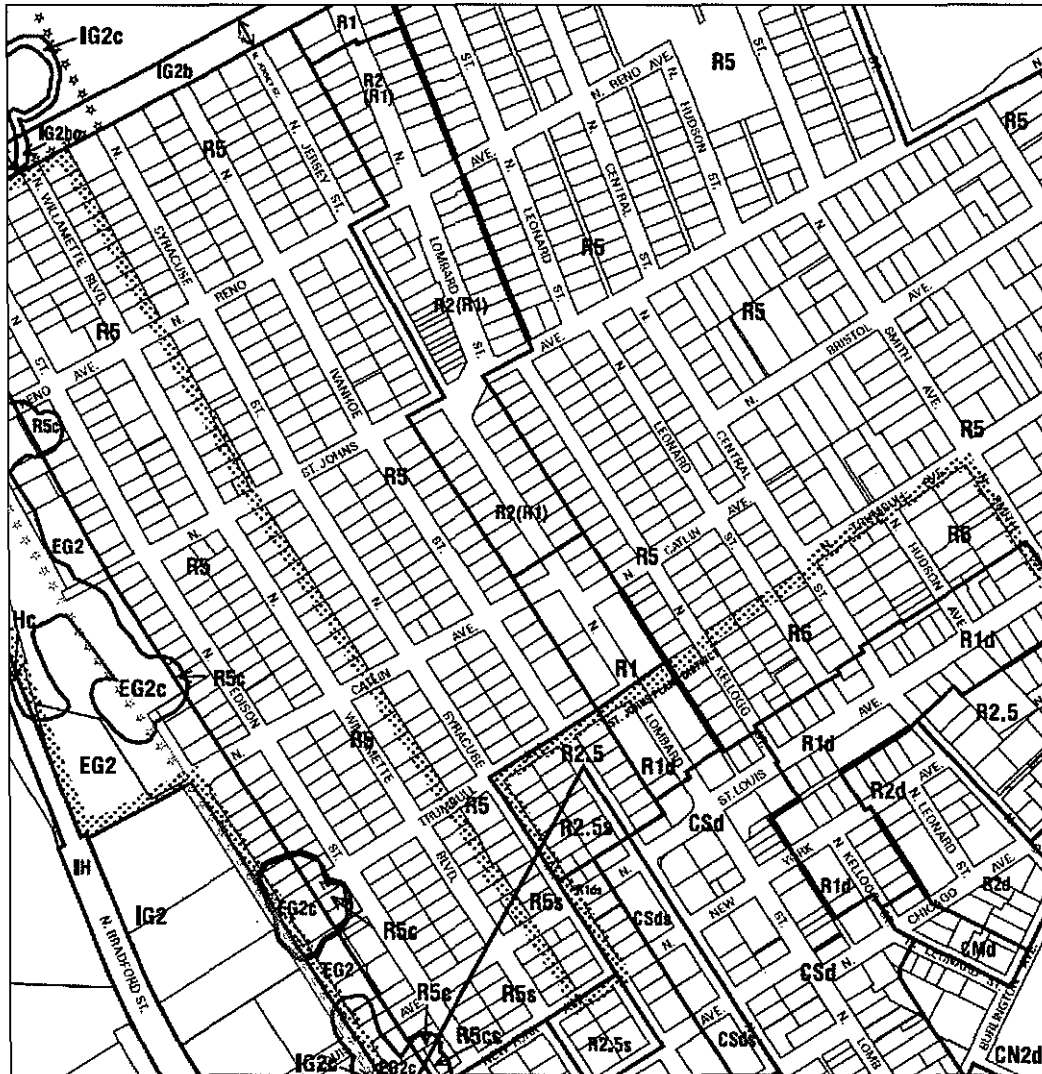
--- City Boundary

- c = Environmental Conservation Overlay  
p = Environmental Protection Overlay  
\*\*\* Public Trail  
←→ Ordinary High Water Mark (O.H.W.M.)  
= area between arrows

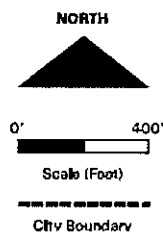
**Map 1/4 Section 2121**

A second, smaller environmental conservation overlay zone is applied to the intersection of unimproved N Decatur Street and N Trumbull Avenue (Map 6). To the south of N Trumbull Avenue the conservation overlay zone extends the full block between N Decatur Street and N Edison Street. The Northern section of this C overlay zone does not extend the full block east.

Map 6: Proposed Conservation Overlay, N Trumbull Ave



**River Plan/North Reach Proposed Zoning**  
Bureau of Planning - City of Portland, Oregon



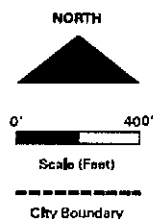
- I = River Industrial Zone
- g\* = River General Zone
- r\* = River Recreational Zone
- e = River Environmental Zone

- c = Environmental Conservation Overlay
- p = Environmental Protection Overlay
- \*\*\* = Public Trail
- ←→ = Ordinary High Water Mark (O.H.W.M.) area between arrows

October 28, 2008

Map 1/4 Section 2021

An environmental protection zone is recommended for the northwestern most section of the FOBW study area. This more restrictive protection overlay zone covers a 10 acre parcel at the north western most corner of the FOBW study area. This property, shown on Map 7, which is the site of Crown Cork and Seal is zoned IG2 (Map 7).



i = River Industrial Zone  
g\* = River General Zone  
r\* = River Recreational Zone  
e = River Environmental Zone

c = Environmental Conservation Overlay  
p = Environmental Protection Overlay  
\*\*\* Public Trail  
←→ Ordinary High Water Mark (O.H.W.M.)  
= area between arrows

**Map 1/4 Section 2020**

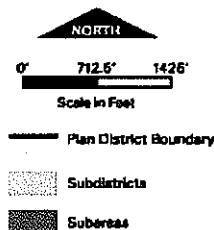
An environmental conservation overlay is recommended as a buffer around the north, west, and eastern edges of the environmental protection overlay. The conservation overlay extends south from the southern tip of the environmental protection overlay to cover a large section of the commercial sites within the FOBW study area. A section of this environmental conservation overlay extends east, just south of N Reno Avenue into the R5 base zone. In addition, the conservation overlay extends over portions of the irregularly shaped skinny lot to the west, which has both an operating industrial business (Bushwhacker) and an underutilized parking lot.

The North Reach Plan designates the FOBW study area that is within the St. Johns Plan District as a special sub-district (addition of Title 33.583.290). The proposed Title amendments for the sub-district area limit high-density residential development and apply an industrial Noise Impact Area (Title 33.583.300). (See map 8, 583-1 from the N Reach Plan)

Map 8: St. Johns Plan, Baltimore Woods Designation

In addition to recommending comprehensive zone changes the North Reach Plan provides an alternative trail alignment for the proposed Willamette Greenway Trail within the FOBW study area. The existing trail alignment connects the Willamette Greenway trail to the 40-Mile loop trail at N Baltimore Avenue and N Edison Street (see maps 1-5 in Appendix A). From N Edison Street, the Willamette Greenway Trail turns east onto N Reno Avenue and continues on N Reno Street past the FOBW study area boundary.

A detailed street map of the Riverfront area in Portland, Oregon. The map shows a grid of streets including Broadway, Commercial, and various numbered streets. Key areas labeled include 'BALTIMORE WOODS' and 'RIVERFRONT'. The Willamette River is shown at the bottom. A legend in the bottom right corner indicates 'Map Reprinted from 1996'.



Bureau of Planning • City of Portland, Oregon

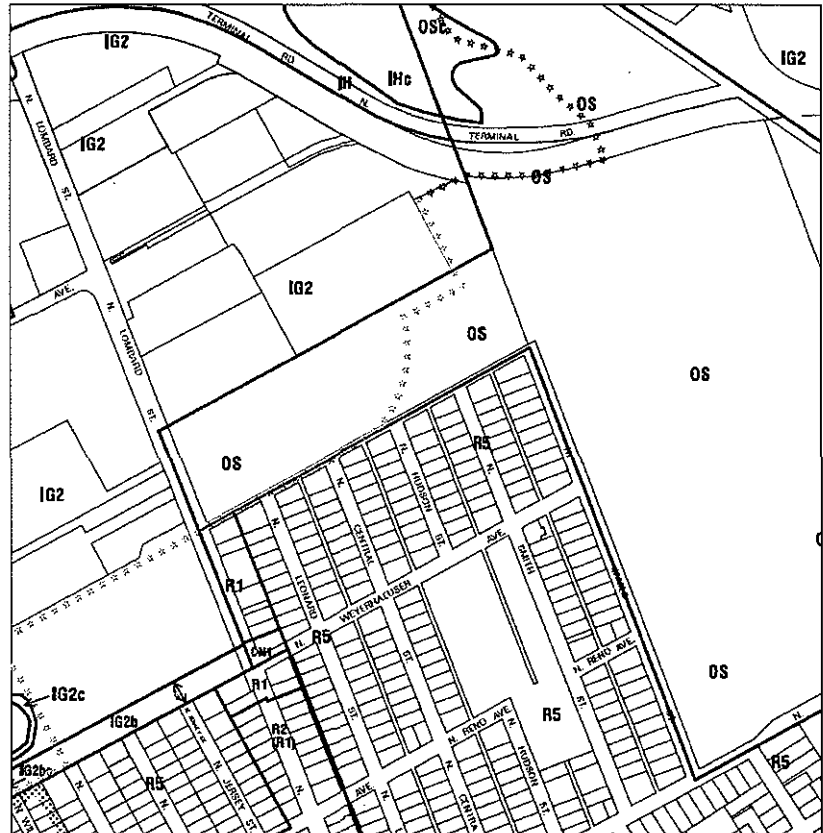


The proposed North Reach Plan trail alignment moves the trail off of N Edison Street and onto N Decatur Street at N Baltimore Avenue, as seen in Map 5 on page 11. The trail continues north along the N Decatur Street public right of way until N Catlin Avenue, where N Decatur Street dead ends to privately owned property (Map 7). The recommended trail alignment continues north turning east along the Crown Cork and Seal property line at the pioneer cemetery. Just east of the 10-acre environmental protection and conservation overlay zones, the trail cuts north and then turns east, crossing N Lombard Street at N Bruce Avenue at Pier Park (Map 9).

