

# A G E N D A

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**METRO**

## Agenda

**MEETING: METRO COUNCIL/JOINT POLICY ADVISORY COMMITTEE  
ON TRANSPORTATION (JPACT) PUBLIC HEARING**

**DATE:** February 17, 2005  
**DAY:** Thursday  
**TIME:** 5:00 PM  
**PLACE:** Metro Council Chamber

### **CALL TO ORDER AND ROLL CALL**

1. **Resolution No. 05-3529, For the Purpose of Allocating \$62.2 Million of** Burkholder  
Transportation Priorities Funding for the Federal Fiscal Years 2008 and 2009,  
Pending Air Quality Conformity Determination (*Public Hearing only, no final action*)\*\*
2. **COUNCILOR/JPACT COMMUNICATION**

### **ADJOURN**

**\*\*You have three minutes to testify orally. It is helpful to provide a written document of your oral testimony whenever possible.**

Agenda Item Number 1.1

**Resolution No. 05-3529, For the Purpose of Allocating \$62.2 M of Transportation Priorities Funding for the Federal Fiscal Years 2008 and 2009, Pending Air Quality Conformity Determination.**

***Public Hearing – No final action***

Metro Council/Joint Policy Advisory Committee on Transportation Meeting  
Thursday, February 17, 2005  
Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$62.2	)	RESOLUTION NO. 05-3529
MILLION OF TRANSPORTATION PRIORITIES	)	
FUNDING FOR THE YEARS 2008 AND 2009,	)	Introduced by Councilor Rex Burkholder
PENDING AIR QUALITY CONFORMITY	)	
DETERMINATION.	)	
	)	
	)	

WHEREAS, approximately \$62.2 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Transportation Priorities process, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No 04-3431 For the Purpose of Adopting the Policy Direction, Program Objectives, Procedures and Criteria for the Priorities 2006-09 Metropolitan Transportation Improvement Program (MTIP) and Allocation of Regional Flexible Funds, adopted March 18, 2004 and further refined at the Metro Council work session of January 11, 2005, and the JPACT meeting of January 20, 2005, and

WHEREAS, Metro received approximately \$130 million in project and program applications, and

WHEREAS, those applications have been evaluated by technical criteria within one of twelve modal categories, by a summary of qualitative factors and by a summary of public comments, and

WHEREAS, an extensive public process has provided an opportunity for comments on the merit and potential impacts of the project and program applications between October 15th and December 6<sup>th</sup>, 2004 and at a public hearing before the Metro Council to respond to a staff and TPAC recommendation of proposed projects and programs to allocate funding, and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs to allocate funding in response to the policy direction provided, considering the technical evaluation, qualitative factors, and public comments provided as shown in the staff report Attachment 1, and

WHEREAS, a public hearing was conducted by JPACT and the Metro Council February 17<sup>th</sup>, 2005 to solicit comments on the TPAC recommendation, and

WHEREAS, JPACT took action on the TPAC recommendation March 17<sup>th</sup>, 2005, and

WHEREAS, receipt of these funds are conditioned on completion of requirements listed in staff report Attachment 5, and

Draft – For final Metro Council consideration March 24, 2005.

WHEREAS, the recommended list of projects and programs, along with all of the projects and programs expected to receive federal funding in the 2006 through 2009 fiscal years was analyzed for conformity with the State Implementation Plan for air quality and adopted within the Metropolitan Transportation Implementation Plan (MTIP); now therefore

BE IT RESOLVED that the Metro Council adopt the recommendation of JPACT on the project and programs to be funded through the Transportation Priorities 2006-09 process as shown in staff report Attachment 1.

ADOPTED by the Metro Council this 24<sup>th</sup> day of March 2005

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 05-3529, FOR THE PURPOSE OF ALLOCATING \$62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE FEDERAL FISCAL YEARS 2008 AND 2009 PENDING AIR QUALITY CONFORMITY DETERMINATION.