This final section of the proposed trail alignment (Maps 7 and 9) serves merely as a legal place holder for Baltimore Woods Connectivity Corridor. FOBW is interested in pursuing additional options for the trail alignment along the Crown Cork and Seal property. While the proposed trail alignment does utilize a scenic vantage point, other trail alignments should be considered to address both residential concerns with security as well as industrial and business owner concerns with illegal property access. These issues should be addressed during the design and public comment period of the trail planning process.

In addition to the regulatory framework introduced above, it is important to note the regulatory framework surrounding exactions and the influence of *Dolan v. Tigard* on the feasibility of implementing the Baltimore Woods Connectivity Corridor as a preservation and recreation site. A brief summary of the regulatory context of exactions, as it relates to the North Reach plan, is provided below. However, FOBW recognizes the limitations associated with exactions and is therefore not recommending or assuming that exactions be used as an implementation strategy.

Map 9: Proposed Trail Alignment at Pier Park



I = River Industrial Zone  
g = River General Zone  
r = River Recreational Zone  
e = River Environmental Zone

October 28, 2008

#### River Plan/North Reach Proposed Zoning Bureau of Planning - City of Portland, Oregon

c = Environmental Conservation Overlay  
p = Environmental Protection Overlay  
\*\*\* = Public Trail  
— = Ordinary High Water Mark (O.H.W.M.)  
= area between arrows

Map 1/4 Section 1921

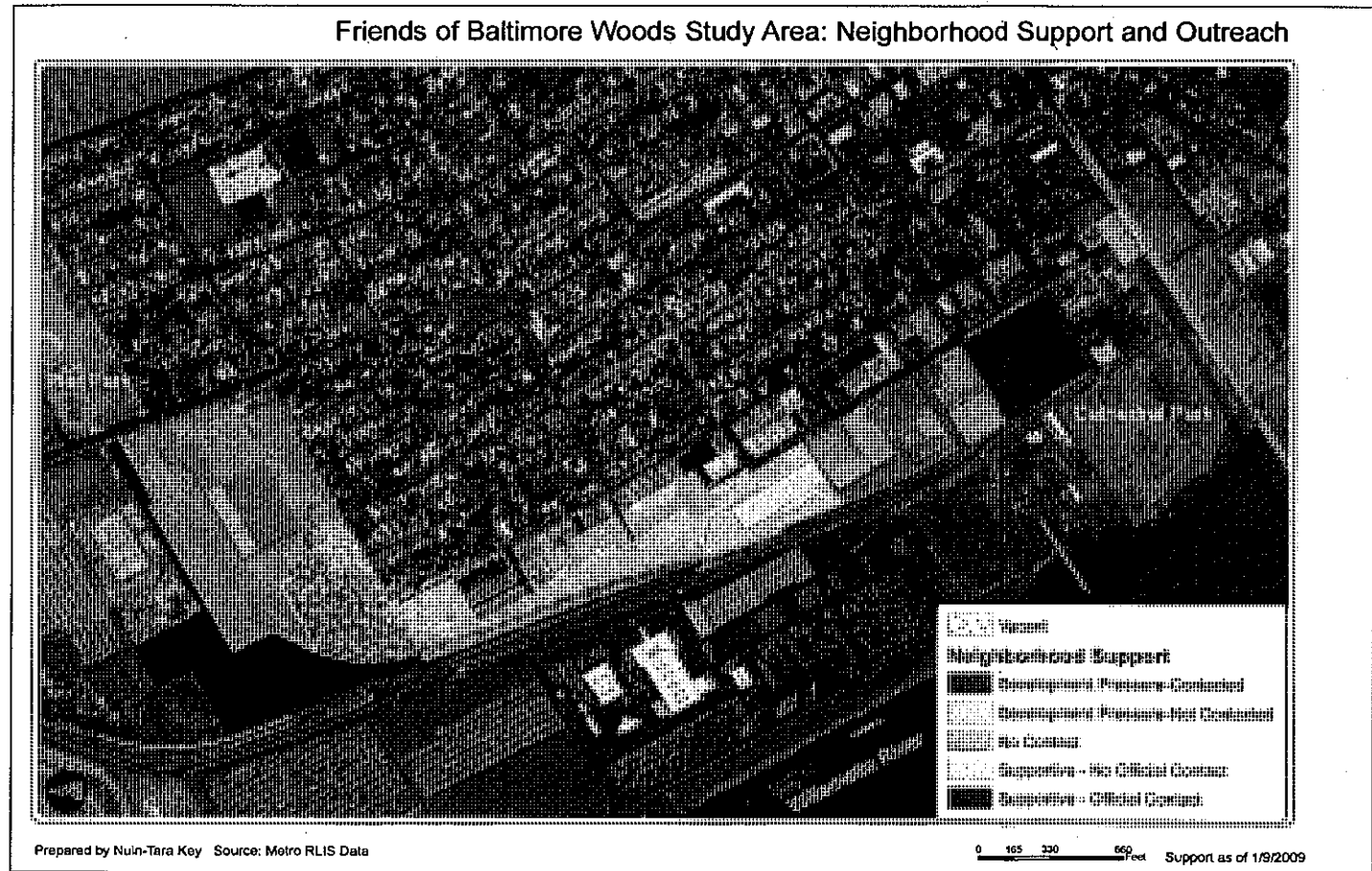
#### IV: Ownership and Development Pressures

FOBW has made extensive contact with neighbors and property owners within the study area. Map 10 (neighborhood support map) provides spatial information on the degree of neighborhood support within the study area thus far. A number of residential and industrial property owners are in support of the neighborhood FOBW vision and are actively interested in implementation strategies.

Map 10 displays the level of support of neighbors within the study area by tax lot.<sup>11</sup> Tax lots with either blue or green shading represent both residential and business neighbors that are supportive of the FOBW vision. Specifically, blue tax lots represent individuals or households that have been officially contacted by FOBW and are in support of the vision for the Baltimore Woods Connectivity Corridor and are actively engaged in the project in some capacity. Green tax lots represent neighbors that are supportive of the FOBW vision, but are not engaged in the effort but would like more information on the project and its progression.

Purple tax lots are neighbors or businesses that have not been contacted, and orange and red tax lots represent tax lots where the owners have conflicting visions for future land use or, in the case of the red tax lots are involved in the permitting process for future development or sale. The two property owners that have permits out on their property and are pursuing either developing or selling the property with their permitted development plans. These properties (indicated in red on map 10) are located at the corner of N Decatur Street and N Baltimore Avenue; and at N Decatur Street and N Trumbull Avenue.

Map 10: Neighborhood Support and Outreach



<sup>11</sup> Map 10 is a snap-shot representation of the outreach efforts as of October, 2008. As FOBW continues with its outreach efforts this map will change, mirroring changes in neighborhood support or possible development pressures.

FOBW is engaged in conversations with the property owner at N Baltimore Avenue and N Decatur Street. This property has recently changed ownership and the current owner holds permits for the development of condo units. At this time the owner is not actively pursuing the development of this site but will most likely apply for a permit extension from the City of Portland. The property owner is open to discussions with FOBW regarding the possible benefits of conservation easements and/or possible donations. These conversations have been informational in nature only and non-committal thus far.

Both of the above-mentioned properties are critical to the success of the FOBW effort to preserve the remnant white oak along N Decatur Street: at least half of the remaining, mature white oak are found on these two properties. FOBW is actively pursuing a variety of preservation strategies to ensure the implementation of the neighborhood vision. FOBW is continuing to hold conversations with these and other property owners within the study area as both education and support strategies.

## **V: Conclusion: Strategies and Next Steps**

### **a) *Priority Properties and Recommendations***

There are a number of priority sites within the FOBW study area that are critical to the preservation and restoration of the Baltimore Woods Connectivity Corridor. These sites include the entrance at N Alta Avenue, which connects the future trail to Cathedral Park and serves as a gateway to Baltimore Woods. At the north end of the corridor is the ten acre Crown Cork and Seal property which contains the largest touching canopy habitat area within the study area. Both of these sites serve as anchors to the corridor and FOBW recommends, in the long-term, that they be purchased by Metro as part of the Natural Areas program. FOBW further recommends that the entrance site at N Alta Avenue be incorporated into BES's stormwater mitigation efforts at Cathedral Park.

Two additional priority sites are located along N Decatur Street at N Baltimore Avenue and at N Trumbull Avenue. The property at N Baltimore Avenue contains mature white oaks, is an entrance from St. Johns neighborhood, and connects the corridor to the existing 40-Mile Loop trail. The three tax lots at N Trumbull Avenue contain roughly 50% of the mature Oregon white oak within the study area and are critical to the preservation of this remnant habitat. This is also the site of a proposed conservation overlay. As discussed in the previous section, both of these priority sites are vulnerable to development. However, due to the current housing and economic climate FOBW sees potential in pursuing easements and/or donations for these properties. FOBW has started conversations with Three Rivers Land Conservancy and Metro about ways to provide property owners with information about tax advantages of easements and donations.

### **b) *Street Vacations***

The property owner of the N Trumbull Avenue site has requested a 100% street vacation from PDOT and the City of Portland. If this vacation were to be approved, 100% of the vacated street would go to the property owner. FOBW is not in support of any street vacations, including at the N Trumbull Avenue location as it is estimated that nearly 50% of the mature white oak are found both on this property and in the current PDOT right of way surrounding these tax lots. The property owner of the two tax lots at N Trumbull Avenue (coded red in Map 10) currently has requested a street vacation by the City of Portland. The first stage of this process requires

signatures in support of the vacation from 100% of the adjacent properties. FOBW opposes this vacation due to the large amount of habitat loss that would occur if the site were developed. Currently, it is not anticipated that the property owner of this site will get 100% of the signatures needed in this first phase. Further research is needed to identify how undeveloped rights of way might fit into FOBW's overall plan for preservation and restoration of Baltimore Woods, as well as a strategy for dealing with future vacation requests within the study area.

#### **c) Education and Restoration**

In addition to the priority properties within the study area, a number of smaller residential properties are located within the corridor. The properties along N Decatur Street are most directly connected to the existing habitat, but the inclusion of N Edison Street in the expanded study area offers opportunities for greater neighborhood involvement in native habitat education and restoration.

While these smaller properties are not targeted for purchase, FOBW plans to engage these homeowners in backyard restoration efforts that will help maintain and improve habitat connectivity within the corridor. To this end FOBW has applied for two Metro grants this year and will continue to pursue grant opportunities. FOBW is talking with representatives from Audubon Society of Portland and Three Rivers Land Conservancy about partnering with those organizations' Backyard Habitat Certification Program, which engages landowners in backyard restoration including invasive species removal and native plantings in order to create viable wildlife habitat in their yards and improve connective links with larger habitat areas. Participating landowners can receive ongoing consultation from landscape experts and help with manual labor from Americorps volunteers. Landowners who choose not to participate in the Backyard Habitat Certification Program could still receive education about native and non-native species from FOBW members through mailings and a website.

Grant funds will also be used to increase awareness in the neighborhood about Baltimore Woods and the unique habitat and opportunities for recreation the woods provide. One important component of this education effort, in addition to neighborhood mailings, will be a website with links to educational information, upcoming events and volunteer opportunities. FOBW further plans to lead educational tours of the woods to identify native and non-native plants and emphasize the importance of native plants for wildlife. Bi-annual cleanup events to combat illegal dumping and camping and improve the health and safety of neighborhood residents and wildlife could also be funded by grants.

#### **d) Next Steps**

FOBW's next steps include increased outreach and education about Baltimore Woods and FOBW's efforts to preserve and restore the woods; an updated wildlife and tree inventory to better understand the conditions and restoration needs of Baltimore Woods; and continued grant funding and large-scale restoration.

In order to better inform interested partners and participants about the need to preserve and restore Baltimore Woods, FOBW recommends an updated wildlife and plant inventory be conducted within the study area. This inventory should particularly include the number of mature Oregon white oaks that are present, as these are a rare and unique asset. A tree inventory could be conducted by neighborhood volunteers or as a component of a future grant. FOBW should

furthermore explore the ecological capabilities of the Baltimore Woods Connectivity Corridor to mitigate storm water runoff and contribute to the overall health of the Willamette River Watershed.

Increased neighborhood outreach is another crucial component of FOBW's efforts moving forward. FOBW members have begun contacting neighbors within the study area to gauge support for their efforts. FOBW will increase outreach to the Cathedral Park neighborhood through a mailed brochure as part of this feasibility study. In the future FOBW plans to increase outreach to the larger North Portland community through mailings and through the planned website which will include information for landowners about tax advantages related to conservation easements and property donations and contact information for these programs. Continued outreach to neighbors and to the larger North Portland community will help build support for preserving and restoring Baltimore Woods and increase the number of involved partners.

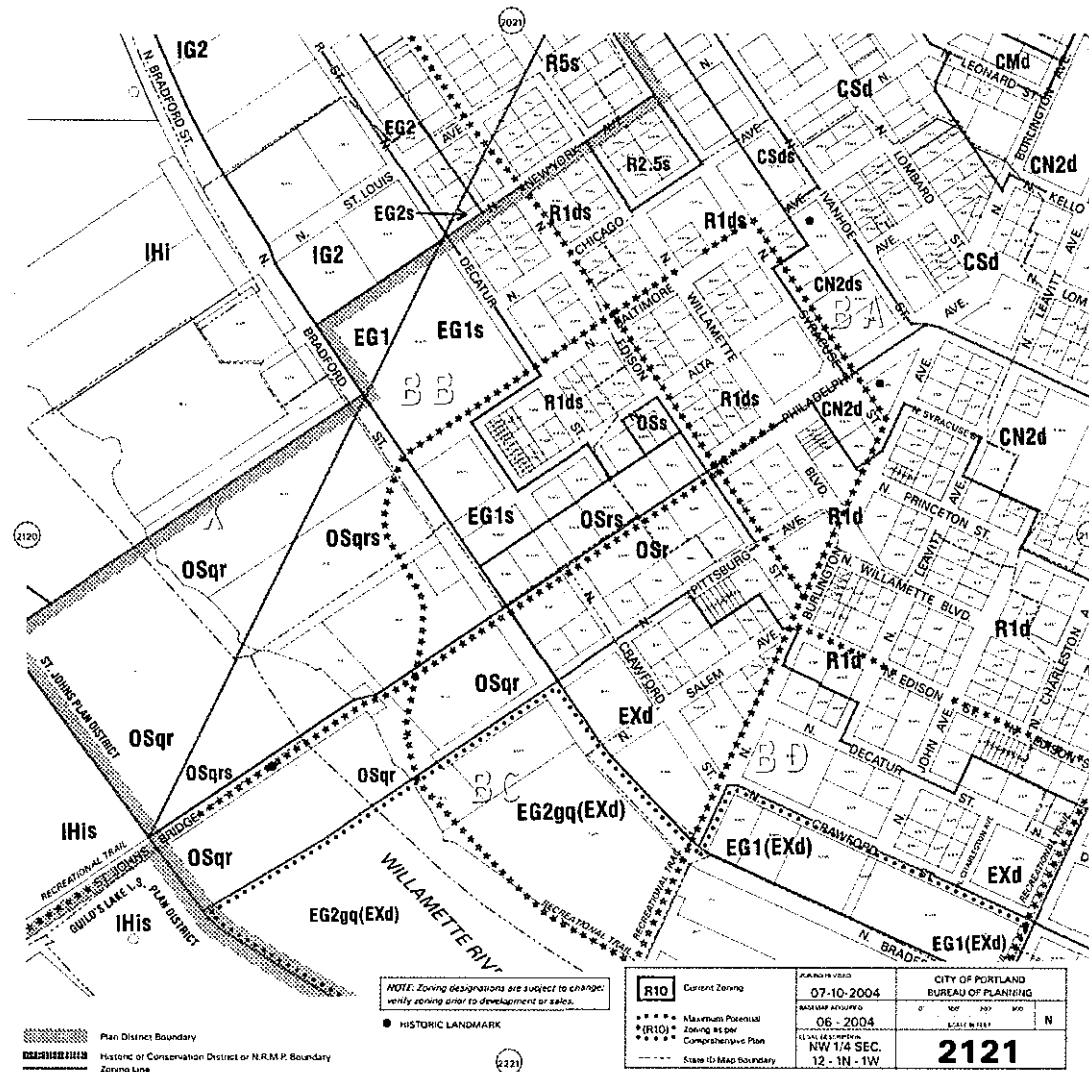
In addition to applying for grant funds, FOBW should continue to partner with local and regional stakeholders. This should include local Neighborhood Associations, npGreenway, 40-Mile Loop, Three Rivers Land Conservancy, City of Portland Bureaus, and Metro, among others. Partnering with Three Rivers Land Conservancy and Metro FOBW can inform neighborhood property owners (high and low priority) about opportunities for backyard restoration and the future restoration of private property. Preservation options include conservation easements, which allow landowners to maintain private ownership over their properties while limiting development potential.

FOBW recognizes that preserving Baltimore Woods as a greenway and trail amenity will involve multiple strategies for preservation and restoration. There are a variety of ways that property can be preserved for the future including acquisitions, deed restrictions, easements and donations. The variety of ownership types within the FOBW study area will likely require that some or all of these strategies be explored. FOBW plans to link local landowners interested in exploring these strategies with the necessary information and contacts to do so. FOBW's continued outreach to the community and its partnerships with local and regional agencies will help it accomplish its goals of preserving and restoring successful viable habitat and improve the experience of trail users throughout the region.