Date: February 9, 2005

Prepared by: Ted Leybold

## BACKGROUND

The Transportation Priorities 2006-09; Investing in the 2040 Growth Concept program allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The Metro region is forecast to receive \$62.2 million from these sources in the federal fiscal years of 2008 and 2009. Previous allocations have identified projects and programs to receive funds during the fiscal years of 2006 and 2007.

Prior to the application process, an outreach process identified a general policy direction for the allocation of these funds. The primary objective of the program as adopted by the Metro Council is to leverage economic development through investments that support Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include emphasizing modes that do not have other sources of dedicated revenue, completing gaps in modal systems and developing a multi-modal transportation system.

Metro expects to distribute approximately \$62.2 million in regional flexible funds during the Transportation Priorities process. Table 1 demonstrates the new funds forecast to be available for projects and programs.

Table 1: New Regional Flexible Funds Available for Programming

	2006	2007	2008	2009
STP			\$16,800,000	\$16,800,000
CMAQ			\$13,400,000	\$13,500,000
Interstate Transfer	\$1,728,000			
Total	\$1,728,000		\$30,200,000	\$30,300,000

More than 70 project and program applications were received requesting more than \$130 million. A technical ranking of projects was completed for the project applications within twelve modal categories. This technical analysis, along with qualitative considerations was used to inform a decision process to select a first cut of project and program applications for public comment. Public comments were received for all applications and the first cut list between October 15th and December 16<sup>th</sup> 2004.

Further policy direction was provided by the Metro Council and JPACT to direct staff on how to narrow the First Cut List to a draft staff recommended Final Cut List. The direction included honoring past commitments for these funds and continuing funding of Metro planning. The direction also included funding projects in all 2040 mixed-use and industrial land areas and emphasizing non-road or bridge projects in mixed-use areas to maximize development and multi-modal objectives. Finally, all projects

and programs were to be screened based on their relationship to the implementation of mixed-use and/or industrial area plans and development using the 2040 technical score and qualitative issues identified in project applications or through public comments.

Attached are the following updated Transportation Priorities 2006-2009 documents:

Attachment 1 includes the list of candidate applications recommended by TPAC for funding and those recommended for further consideration for funding, listed in the Table 1 titled “Base + Optional Adds.” This attachment also includes a summary of two optional add packages of projects recommended by TPAC for JPACT and Metro Council consideration (Tables 2, 3, and 4).

Attachment 2 is a summary of program policy goals and objectives and policy direction from Metro Council and JPACT to technical staff on how to narrow the First Cut List to a 100% Cut List.

Attachment 3 is the executive summary of the public comment report.

Attachment 4 is an explanation of TPAC Recommendations as it relates to the program policy goals and objectives.

Attachment 5 is a draft recommendation outlining the conditions to be met to allow obligation of Transportation Priorities funds for each project or program recommended for funding.

#### **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21<sup>st</sup> Century or TEA-21). The allocation process is intended to implement the Transportation Priorities 2006-09 program policies as defined by Metro Resolution No. 04-3431.
3. **Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
4. **Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. Current options under consideration would include \$203,400 over the fiscal years 2008 and 2009. Metro would also negotiate with other transportation agencies for responsibility of a portion of \$419,200 of required local match for other regional planning activities over the course of the 2006 – 2009 time period.

#### **RECOMMENDED ACTION**

Approve the resolution as recommended.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: February 7, 2005

TO: Metro Council, Joint Policy Advisory Committee on Transportation (JPACT),  
and Interested Parties

FROM: Ted Leybold: Principal Transportation Planner

SUBJECT: Public Hearing on Transportation Priorities 2006-09 Final Cut List  
Recommendation

\* \* \* \* \*

Following the policy direction provided by the Council and the Joint Policy Advisory Committee on Transportation (JPACT), Metro staff released a draft recommendation to TPAC on the award of transportation funds. The recommendation was structured into a "base package" of projects that most clearly reflects the policy direction provided, representing approximately 85% of the funds available. A series of potential add packages to allocate the remaining 15% of funds were recommended for further consideration from a "next tier" of candidate projects that also meet policy direction but not as clearly as the projects in the base package.