# Appendix A: Study Area Current Zoning

January, 2009

Map 1<sup>1</sup>



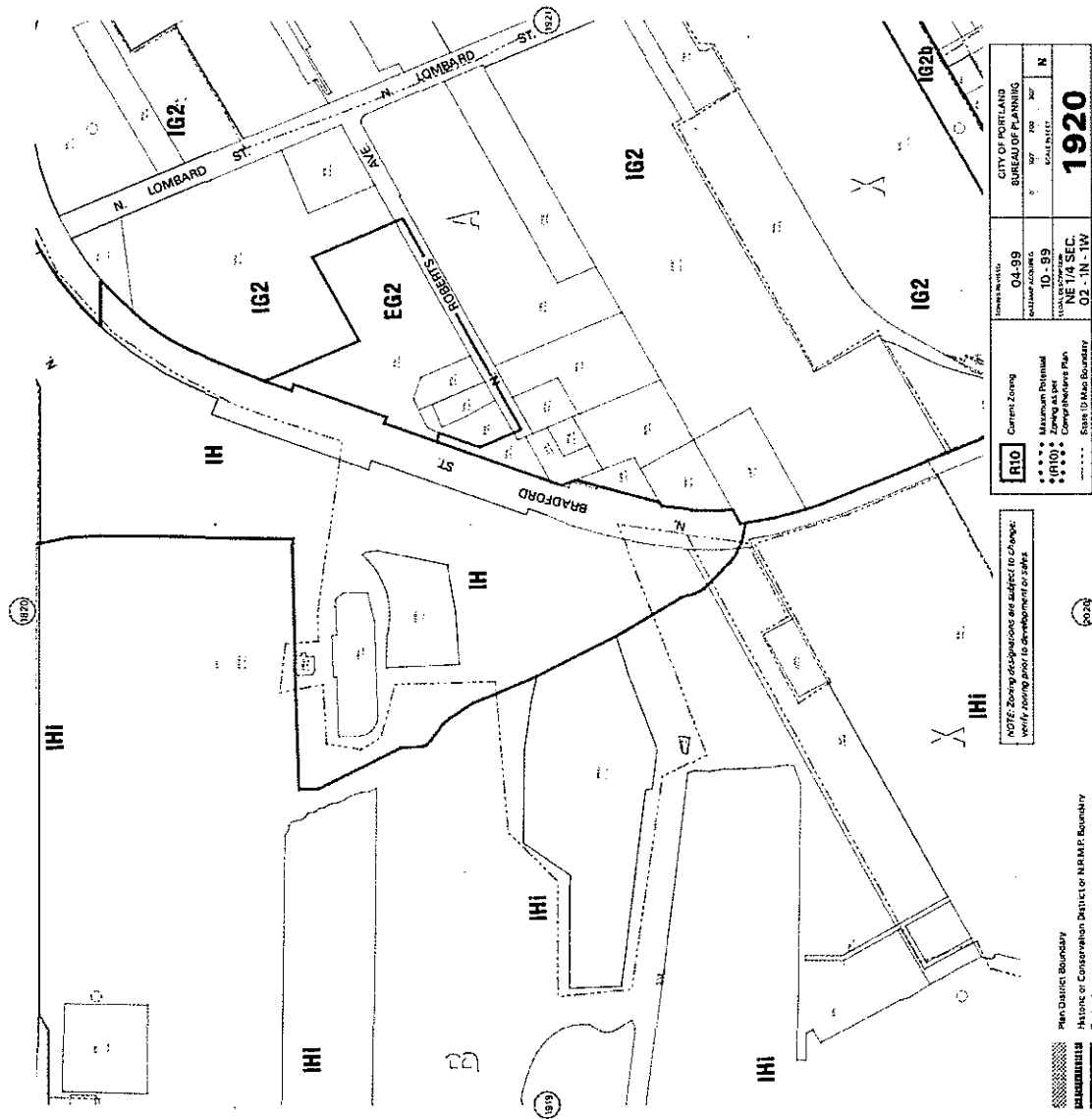
<sup>1</sup> All zoning maps retrieved from the City of Portland, Bureau of Planning. Accessed from <http://www.portlandonline.com/planning/index.cfm?c=42540>.





[illegible]

Map 4



[illegible]

## Appendix B: Summary of Possible Grants

### **Metro North Portland Enhancement Grant**

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=6796>

**Objective:**

- Neighborhood enhancement programs for residents of Arbor Lodge, Cathedral Park, Kenton, Overlook, Portsmouth, St. Johns and University Park.
- Projects must directly benefit residents or neighborhoods around the landfill, including Arbor Lodge, Cathedral Park, Kenton, Overlook, Portsmouth, St. Johns and University Park.
- Make your neighborhood greener, cleaner, safer or healthier

**Eligibility:** Any individual or any organization may submit proposals for funds, including but not limited to neighborhood associations, non-profits and charitable organizations

**Funding Cycle:** July through June

**Application Deadline:** Mid-May

### **Metro Central Grant**

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=657>

**Objective:**

- increase employment and economic opportunities
- rehabilitate and upgrade residential housing
- preserve wildlife, marine and recreational areas for public enjoyment
- improve public safety
- enhance neighborhood appearance or cleanliness
- improve viability of commercial areas and enhance the business environment
- provide programs and training opportunities to benefit youth and elderly
- create long-term improvements for neighborhood livability.

**Eligibility:** Proposals are accepted only from nonprofit organizations including, but not limited to, a neighborhood association or a charitable organization with 501(c)3 status under the Internal Revenue Code.

**Funding Cycle:** January through June

**Application Deadline:** Applications are typically due mid-December

### **Metro Nature in Neighborhoods Capital Grants Program**

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=18203>

**Objective:**

- Increase presence of nature in existing neighborhoods
- Achieve balance between development and conservation
- Improve ecological functions in growing urban areas

**Eligibility:** Neighborhood and community groups, nonprofit organizations, schools, cities, counties and public park providers. Projects must either purchase land or make improvements to real property that result in a capital asset with a life of at least 20 years and with a total value of at least \$50,000.

**Match Criteria:** Applicants must match grant funds with outside funding or in-kind services equivalent to twice the grant request.

**Application Deadline:** No deadline. Applicants first submit a letter of inquiry stating purpose of application to Metro staff.

### **Metro Nature in Neighborhoods Restoration and Enhancement Grants**

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=24982>

**Objective:**

- Restore or enhance nature in urban areas around the region.
- Support individual, non-profit and government sponsored restoration, enhancement and education efforts in regional watersheds
- These grassroots, community-minded projects create new connections and improvements to neighborhoods, natural areas, backyards and beyond.
- Engage citizens in restoration and enhancement of their natural surroundings

**Eligibility:** Individual, nonprofit and government-sponsored groups wishing to do restoration, enhancement and education efforts in regional watersheds.

**Application deadline:** Pre-applications are due January 7<sup>th</sup>.

### **Metro Flexible Funds**

[www.oregonmetro.gov/index.cfm/go/by.web/id=19681](http://www.oregonmetro.gov/index.cfm/go/by.web/id=19681)

**Objective:**

- Metro Flexible Funds are funded by two federal grants; the Surface Transportation Program and the Congestion Mitigation/ Air Quality Program.
- Metro Flexible Funds can be spent on a variety of transportation projects excluding local street construction. Projects must be listed in the Regional Transportation Plan or subsequently added.

**Funding Cycle:** The 2010-2013 funding cycle is currently underway with final recommendations made in January, 2009. A public hearing will be held February 12, 2009.

**Application Deadline:** Applications must be submitted by jurisdictions, transportation or transit agencies within the metro region.

### **Oregon Parks and Recreation Department**

[www.oregon.gov/OPRD/GRANTS/index.shtml](http://www.oregon.gov/OPRD/GRANTS/index.shtml)

Oregon Parks and Recreation Department (OPRD) offers several grants. The grants that are likely relevant for FOBW are the Recreational Trails grants and Heritage Program grants.

**Recreational Trails Grants:**

- National grants administered by OPRD for recreational trail-related projects, such as hiking, running, biking, off-road motorcycling and all-terrain vehicle riding.
- Yearly grants are awarded based on funds voted on by the US Congress.

**Eligibility:** Nonprofits, cities, counties, state agencies, Federal government agencies and other government agencies.



**Heritage Program Grants:**

- There are five grants for various types of historic preservation and heritage-related projects. All are 50/50 “matching grant programs.”

- 1.) Preserving Oregon Grant: Rehabilitation of historic resources listed on the National Register of Historic Places
- 2.) CLCC (Certified local government grant)
- 3.) Historic Cemetery Grant
- 4.) Heritage Grant
- 5.) Museum Grant

**Application Deadline:** Applications were due January 9, 2009

**City of Portland, Bureau of Environmental Services Community Watershed Stewardship Program (CWSP)**

[www.portlandonline.com/BES/index.cfm?c=43077](http://www.portlandonline.com/BES/index.cfm?c=43077)

- Community Watershed Stewardship grants provide up to \$10,000 for projects that protect and enhance watershed health at the local level.
- Grant funds can be used for supplies, materials, equipment, room rentals, feasibility studies or technical assistance.

**Eligibility:** Grant funds may be awarded to schools, churches, businesses and other community organizations.

**Application Deadline:** Applications are due April 3, 2009

**Federal Emergency Management Agency (FEMA) Wildfire Risk Reduction Project**

[www.fema.gov/government/grant/index.shtml](http://www.fema.gov/government/grant/index.shtml) or [mwilson@ci.or.us](mailto:mwilson@ci.or.us).

**Objective:**

- Portland Parks and Recreation currently administers a 2006-2009 federal FEMA Wildfire Risk Reduction Project grant along the North Escarpment (Willamette Bluff) which parallels the Willamette River from the Fremont Bridge to the St. Johns Bridge.
- The FOBW study area is not currently included in the North Escarpment (Willamette Bluff) map but FOBW members have been in contact with Mark Wilson at Portland Parks and Recreation, who is the contact person for this grant.

Regional Flexible Funding Allocation  
[trans@oregonmetro.gov](mailto:trans@oregonmetro.gov)

February 12, 2009

Subject: Support for OR 43: Arbor Drive – Marylhurst Drive (RFFA ID: 50068)

The Robinwood Neighborhood Association (RNA) of the City of West Linn has unanimously approved a resolution in favor of funding the OR 43: Arbor Drive – Marylhurst Drive mixed use area implementation project on the TPAC step two local projects list.

The lack of adequate bike, pedestrian and sustainability infrastructure in this area is a legacy of development under lax Clackamas County codes and ODOT indifference to urban improvements on their ROW, prior to the area's annexation to the City of West Linn.

The present conditions contribute to over-use of autos for local short hop errands and shopping, contributing to congestion and air pollution.

The RNA has been working with the City and ODOT to plan a project that includes continuous sidewalks or paths, safe bike lanes, medians with pedestrian refuges, turn lanes, signal interconnections, transit amenities and green street features consistent with the West Linn Highway 43 Concept Plan.

The Concept Plan was the subject of numerous public meetings and received support from our City Council, the Highway 43 CAC, Robinwood and Bolton Neighborhood Associations, and ODOT. This project would fund the following components of the Concept Plan:

- Connectivity at each end of the project corridor to link residential and commercial uses
- Emphasis and focus on bike lanes and sidewalks
- Installation of medians and turn lanes
- Planting of street trees

Funding this project will considerably enhance the commercial viability of the Robinwood Commercial Area and reduce local motor vehicle usage. The creation of mixed use areas in West Linn will increase density in the appropriate area of the City.