The Transportation Policy Alternatives Committee (TPAC) acted on the Metro Staff recommendation Friday, February 4<sup>th</sup> and recommended two options for further consideration. JPACT will be briefed on the TPAC recommendation February 10<sup>th</sup> and there will be a joint Metro Council/JPACT public hearing February 17<sup>th</sup> at 5:00 pm in the Council Chamber.

Attachment 1 - Table 1 summarizes the Metro staff recommendation of candidate projects to include in a base package and a next tier of projects to be considered for inclusion in potential add packages to the base program. The add packages would allocate the remaining 15% of available funds and represent remaining policy choices for decision makers where the application of existing policy direction by technical staff is not already clear.

TPAC recommended two options for public comment, and JPACT and Metro Council consideration. Those options are summarized in Attachment 1 - Table 2 and listed in total in Attachment 1 - Tables 3 and 4.

Also included for your information is a summary of the existing Transportation Priorities 2006-09 program policy direction (Attachment 2), the Executive Summary of the comments received during the public comment period (Attachment 3), the explanation of the TPAC recommendation in implementing the program policy guidance (Attachment 4) and the draft conditions of approval for funding (Attachment 5). These and other materials will be available to the public for consideration prior to the February 17<sup>th</sup> public hearing.

A Metro Council work session will be held March 15<sup>th</sup> to review the TPAC recommendation and public comments from the public hearing and for Council to provide communication to JPACT members. JPACT is scheduled to act on its recommendation March 17<sup>th</sup> with final adoption by the Metro Council on March 24<sup>th</sup>.

Candidate project descriptions and a summary of the TPAC recommendation is available by contacting Metro at 503-797-1839 or on the Metro website at: <http://www.metro-region.org/>