Please support the funding for this project.

Kevin Bryck  
President  
Robinwood Neighborhood Association

K 503 797-1930

Date

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232



re: *THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18*

Dear Metro Council and JPACT Members,

I am submitting this letter to express my support for THPRD's proposed Westside Regional Trail construction project. As a community leader/area resident, I am very excited at the prospect of an additional off-street, multiple-use trail coming online in Washington County. Additionally, the proposed project also brings the region one step closer to completion of an important north-south regional trail.

The proposed project provides a much-needed off-street alternative for those choosing to get around by means other than automobile. The proposed project would connect two existing THPRD parks -- Kaiser Ridge and Kaiser Woods -- while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. Furthermore, the trail allows for connections to a number of commercial and employment centers, schools and other public and civic points of interest.

The proposed project will serve as a catalyst to construction of other sections of the Westside Regional Trail and its eventual completion. Your support of this project would be deeply appreciated by residents of the Sunset West/Bethany community.

I thank you for your time and consideration.

Sincerely,



## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 Fax (503) 526-2571

DENNY DOYLE  
MAYOR

February 12, 2009

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

**re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18**

Dear Metro Council and JPACT Members,

Please accept this letter as an indication of my support for Tualatin Hills Park and Recreation District's (THPRD) 2008 MTIP application for regional flexible funds to be used to design and construct a section of the Westside Regional Trail. Of the planned 19 miles of trail, approximately six miles is within Beaverton's boundaries. Although the proposed project is not within Beaverton's boundaries, it would contribute to improving connectivity for bicyclists and pedestrians in eastern Washington County, including people who live and work in the City.

The Westside Regional Trail is planned to connect the Willamette River and the Tualatin River through the cities of Portland, Beaverton, Tigard, and Tualatin. Within Beaverton's boundaries, the Westside Trail will connect to other regional trails including the Beaverton Creek and Cooper Mountain Trails, as well as community trails including the TV Highway and Waterhouse Trails. Furthermore, the trail provides direct connection to a number of residential neighborhoods, commercial and employment centers, parks and open spaces, and schools and other public and civic points of interest.

The proposed project is an extremely important one for THPRD and the residents it serves. At present, much of the completed Westside Trail is located in Beaverton. The proposed project will serve as a catalyst to complete northern sections of the Westside Regional Trail.

In closing, I would like to thank you for your time and consideration of THPRD's proposed project and its request for MTIP funds.

Sincerely,

Denny Doyle  
Mayor

Date 2/9/2009



Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

re: *THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18*

Dear Metro Council and JPACT Members,

I am submitting this letter to express my support for THPRD's proposed Westside Regional Trail construction project. As a community leader/area resident, I am very excited at the prospect of an additional off-street, multiple-use trail coming online in Washington County. Additionally, the proposed project also brings the region one step closer to completion of an important north-south regional trail.

The proposed project provides a much-needed off-street alternative for those choosing to get around by means other than automobile. The proposed project would connect two existing THPRD parks -- Kaiser Ridge and Kaiser Woods -- while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. Furthermore, the trail allows for connections to a number of commercial and employment centers, schools and other public and civic points of interest.

The proposed project will serve as a catalyst to construction of other sections of the Westside Regional Trail and its eventual completion. Your support of this project would be deeply appreciated by residents of the Sunset West/Bethany community.

I thank you for your time and consideration.

Sincerely,

*David Kamen*

FIVE OAKS TRIPLE CREEK NAC CHAIR



pa  
**JOHN J. LEEPER**



11160 SW Muirwood Drive  
Portland, Oregon 97225  
February 10, 2009

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

**Re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18, Construction Project**

Dear Metro Council and JPACT Members,

I am writing to express my wholehearted support for THPRD's proposed Westside Regional Trail construction project. As a Washington County resident, the prospect of having an additional off-street, multiple-use trail would be a most welcome addition in the County. Also, the proposed project would bring the region one step closer to completion of an important north-south regional trail.

The proposed project would connect two existing THPRD parks—Kaiser Ridge and Kaiser Woods—while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. The trail project would also allow for connections to a number of commercial and employment centers, schools and other public and civic points of interest.

Your support of this project would be deeply appreciated by the residents of the Sunset/West Bethany community and all of Washington County.

Sincerely,

John Leeper  
Former Washington County Commissioner





# FRIENDS OF HISTORIC Champoeg

pk  
2/13



*Interpreting the cultural & natural history of Champoeg State Heritage Area*

Memo

November 14, 2008

To: Whom It May Concern

*Dana Metro Council*

From: Greg Leo, President, Friends of Historic Champoeg

RE: **Support for "French Prairie Bridge" over Willamette River at Wilsonville, Oregon**

The Friends of Historic Champoeg supports in concept development of the proposed French Prairie Bridge over the Willamette River at Wilsonville, Oregon. We believe connecting Champoeg State Heritage Area to the Metropolitan Portland Region makes sense and enhances bicycle recreation and connections to the Willamette Bike Trail.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge reestablishes a missing, historic link between the Portland metro region to the north and French Prairie area of the northern Willamette Valley to the south that once was served by the Boones Ferry crossing. The French Prairie Bridge connects the metro regional Tonquin Trail now under development with the Champoeg Trail and to the Willamette Valley Scenic Bikeway, thereby linking Oregon's largest city with the entire regional trail and bikeway system that traverses the Willamette Valley south to Eugene.

The French Prairie Bridge permits safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge is the only safe bike-ped crossing over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City.

As the area's population continues to grow and I-5 traffic congestion worsens, the French Prairie Bridge provides an alternative transportation opportunity for North Willamette Valley commuters bound for the Portland region to use the new Washington County commuter rail known as WES, or Westside Express Service, where they are also able to connect with Tri-Met's MAX light-rail system.

The French Prairie Bridge offers recreational and economic-development opportunities that promote agricultural operations and preserve historic cultural uses of the significant French Prairie region, birthplace of Oregon's statehood. In particular, linking Portland with the Willamette Valley for pedestrians and bicyclists creates a number of tourism-development opportunities featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."

Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck freight route—can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions. The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge gives ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down.

For a number of crucial transportation, recreational and economic-development issues, Friends of Historic Champoege supports funding and development of the proposed French Prairie Bridge.



Greg Leo  
President  
Friends of Historic Champoege





# French Prairie

## Bike-Ped-Emergency Bridge



*Reconnecting the missing, historic Willamette River link of the Portland area with the Willamette Valley*

### Key Attributes of the Proposed French Prairie Bridge at Wilsonville

- **Historic route reestablished** at Boones Ferry crossing, linking the French Prairie region of the north Willamette Valley to the greater Portland metro area.
- **Safe bicycle and pedestrian access** across the Willamette River without the hazards of using I-5.
- **Improved connectivity** between the Willamette Valley Scenic Bikeway and new Portland area Tonquin Trail.
- **Emergency access** to highway accidents for police, fire and safety vehicles responding to incidents occurring on I-5.
- **Tourism development opportunities** featuring French Prairie, the Willamette River Greenway, Champoeg State Heritage Park and "Oregon Wine Country."
- **Practical, cost-effective** transportation solution with multiple public benefits.

**For more information, contact the City of Wilsonville, Public & Government Affairs Section, at 503-570-1505**





# French Prairie

## Bike-Ped-Emergency Bridge

### Critical Historical Transportation Link Restoration

The French Prairie Bridge will provide the missing link to restore a seamless, non-highway connection between Portland and Eugene. The bridge will link the metro regional Tonquin Trail with the Champoeig Trail, and to the Willamette Valley Scenic Bikeway. Building the French Prairie Bridge will connect the Portland metropolitan area to the entire regional trail system of the Willamette Valley.

#### Regional Trail Connections



The proposed location of the French Prairie Bridge is at the site of Boones Ferry, which operated from 1847 to 1954. Founded by the grandson of famous explorer Daniel Boone, the ferry and Boones Ferry Road were key components of a major land-based thoroughfare in pioneer times that linked fledgling Portland with the pre-territorial government at Champoeig, and later the state capital of Salem.

### Safe, Multi-Modal Connectivity

In addition to providing seamless connectivity between multi-use trail systems, the French Prairie Bridge will also provide connections to the Westside Express Service (WES) at the Wilsonville Commuter Rail Station, with service beginning in Fall 2008. The bridge also facilitates access to and from the Willamette River Water Trail, which stretches from Eugene to Portland.



The bridge will permit safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge. The French Prairie Bridge will be the only safe bike-ped bridge over the Willamette River located within a 28-mile (45 km) stretch between Newberg and Oregon City.

### Interstate Freeway Emergency Utility

Currently, when traffic incidents occur near Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. With an average daily traffic volume of 120,000 vehicles, this crucial West Coast interstate corridor—also a predominant truck route—can become a regional



bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions.

The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on the freeway. The bridge will give ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles will have better access to incidents. At \$20 million, the cost-effective French Prairie Bridge will always be available for this purpose and will be fully commandeerable by emergency services personnel.

### Contextually and Environmentally Sensitive

The French Prairie Bridge is designed to preserve the surrounding riparian area and to complement the design of nearby highway and train bridges. The foundations of the bridge will be at higher elevations, and the bridge will touch down gently in a non-sensitive portion of the river channel. With graceful horizontal and vertical curves, the design of the bridge suggests the movement of skipping stones across the river.

5230 NW 137<sup>th</sup> Avenue  
Portland, OR 97229

February 7, 2009

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

*re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18*

Dear Metro Council and JPACT Members,

As a past chair of the Citizens Participation Organization for the Sunset West/Rock Creek/Bethany area, I would like to take this opportunity to convey my support for THPRD's proposed project to construct a section of the Westside Regional Trail. This is an important project in an area that currently has limited trail opportunities and connections to important neighborhood amenities. Because much of our area is also underserved by Tri-Met, these trail improvements are critical to creating alternatives to non-auto transportation within our community.

The proposed project will not only connect two existing THPRD parks in the Bethany area and improve connectivity between neighborhoods, but will also provide direct access for area residents to the existing Rock Creek Regional trail. Additionally, construction of the proposed project will provide pedestrian access for the Kaiser Woods neighborhoods to their neighborhood elementary and middle school, eliminating the need for school bus service for these children.

This project is a great opportunity for transportation alternatives in our community while also adding to the regional trail network. Thank you in advance for your time and consideration of THPRD's request for MTIP funds to help make this project a reality.

Sincerely,

  
Mary Manseau





PE  
2/13

Melvin (Bud) Moore, Ph.D.  
Deputy Superintendent, Operations & Support Services  
(WK) 503-591-4395 • (FAX) 503-591-4432  
bud\_moore@beaverton.k12.or.us

February 11, 2009

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18

Dear Metro Council and JPACT Members,

I am submitting this letter to express the Beaverton School District's support for the proposed Westside Regional Trail construction project. The proposed trail segment is in close proximity to, and accessible from, two of our schools, Stoller Middle and Jacob Wismer Elementary.

The proposed project provides a much-needed off-street alternative for those wanting to get around by means other than automobile, including school students. This project would connect two existing parks -- Kaiser Ridge and Kaiser Woods -- while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. Furthermore, the trail allows for connections to a number of commercial and employment centers, and other public and civic points of interest.

This trail will greatly benefit the greater Beaverton community including school district students, their parents and our employees. Your support of this project is recommended.

Sincerely,

Melvin (Bud) Moore, Ph.D.  
Deputy Superintendent, Operations & Support Services

***District Goal for 2004-2009: Increase academic achievement district-wide with a special emphasis on literacy and mathematics gains for each student.***

Administration Center • 16550 SW Merlo Road, Beaverton, OR 97006-5152



Date: 2-11-09

✓ p6  
2/13



Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

**re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18**

Dear Metro Council and JPACT Members,

I am submitting this letter to express my support for THPRD's proposed Westside Regional Trail construction project. As a community leader/area resident, I am very excited at the prospect of an additional off-street, multiple-use trail coming online in Washington County. Additionally, the proposed project also brings the region one step closer to completion of an important north-south regional trail.

The proposed project provides a much-needed off-street alternative for those choosing to get around by means other than automobile. The proposed project would connect two existing THPRD parks -- Kaiser Ridge and Kaiser Woods -- while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. Furthermore, the trail allows for connections to a number of commercial and employment centers, schools and other public and civic points of interest.

The proposed project will serve as a catalyst to construction of other sections of the Westside Regional Trail and its eventual completion. Your support of this project would be deeply appreciated by residents of the Sunset West/Bethany community.

I thank you for your time and consideration.

Timothy M. O'Callaghan  
6955 N.W. 185<sup>th</sup>  
Portland, Oregon 97229

Date 2/9/09



Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

re: *THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18*

Dear Metro Council and JPACT Members,

I am submitting this letter to express my support for THPRD's proposed Westside Regional Trail construction project. As a community leader/area resident, I am very excited at the prospect of an additional off-street, multiple-use trail coming online in Washington County. Additionally, the proposed project also brings the region one step closer to completion of an important north-south regional trail.

The proposed project provides a much-needed off-street alternative for those choosing to get around by means other than automobile. The proposed project would connect two existing THPRD parks -- Kaiser Ridge and Kaiser Woods -- while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. Furthermore, the trail allows for connections to a number of commercial and employment centers, schools and other public and civic points of interest.

The proposed project will serve as a catalyst to construction of other sections of the Westside Regional Trail and its eventual completion. Your support of this project would be deeply appreciated by residents of the Sunset West/Bethany community.

I thank you for your time and consideration.

Sincerely,





## TUALATIN HILLS PARK & RECREATION DISTRICT

---

February 6, 2009

Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

*re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18*

Dear Metro Council and JPACT Members,

As a voice for residents of unincorporated Washington County, I would like to take this opportunity to convey my support for THPRD's proposed project to construct a section of the Westside Regional Trail. This is an important project in an area that currently has limited trail opportunities and connections to important neighborhood amenities.

The proposed project would connect two existing THPRD parks—Kaiser Ridge and Kaiser Woods. In addition to connecting these important recreational and open space areas, the proposed trail project will also connect an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole.

I hope that you will agree with me that this is a wonderful project and a great opportunity for a segment of the community lacking in trail opportunities. I do thank you in advance for your time and consideration of THPRD's request for MTIP funds to help make this project a reality.

Sincerely,

Desari Strader, District 2  
Washington County Board of Commissioners



### PLANNING & DEVELOPMENT

Subject (Regional Flexible Funding)

Fax to: 503-797-1930

pm Feb 10, 2009

Regional Flexible Funding Allocation  
Metro Planning and Development Center  
600 NE Grand Ave  
Portland, OR 97232



Dear Planners:

I am a resident of ST Johns near intersection of Fessenden & Mohawk. I feel that this area is grossly underserved by city planners. I have lived in Portland for 30 years the last 7 in ST Johns.

N. Fessenden is not a safe Street and has been left out of the Lombard plan for pedestrian improvements. Trucks travel exclusively down Fessenden as a main route & Car traffic compete with Tri Met Bus Routes & Pedestrians including small children and elderly citizens.

I've seen too many dead pets on the blind corner at Charleston and Fessenden.

I am crossing Fessenden as a pedestrian multiple times a day because I do not own a car. I am always amazed that traffic rarely stops or slows down for pedestrians at intersections waiting to cross.

N Fessenden is Stigmatized as an undesirable area because of the Truck



2  
Pollution & unwalkability.

I believe that pedestrian safety improvements would encourage small business vitality which would then contribute to Quality of life.

In other words we are all connected please don't leave N. Fessenden Residents out of the plans for improvements

Thank you

Kelly Tadlock  
10135 N. Mohawk Ave  
Portland Oregon 97203

(Mohawk St Neighborhood Watch Member)

Date: February 9, 2009



Metro Council/JPACT Members  
Regional Flexible Funding  
Metro Planning and Development Center  
600 NE Grand Avenue  
Portland, Oregon 97232

**re: THPRD MTIP Application for Regional Flexible Funds;  
Westside Regional Trail, Segment #18**

Dear Metro Council and JPACT Members,

I am submitting this letter to express my support for THPRD's proposed Westside Regional Trail construction project. As a bike commuter and area resident, I am very excited at the prospect of an additional off-street, multiple-use trail coming online in my neighborhood in Washington County. Additionally, the proposed project also brings the region one step closer to completion of an important north-south regional trail which is a cost-effective alternative to Washington County's lack of on-street bike lanes.

Washington County's lack planning for bike lanes on road improvement in my area is appalling. New roads continue to be built in my area without bike lanes. I routinely use the bike/pedestrian paths in my area to avoid dangerous high traffic roads without shoulders. The proposed project provides a much-needed, cost-effective, off-street alternative for those choosing to get around by means other than automobile.

The proposed project would connect two existing THPRD parks – Kaiser Ridge and Kaiser Woods – while also connecting to an existing regional trail (Rock Creek at Kaiser Woods Park) and a planned community trail (Bronson Creek at Kaiser Ridge Park). A connection to these trails would enhance future loop trail opportunities within neighborhoods adjacent to the proposed project and the Westside Trail as a whole. Furthermore, this small segment of the trail will make it easier for bike commuters to connect with a number of schools, commercial and recreational points of interest.

The proposed project will serve as a catalyst to construction of other sections of the Westside Regional Trail and its eventual completion. Your support of this project would be deeply appreciated by residents of the Sunset West/Bethany community.

I thank you for your time and consideration.

Sincerely,

Bruce Werner  
5395 NW 137<sup>th</sup> Ave.  
Portland, Oregon 97229  
503-464-7481  
bruce.werner@pgn.com





METRO

2/18/09

February 12, 2009

GESSNER, JOHN

No. 24

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required) John Gessner

Affiliation (if any) City of Fairview

Address (required) 1300 NE Village St Fairview

E-mail (optional) \_\_\_\_\_

☐ Include my e-mail in your list of interested parties.

Project/program RFF

**Comments** (Summarize your comments here or attach prepared material to this form.)

Support 40-Mile Loop Trail

***You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.***



February 12, 2009

ROBINSON, LINDA

No. 25

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Linda Robinson

Affiliation (if any)

Gateway Urban Renewal PAC

Address (required)

1115 NE 135th Ave, Portland, OR 97230

E-mail (optional)

lrobinspdx@comcast.net

☒ Include my e-mail in your list of interested parties.

Project/program

Regional Flexible Funds

**Comments** (Summarize your comments here or attach prepared material to this form.)

In support of 102nd Ave improvement project, Phase II

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

ENLOW, CHRIS



February 12, 2009

No. 26

✓ 2/10/09

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Chris Enlow

Affiliation (if any)

Address (required)

2260 NW Everett, Apt 12 97210

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

**Comments** (Summarize your comments here or attach prepared material to this form.)

Advocate for trails/pedestrian development.

Former Blue Ribbon Committee for Trails delegate

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

KIMURA, ARLENE



METRO

February 12, 2009

No. 27

**Comment Form**

**JPACT/Metro Council Joint Public Hearing  
2010-13 Regional Flexible Funding Recommendation**

(Please print)

Name (required) Arlene Kimura

Affiliation (if any) Gateway URA

Address (required) 112 NE 133rd

E-mail (optional) Arlene.Kimura@kcraft

☐ Include my e-mail in your list of interested parties.

Project/program ~~102nd~~ flexible funding

**Comments** (Summarize your comments here or attach prepared material to this form.)

102nd Boulevard support for complete Phase II

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

MOHLING, KAREN



✓  
2/18/09

February 12, 2009

No. 28

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Karen Mohling

Affiliation (if any)

TVF+R

Address (required)

7401 SW Washe Ct

E-mail (optional)

Karen.mohling

☐ Include my e-mail in your list of interested parties.