## Attachment 1- Table 4

TPAC Recommendation  
Option B

Planning & Travel Options

Score	Planning	Requested Amount (millions of \$)	Score	Bike/Trail	Requested Amount (millions of \$)	Score	Pedestrian	Requested Amount (millions of \$)
Recommended for Funding			Recommended for Funding			Recommended for Funding		
Ongoing Programs			63	Bk1009 Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	\$1,629	60	Pd3163 Forest Grove Town Center Pedestrian Improvements	\$0.660
n/a	P10005 Regional Freight Planning: region wide	\$0.300	62	Bk4011 Marine Dr. Bike Lanes & Trail Gaps: 28th Ave. to 185th	\$0.966	68	Pd5054 Milwaukee Town Center: Main/Harrison/21st	\$0.450
n/a	P10001 MPO Required Planning: region wide	\$1.731	61	Bk2055 Springwater Trailhead at Main City Park	\$0.310			
Corridor Planning			76	Bk2052 MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0.890			
n/a	P11003 Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$2,000	73	Bk3012 Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675			
n/a	P6053 Multi-Use Master Plans: Lake Oswego to Milwaukee, Tonquin Trail, Mt. Scott -Scouter's Loop	\$0.300						
n/a	P10002 Next Priority Corridor Study	\$0.500						
n/a	P11017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0.688						
Program Enhancements								
n/a	P18000 Bike Model and Interactive Map: region wide	\$0.201						
Subtotal: \$5.720			Subtotal: \$4.470			Subtotal: \$1.110		
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
Corridor Planning			67	Bk5110 Jennifer St: 106th to 122nd	\$0.550	78	Pd1227 Tacoma Street: 6th to 21st	\$1.402
n/a	P5053 Multi-Use Master Plans: Lake Oswego to Milwaukee, Tonquin Trail, Mt. Scott -Scouter's Loop	\$0.290	Bk5026 Trolley Trail: Arista to Glen Echo	\$1.484	75	Pd2105 Rockwood Ped to MAX: 188th Avenue and Burnside	\$1.400	
	P11017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$1.350	65	Bk3072 Powerline Trail (north): Schuepbach Park to Burnwood Dr. (PE/Con)	\$1.500	74	Pd1202 SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0.538
n/a	P11003 Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$1.725	63	Bk6057 Washington Square Regional Center Trail: Hwy. 217 to Fanno Creek Trail	\$1.256	44	Pd1019 Transit Safe Street Crossings	\$0.500
n/a	P5016 I205-Hwy 213 Interchange Reconnaissance Study	\$0.300	53	Bk6020 Powerline Trail (South): Barrows to Beef Bend Rd.	\$0.942	n/a	Pd6007 ODOT Preservation Supplement (Powell: 50th to I-205)	\$0.500
n/a	P13121 Tualatin Valley Highway Corridor Study: Hwy 217 to Baseline Road	\$1.900	62	Bk4011 Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 28th	\$0.685	66	Pd1080 SE Hawthorne: 20th to 50th	\$0.822
Program Enhancements						63	Pd3021 SW Scholls Ferry Road: Raleigh Hills town center	\$0.436
n/a	P10004 Livable Streets Update: region wide	\$0.200				59	Pd3093 SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	\$0.923
n/a	TD0005 Fuller Road at I-205	\$0.500				49	Pd5208 SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	\$0.707
Subtotal: \$6.265			Subtotal: \$6.417			Subtotal: \$7.228		
Mode Category Total: \$11.985			Mode Category Total: \$10.887			Mode Category Total: \$8.338		
Score	Regional Travel Options	Requested Amount (millions of \$)	Score	TOD	Requested Amount (millions of \$)	Score	Transit	Requested Amount (millions of \$)
Recommended for Funding			Recommended for Funding			Recommended for Funding		
n/a	Program management & administration	\$0.340	64	TD6005 Regional TOD LRT Station Area Program	\$2,500	n/a	T11001 I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$16,000
n/a	Regional marketing program	\$2.460	65	TD0002 Regional TOD Urban Center Program	\$1,500	n/a	T11002 I-205 Supplemental	\$2,600
n/a	Regional evaluation	\$0.300	66	TD0003 Site acquisition: Beaverton regional center	\$2,000	63	T16035 Frequent Bus Capital program	\$2,750
n/a	1 TravelSmart project	\$0.500				67	T16126 South Metro Amtrak Station: Phase II	\$1,000
Subtotal: \$3,600			Subtotal: \$6,000			Subtotal: \$22,350		
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
n/a	4 TravelSmart projects	\$2,000	65	TD0002 Regional TOD Urban Center Program	\$0,500	61	T11106 Eastside Streetcar (Con)	\$1,000
n/a	Regional marketing program	\$0,500	66	TD0003 Site acquisition: Beaverton regional center	\$1,000	67	T16126 South Metro Amtrak Station: Phase II	\$0,150
n/a	Regional Vanpool fleet	\$0,503	61	TD0004 Gateway Transit Center Redevelopment	\$0,500	28	Rc2038 SW Ash Street extension	\$0,851
			66	TD6005 Regional TOD LRT Station Area Program	\$1,000			
Subtotal: \$3,003			Subtotal: \$3,000			Subtotal: \$2,001		
Mode Category Total: \$6,603			Mode Category Total: \$9,000			Mode Category Total: \$24,351		

## Attachment 1- Table 4

TPAC Recommendation  
Option B

Roads & Bridges

Score	Road Capacity	Requested Amount (millions of \$)	Score	Road Reconstruction	Requested Amount (millions of \$)	Score	Boulevard	Requested Amount (millions of \$)
Recommended for Funding			Recommended for Funding			Recommended for Funding		
74	RC6014 SW Greenburg Road: Washington Square Dr. to Tiedeman	\$1.000	88	RR2035 Cleveland St.: NE Stark to SE Powell	\$1.000	102	B43020 Rose Biggi extension: Crescent St. to Hall (PE)	\$0.580
85	RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry Intersection (PE)	\$1.000				87	B41051 Burnside Street Bridge to E 14th (PE)	\$1.650
82	RC7000 SE 172nd Ave: Phase I; Sunnyside to Hwy 212 (ROW)	\$2.000				95	B41260 Killingsworth: N Commercial to NE MLK (PE)	\$0.400
Subtotal:		\$4.000	Subtotal:		\$1.000	Subtotal:		\$2.630
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
85	P48127 Boones Ferry Road at Lanewood Street	\$1.400	91	RR1053 Naito Parkway: NW Davis to SW Market	\$3.840	B43020	Rose Biggi extension: Crescent St. to Hall (ROW)	\$1.140
	RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry Intersection (PE)	\$1.900	91	F43186 10th Avenue at Highway 8 Intersections	\$0.837	B43020	Rose Biggi extension: Crescent St. to Hall (Con)	\$2.087
85	RC2110 Wood Village Blvd.: Arata to Halsey	\$0.815	88	RR2035 Cleveland St.: NE Stark to SE Powell	\$0.540	B41051	Burnside Street Bridge to E 14th (PE)	\$1.710
	RC7000 SE 172nd Ave: Phase I; Sunnyside to Hwy 212 (Con)	\$2.300	84	RR5037 Lake Rd: 21st to Hwy 224	\$1.884	B41260	Killingsworth: I-5 Overpass	\$0.935
48	RC5103 Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0.500	81	RR2001 NE 242nd Ave.: Stark to Gilsan	\$0.840	B41260	Killingsworth: N Commercial to NE MLK (Con)	\$1.679
84	RC3114 NE 28th Avenue: East Main to Grant	\$1.682	70	RR1209 NW 23rd Avenue: Burnside to Lovejoy	\$2.694	88	B43184 Cornell Road: Saltzman to 119th	\$2.535
Subtotal:		\$8.697	Subtotal:		\$10.635	87	B43109 E Baseline: 10th to 20th	\$2.447
Mode Category Total: \$12.697			Mode Category Total: \$11.635			Mode Category Total: \$15.163		
Score	Freight	Requested Amount (millions of \$)	Score	Large Bridge	Requested Amount (millions of \$)	Score	Green Streets	Requested Amount (millions of \$)
Recommended for Funding			Recommended for Funding			Recommended for Funding		
79	F4083 N Lombard: Slough overcrossing	\$2.210	71	RR1012 Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$2.000	88	G51224 NE Cully Boulevard: Prescott to Killingsworth	\$2.457
77	F43016 SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$0.341				93	G52123 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.000
88	F4087 N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$1.800						
87	F4086 Kinsman Road extension: Barber to Boeckman	\$1.400						
85	F4008 Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	\$0.179						
Subtotal:		\$5.930	Subtotal:		\$2.000	Subtotal:		\$3.457
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
81	F42074 NE Sandy Blvd. (PE/ROW): 207th to 238th	\$0.630	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1.600	G52123	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$0.470
	F4083 N Lombard: Slough overcrossing	\$2.210						
	F4087 N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$1.200						
45	F4065 SW Herman Road: Teton to 108th Avenue	\$2.000						
Subtotal:		\$6.040	Subtotal:		\$1.600	Subtotal:		\$0.470
Mode Category Total: \$11.970			Mode Category Total: \$3.600			Mode Category Total: \$3.927		
						Roads and Bridges Recommended Total		
						\$19.017		
						Planning and Travel Options		
						\$43.250		
						Recommended Total:		
						\$62.267		
						Expected 2008-09 Funding Authorized:		
						\$62.228		