Project/program

French Prairie Bridge

**Comments** (Summarize your comments here or attach prepared material to this form.)

Speaking in Support of Bridge Funding.

Bridge will provide valuable connection for  
emergency response in an area with  
few bridge crossings over the Willamette R.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



METRO

February 12, 2009

✓ 2/18/09  
ASCHER, LELAND

No. 29

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

LELAND H. ASCHER

Affiliation (if any)

TUALATIN HILLS PARK DIST. - TRAIL ADVISE COMM

Address (required)

9342 S.W. WASHINGTON ST PORTLAND 97220

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

WESTSIDE TRAIL FUNDING

**Comments** (Summarize your comments here or attach prepared material to this form.)

WE NEED TO OBTAIN FUNDS TO COMPLETE OUR  
MAJOR TRAIL PROJECT (WESTSIDE TRAIL) THIS  
NORTH-SOUTH PORTION WILL CONNECT AN  
EXISTING EAST-WEST TRAIL TO SCHOOLS AND  
NEIGHBORHOODS

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**





WATT, NICHOLAS

February 12, 2009

No. 30

**Comment Form**

**JPACT/Metro Council Joint Public Hearing  
2010-13 Regional Flexible Funding Recommendation**

(Please print)

**Name (required)**

Nicholas WATT

**Affiliation (if any)**

Wilsonville

**Address (required)**

30000 Wilsonville

**E-mail (optional)**

☐ Include my e-mail in your list of interested parties.

**Project/program**

Bridge

**Comments** (Summarize your comments here or attach prepared material to this form.)

SUPPORT OF THE BRIDGE

***You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.***

**Testimony of Lt Nick Watt before JPACT/Metro Council  
for French Prairie Bridge funding application  
2/12/2009**

Good day Mr. Chair and members of the Metro Council and JPACT. I am Nicholas L. Watt, Lieutenant with the Clackamas County Sheriff's Office. Currently serving as the Chief of Police for the City of Wilsonville.

The Sheriff's Office strongly supports development of the proposed French Prairie Bridge over the Willamette River at Wilsonville. The Sheriff's Office provides law-enforcement and emergency-response services to Wilsonville and this area of the Portland metro region.

The French Prairie "bike-ped-emergency" Bridge is designed to serve as both a primary route for pedestrians and bicyclists and as a bypass for emergency responders when the Interstate-5 "Boone Bridge" over the Willamette River is closed due to a highway incident or other disaster.

The French Prairie Bridge would permit safe passage across the Willamette River for both bicyclists and pedestrians, who otherwise risk personal safety if they try to cross over the heavily trafficked I-5 Boone Bridge.

Additionally, the Sheriff's Office is concerned about the safety of area residents who are using the private property of the Portland and Western Railroad bridge at Wilsonville to walk and bike across the Willamette River.

The French Prairie Bridge would be the only safe bike-ped crossing over the Willamette River located within a 28-mile stretch between Newberg and Oregon City.

Currently, when traffic incidents occur near the Boone Bridge in Wilsonville, I-5 and the entire surrounding freeway system can shut-down for hours. This became abundantly clear just recently when a tanker-truck explosion occurred on December 28, 2008, closing traffic in both directions on I-5 at the Boone Bridge for approximately six hours.

The Sheriff's Office is concerned that I-5 closures due to incidents can prevent emergency response from timely reaching the south side of the Willamette River to the Charbonneau district and south Clackamas County.

With an average daily traffic volume of over 120,000 vehicles, this crucial West Coast interstate corridor, which is also a predominant truck freight route, can become a regional bottleneck, impacting traffic throughout the Portland metro and North Willamette Valley regions.

The French Prairie Bridge would serve as a rapid-incident, emergency response system, allowing authorized vehicles access to an incident on either side of the freeway. The bridge would also allow emergency services to more quickly respond to an emergency on either side of the Willamette River when I-5 is blocked. This feature is especially important for police, fire and medical response to Charbonneau, which is composed of 3,500 residents, most of whom are senior citizens.

The only other readily-available emergency responders are located in Woodburn, about a 10- to 15-minute drive from Charbonneau. This kind of delay can be both catastrophic and deadly when responding to an urgent situation like fire, explosion or medical emergency.

The French Prairie bridge would give ODOT and other responsible authorities the ability to clean-up and clear-out faster any kind of incident on I-5. Police, fire, and other emergency vehicles like tow-trucks and clean-up equipment also would have better access to incidents on either side of the Willamette River when the I-5 Boone Bridge is shut down. Removing accidents faster from the freeway allows traffic to start moving again quicker and helps to prevent additional accidents like rear-end collisions that can occur when traffic is backed-up.

For a number of crucial safety, emergency-services and transportation-related reasons, the Clackamas County Sheriff's Office strongly supports funding and development of the proposed French Prairie Bridge.

Thank you for your time and consideration today.

ROYCE, FRANCIE



METRO

✓  
2/12/09

February 12, 2009

No. 31

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required) Francie Royce

Affiliation (if any) no Greenway

Address (required) 1854 NW Aspen Portland OR

E-mail (optional) froyce@comcast.com

☐ Include my e-mail in your list of interested parties.

Project/program North Portland Willamette Greenway Trail

Comments (Summarize your comments here or attach prepared material to this form.)

please see attached reasons to fund  
trail

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

JPACT  
Regional Flexible Funds  
Hearing Testimony  
February 12, 2009

Dear Members of JAPCT,

Thank you for the opportunity to speak in strong support for the North Portland Willamette Greenway Trail, specifically the \$444,800 request before you from the City of Portland Parks Bureau.

As a member of npGreenway, we have worked with Metro, City of Portland and elected officials and members of the Blue Ribbon Trails Committee, business associations and neighborhoods to raise awareness and encourage the fulfillment of a vision of a multipurpose trail along the North Reach of the Willamette River. This trail will extend from the northern end of the East Side Esplanade, along the east shore of the Willamette River, through Lower Albina, Swan Island and St Johns linking up with the Columbia Slough Trail to the north. Once completed this 14 mile long trail will connect the completed Peninsula Crossing Trail, the Columbia Slough Trail, the Esplanade, the Steel Bridge to downtown and Spring Water Corridor out to Gresham and beyond. The North Portland Willamette Greenway will also connect with the planned Sullivan's Gulch Trail. All of this will provide for a much needed system of safe, off road bike and pedestrian trails for commuting-- travel to school, work, shopping and errands.

In tough economic times, safe, healthy transportation facilities are needed more than ever. As gas prices increase, the sales of bikes have gone up. The lack of miles of safe routes without sharing a road with motor vehicles has intimidated many in the larger population to ride in streets. Families with young children and those just beginning to ride feel most comfortable on off street trails. A look at the Springwater Corridor is a case in point.

On- road bike facilities need improvement, but the vast majority of people will still not feel comfortable without a separated bikeway or multipurpose trail. The North Portland Willamette Greenway Trail, meets that need for thousands of people.

I urge you to vote yes for the update to the planning study for the North Portland Willamette Greenway Trail and continue efforts to acquire land and fund trail construction to complete the trail.

Thank you, Francie Royce, 1854 NW Aspen Ave. Portland, OR 97210  
[www.npgreenway.org](http://www.npgreenway.org)



ROGERS, DOUG, FOR  
JANET HAWKINS,  
CHAIR



✓ 2/10/09

February 12, 2009

No. 32

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required) Doug Rogers — for JANET HAWKINS, Chair

Affiliation (if any) Hayhurst Neighborhood Assn.

Address (required) 4675 SW Cullen Blvd., Portland, OR 97221

E-mail (optional) JanetCHawkins@msn.com

☒ Include my e-mail in your list of interested parties.

Project/program Red Electric Trail.

Comments (Summarize your comments here or attach prepared material to this form.)

— Please see attached —

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



February 10, 2009

Metro Council  
Joint Policy Advisory Committee on Transportation (JPACT)  
600 NE Grand Avenue  
Portland OR 97232

RE: Red Electric Trail Project

Dear Metro Council & JPACT Members:

As a follow-up to our November 2008 letter, Hayhurst Neighborhood Association would again like to put forth its strong support the proposed Red Electric Trail project. We support the project for a number of reasons:

- 1) It will make travel safer and easier for pedestrians and bicyclists in our neighborhood and the surrounding neighborhoods
- 2) It will provide an excellent alternative to Beaverton Hillsdale Highway as the main bicycle pathway East to West
- 3) It will be part of a proposed regional trail route that will eventually connect Fanno Creek trail with the Gibbs Bridge
- 4) It will help reduce vehicle miles travelled by improving pedestrian and bicycle accessibility to our local Hillsdale town center
- 5) It is a part of our history

We thank Metro again for its continued effort to improve transportation in Southwest Portland and the rest of the region.

Regards,

Janet Hawkins, Chair  
Benjamin Stabler, Transportation Chair

Mailing Address:  
Hayhurst NA  
% Janet Hawkins, Chair  
PO Box 40253  
Portland OR 97240



✓ 2/13/09

February 12, 2009

ARNOLD, CATHERINE

No. 33

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Catherine Arnold

Affiliation (if any)

Beaverton City Council

Address (required)

6771 SW 162<sup>nd</sup> DR

E-mail (optional)

CARNOLD@CI.BEAVERTON,OR.US

☒ Include my e-mail in your list of interested parties.

Project/program

Regional flexible funds for Rose Biggs

**Comments** (Summarize your comments here or attach prepared material to this form.)

Comments in favor of the funding for Rose Biggs right of way. It is critical for us to get infrastructure in in order to attract development into the Beaverton Regional Center. We are on the cusp of getting it to hit critical mass ~~to~~ to reach economic feasibility.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

BAACK, DON



✓  
2/13/09

February 12, 2009

No. 34

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Affiliation (if any)

Address (required)

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

Don Baack  
SW TRAC - Hillsdale  
6495 SW Bonanza Ave PL  
BAACK@Q.com  
JPACT-Council ~

Comments (Summarize your comments here or attach prepared material to this form.)