## Attachment 1-Table 1

Base Package and  
Next Tier Optional Adds

Planning & Travel Options	Planning	Requested Amount (millions of \$)	Bike/Trail	Requested Amount (millions of \$)	Pedestrian	Requested Amount (millions of \$)
	Recommended for Funding		Recommended for Funding		Recommended for Funding	
Planning & Travel Options	Ongoing Programs		83 Bk1009 Springwater Trail-Selwood Gap: SE 10th to SE Umatilla	\$1,629	90 Pk3163 Forest Grove Town Center Pedestrian Improvements	\$0,660
	PK005 Regional Freight Planning: region wide	\$0,300	82 Bk4011 Marine Dr. Bike Lanes & Trail Gaps: 28th Ave. to 185th	\$0,968	88 Pd0054 Milwaukie Town Center: Main/Harrison/21st	\$0,450
	PK001 MPO Required Planning: region wide	\$1,731	81 Bk2055 Springwater Trailhead at Main City Park	\$0,310		
	Corridor Planning		79 Bk2052 MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0,890		
	P1003 Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2,000	78 Bk5026 Trolley Trail: Arista to Glen Echo (Segments 5-8)	\$0,742		
	P1503 Multi-Use Master Plans: Lake Oswego to Milwaukie, Tongue Trail, Mt. Scott-Scouter's Loop	\$0,300	73 Bk3012 Rock Creek Trail: Orchard Park to HW Villars	\$0,875		
	PK002 Next Priority Corridor Study	\$0,500				
	P1017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0,688				
	Subtotal:	\$5,619	Subtotal:	\$5,212	Subtotal:	\$1,118
	Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut	
Planning & Travel Options	Program Enhancements		87 Bk5110 Jennifer St: 108th to 122nd	\$0,550	78 Pd1227 Tacoma Street: 8th to 21st	\$1,402
	PK004 Livable Streets Update: region wide	\$0,200	85 Bk3072 Powerline Trail (north): Schuepbach Park to Burnwood Dr. (ROW)	\$0,800	75 Pd2105 Rockwood Ped to MAX: 188th Avenue and Burnside	\$1,400
	PK800 Bike Model and Interactive Map: region wide	\$0,201	Bk4011 Marine Dr. Bike Lanes & Trail Gaps: 8th Ave to 28th	\$0,885	74 Pd1202 SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0,538
	Subtotal:	\$0,401	Subtotal:	\$1,835	Subtotal:	\$2,340
	Mode Category Total:	\$5,920	Mode Category Total:	\$7,847	Mode Category Total:	\$4,458
Planning & Travel Options	Regional Travel Options	Requested Amount (millions of \$)	TOD	Requested Amount (millions of \$)	Transit	Requested Amount (millions of \$)
	Recommended for Funding		Recommended for Funding		Recommended for Funding	
	PK001 Program management & administration	\$0,340	86 TD0005 Regional TOD LRT Station Area Program	\$3,000	Tr1001 I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$18,000
	PK002 Regional marketing program	\$2,960	85 TD0002 Regional TOD Urban Center Program	\$1,000	Tr1002 I-205 Supplemental	\$2,800
	PK003 Regional evaluation	\$0,300	84 TD0003 Site acquisition: Beaverton regional center	\$2,000	Tr0035 Frequent Bus Capital program	\$2,750
	PK004 I TravelSmart	\$0,500				
	Subtotal:	\$4,100	Subtotal:	\$6,800	Subtotal:	\$21,350
	Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut	
	PK004 I TravelSmart	\$0,500	85 TD0002 Regional TOD Urban Center Program	\$0,500	Tr1106 Eastside Streetcar (Con)	\$1,000
	Subtotal:	\$0,500	86 TD0003 Site acquisition: Beaverton regional center	\$1,000	Tr1206 South Metro Antrim Station: Phase I	\$1,150
Roads & Bridges	Mode Category Total:	\$4,600	Subtotal:	\$2,000	Subtotal:	\$2,150
	Mode Category Total:	\$4,600	Mode Category Total:	\$9,800	Mode Category Total:	\$23,500
Roads & Bridges	Road Capacity	Requested Amount (millions of \$)	Road Reconstruction	Requested Amount (millions of \$)	Boulevard	Requested Amount (millions of \$)
	Recommended for Funding		Recommended for Funding		Recommended for Funding	
	RC0014 SW Greenburg Road/Washington Square Dr. to Tiedeman	\$1,000			102 Bk3020 Rose Biggl extension: Crescent St. to Hall (PE)	\$0,580
	Subtotal:	\$1,000	Subtotal:	\$0,000	97 Bk1051 Burnside Street: Bridge to E 14th (PE)	\$1,650
	Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut	
	PK0127 Boones Ferry Road at Lanewood Street	\$1,400	91 RR1053 Naito Parkway NW Davis to SW Market	\$3,840	95 Bk1260 Killingsworth: N Commercial to NE MLK (PE)	\$0,400
	RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry Intersection (PE)	\$1,411	91 Fr3186 10th Avenue at Highway 8 Intersections	\$0,837	Bk3020 Rose Biggl extension: Crescent St. to Hall (ROW)	\$1,140
	RC2110 Wood Village Blvd.: Arista to Halsey	\$0,815	88 RR2035 Cleveland St.: NE Stark to SE Powell	\$1,540		
	RC7000 SE 172nd Ave Phase I; Sunnyside to Hwy 212 (ROW +\$1.0 million)	\$2,000				
	Subtotal:	\$5,626	Subtotal:	\$6,217	Subtotal:	\$1,140
Roads & Bridges	Mode Category Total:	\$6,626	Mode Category Total:	\$6,217	Mode Category Total:	\$3,778
	Mode Category Total:	\$6,626	Mode Category Total:	\$6,217	Mode Category Total:	\$3,778
Roads & Bridges	Freight	Requested Amount (millions of \$)	Large Bridge	Requested Amount (millions of \$)	Green Streets	Requested Amount (millions of \$)
	Recommended for Funding		Recommended for Funding		Recommended for Funding	
	Fr4063 N Lombard: Slough overcrossing	\$2,210	71 RR1012 Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1,500	GS1224 NE Gully Boulevard: Prescott to Killingsworth	\$2,457
	Fr3018 SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$0,341			93 GS2123 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,000
	Fr4087 N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$0,900				
	Fr0096 Kinsman Road extension: Barber to Boeckman	\$1,400				
	Fr0008 Freight Data Collection Infrastructure and Archive System: Approximately 50 Interchanges region wide	\$0,179				
	Subtotal:	\$5,038	Subtotal:	\$1,500	Subtotal:	\$3,457
	Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut		Recommended for Further Consideration in Final Cut	
	Fr4087 N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$0,900	RR1012 Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1,000		
Roads & Bridges	Subtotal:	\$0,900	Subtotal:	\$1,000	Subtotal:	\$0,000
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
	Mode Category Total:	\$5,938	Mode Category Total:	\$2,500	Mode Category Total:	\$3,457
						Mode Category Total:
						\$13,617
						Roads and Bridges Recommended Total
						\$43,281
						Planning and Travel Options
						\$18,908
						Recommended Total:
						\$62,228
						Expected 2008-09 Funding Authorized:
						\$5,320
						Remaining funds to be allocated
						\$23,408
						Total Next Tier project cost