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



METRO

February 12, 2009

ARDEN, PAM

No. 35

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

2/18/09

(Please print)

Name (required) PAM ARDEN

Affiliation (if any) np6 (North Portland Greenway Trail)

Address (required) 1817 N. Winchell St., Portland, OR 97217

E-mail (optional) pam\_arden@hotmail.com

☒ Include my e-mail in your list of interested parties.

Project/program Willamette Greenway Trail: N. Columbia Blvd - Steel Bridge  
and 40 mile Loop: Blue Lake Park - Sundail Rd

Comments (Summarize your comments here or attach prepared material to this form.)

I support the Willamette Greenway Trail: N. Columbia Blvd - Steel Bridge (the expansion of the East Bank Esplanade to St Johns + N. Portland) and the 40 mile Loop: Blue Lake Park - Sundail Rd. and request that both trail projects receive your support for MTIP funds.

The Willamette Greenway Trail - is an opportunity to create an off street transportation link between N. Portland and downtown. This would be a much safer route than riding a bike on Greeley Ave. This is also an opportunity to create a recreation link.

As a member of the 40 Mile Loop Land Trust, both trail projects would help to complete "gaps" in the 40 Mile Loop.

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**



February 12, 2009

EVERHART, GREGG

✓  
2/19/09

No. 36

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Gregg S. Everhart

Affiliation (if any)

Portland Parks & Recreation

Address (required)

1170 SW Fifth Ave Rm 1302 Portland 97204

E-mail (optional)

pkgregg@ci.portland.or

☐ Include my e-mail in your list of interested parties.

Project/program(s) ② N Portland Willamette greenway ① Red Electric

Comments (Summarize your comments here or attach prepared material to this form.)

Red Electric: Follow-up on prior MTP-funded study

- only bike/ped project in ~~reg~~ category (ie. not reg'l mobility corr.)
- connects neighborhoods to Hillsdale Center
- enhances safe route to schools R. Grzyms Riecke ES & Wilson H School
- provides off-street route valued by young to old
- starts major e-w bike/ped route in SW
- will connect to Fanno Creek greenway trail & (in-time) benefit communities in Washington County
- neighborhood has few sidewalks, bikeways, even pavement
- will connect to Willamette greenway, Tenmiller + Margam trails & several parks, community gardens & (in-time)

N Portland Willamette greenway: proj development

- this route could eventually function like Springwater on the Willamette, as major transportation & rec corridor
- there are several areas that are technically challenging & need planning before funds can be secured for design/const
- would help piece together several isolated existing pieces
- extremely strong neighborhood support

You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.





SEIFERT, RICK

February 12, 2009

No. 37

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required) RICK SEIFERT

Affiliation (if any) HILLSDALE ALLIANCE

Address (required) 2115 SW TYROL ST.

E-mail (optional) WFS12@COLUMBIA.EDU.

☐ Include my e-mail in your list of interested parties.

Project/program RED ELECTRIC TRAIL IN HILLSDALE

**Comments** (Summarize your comments here or attach prepared material to this form.)

I support the Red Electric project in  
HILLSDALE. CURS is a pedestrian & Bike  
DEFICIENT AREA desperately in need  
of amenities for "alternative transportation".  
Also, as a matter of archeological interest,  
HILLSDALE is SITUATED on an ancient  
"PASSING THROUGH" headwater/DRAIN used  
by NATIVE peoples for hundreds of  
years. The trail improvements  
celebrate that ancient history.

Thank you!

*Rick Seifert*

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

ALLEN, SYLVIA



February 12, 2009

No. 38

## Comment Form

### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

Sylvia Allen

Affiliation (if any)

Address (required)

9026 N Syracuse St Park 97203

E-mail (optional)

sylvia@ebisu-staffing.com

☒ Include my e-mail in your list of interested parties.

Project/program

Willamette Greenway

**Comments** (Summarize your comments here or attach prepared material to this form.)

In favor of Greenway Trail

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

ROACH, MIKE



2/13/09

February 12, 2009

No. 39

### Comment Form

#### JPACT/Metro Council Joint Public Hearing 2010-13 Regional Flexible Funding Recommendation

(Please print)

Name (required)

MIKE ROACH

Affiliation (if any)

HILLSDALE BUS & PROFESSIONAL ASSN. - PRESIDENT

Address (required)

0123 SW LUNY ST 97239

E-mail (optional)

☐ Include my e-mail in your list of interested parties.

Project/program

RED ELECTRIC TRAIL

Comments (Summarize your comments here or attach prepared material to this form.)

EXISTING PARKING IS CONSTRAINED & WE NEED MORE

BICYCLE CUSTOMERS

WE HOPE TO MAKE HILLSDALE A BICYCLE-CENTRIC  
BUSINESS DISTRICT

RED ELECTRIC TRAIL WOULD FINISH COMPLETE AS  
CRITICAL LINK IN ACCESS TO HILLSDALE  
BY BIKE & FOOT

**You have three minutes to testify. Attach all supporting material to this form. Make sure your name is on all material. If you choose not to testify, you may still comment by leaving this form with staff or depositing it in the Comment Box.**

## **Appendix: Public notification**

This appendix includes the text of e-mail notices and e-newsletter articles used to notify the public of the comment period and ways to comment, including notification of the final joint JPACT/Metro Council hearing held on February 12, 2009.

E-mail notices were sent to all parties who had requested to be included in the “MTIP Interested Parties” list and to all parties on the “E-planning newsletter” list. Articles were included in all Metro Councilor newsletters. Those newsletters are distributed to jurisdictions, agencies, neighborhood associations and CPOs across the region according to district representation. The Regional Flexible Fund web site also promoted the comment opportunity, with links imbedded in other appropriate web pages.

The public hearing was also included in the routine sCouncil meeting notice published in *The Oregonian* on February 7, 2009.

[E-notice sent to “MTIP Interested Parties” and to “E-Planning newsletter” on 1/14/09]

## FINAL CHANCE TO WEIGH IN ON THE 2010-13 REGIONAL FLEXIBLE FUNDING RECOMMENDATION

On January 30, 2009, the Transportation Policy Alternatives Committee (TPAC), which provides technical advice to the Joint Policy Advisory Committee on Transportation (JPACT), will release a draft final recommendation for Metro’s 2010-13 regional flexible funding allocation. Release of the draft recommendation will kick off an informal public comment opportunity that ends with a formal joint JPACT/Metro Council public hearing at 4:00 p.m. on February 12, 2009.

The public is urged to first review the proposed programs, projects and recommendations by visiting the project web site at [www.oregonmetro.gov/regionalflexiblefund](http://www.oregonmetro.gov/regionalflexiblefund) and then submit comments.

### WAYS TO COMMENT

- \* online through the project web site

- \* email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov) (regional flexible funding in the subject line)

- \* fax 503-797-1930 (regional flexible funding in the subject line)

- \* mail to Regional flexible funding allocation, Metro Planning and Development Center, 600 NE Grand Ave., Portland, OR 97232

- \* in person at the public hearing on February 12, 2009. To ensure the accuracy of the public record, please also submit a written version of your testimony. Make sure your name is on all written material.

### PUBLIC HEARING

The hearing is scheduled to begin at 4:00 p.m. in the Metro Council Chamber, 600 NE Grand Avenue, Portland. (Take Tri-Met bus #6 or MAX to the Oregon Convention Center.) Oral testimony is limited to three minutes. Testimony times are assigned on a first-come, first-served basis.

[Article included in all January Councilor newsletters.]

### **Final chance to weigh in on the 2010-13 regional flexible funding recommendation**

On January 30, 2009, the Transportation Policy Alternatives Committee (TPAC), which provides technical advice to the Joint Policy Advisory Committee on Transportation (JPACT), will release a draft final recommendation for Metro's 2010-13 regional flexible funding allocation. Release of the draft recommendation will kick off an informal public comment opportunity that ends with a formal joint JPACT/Metro Council public hearing at 4:00 p.m. on February 12, 2009.

The public is urged to first review the proposed programs, projects and recommendations by visiting the project web site at [www.oregonmetro.gov/regionalflexiblefund](http://www.oregonmetro.gov/regionalflexiblefund) and then submit comments in one of the following ways:

- online through the project web site
- email [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov) (regional flexible funding in the subject line)
- fax 503-797-1930 (regional flexible funding in the subject line)
- mail to Regional flexible funding allocation, Metro Planning and Development Center, 600 NE Grand Ave., Portland, OR 97232
- in person at the public hearing on February 12, 2009. **To ensure the accuracy of the public record, please also submit a written version of your testimony. Make sure your name is on all written material.**

The hearing is scheduled to begin at 4:00 p.m. in the Metro Council Chamber, 600 NE Grand Avenue, Portland. (Take Tri-Met bus #6 or MAX to the Oregon Convention Center.) Oral testimony is limited to three minutes. Testimony times are assigned on a first-come, first-served basis.

Metro is ADA accessible. Listening devices for the hearing impaired are available upon request at the hearing. Interpreter services for limited English speakers or the hearing impaired may be arranged with a 48-hour notice. To request these services, call Pat Emmerson at 503-797-1551 or T.D.D. (503) 797-1804.



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## **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.

### **Director of planning and development**

Robin McArthur

Thanks to these public servants who heard testimony at the public hearing.

### **Public involvement staff**

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Carlotta Collette, Metro Councilor, District 2  
Kathryn Harrington, Metro Councilor, District 4  
Rex Burkholder, Metro Councilor, District 5  
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**NONDISCRIMINATION NOTICE TO THE PUBLIC**

*Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call 503-797-1536.*



**Metro** | *People places. Open spaces.*

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.

**Metro representatives**

**Metro Council President** – David Bragdon

**Metro Councilors**

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