**Attachment 1 – Table 2**

**TPAC Recommended Options  
Base Package with the following changes:**

<b>Project</b>	<b>Agency</b>	<b>Option A (\$ millions)</b>	<b>Option B (\$ millions)</b>
<b>Add to Base Package</b>			
Marine Drive Bike Lanes and Trail Gaps	Portland	\$ .685	
Powerline Trail North (ROW)	THPRD	\$ .600	
Rockwood Pedestrian to MAX	Gresham	\$ .900	
Site acquisition: Beaverton regional center TOD	Beaverton	\$ .650	
Southwest Capitol Highway Pedestrian (PE)	Portland	\$ .538	
Gateway Transit Center TOD	Portland	\$ .500	
Eastside Streetcar	Portland	\$1.000	
South Metro Amtrak Station: Phase II	Oregon City	\$1.150	\$1.000
Bike Model and Interactive Map	Metro		\$ .201
TOD Urban Center Program	Metro		\$ .500
Sellwood Bridge	Multnomah Co.		\$ .500
Southwest B-H/Scholls/Oleson intersection (PE)	Washington Co.		\$1.000
North Ledbetter extension	Port of Portland		\$ .900
Southeast 172 <sup>nd</sup> Avenue	Clackamas Co.		\$2.000
Cleveland Avenue	Gresham		\$1.000
<b>Subtotal</b>		<b>\$6.023</b>	<b>\$8.101</b>
<b>Remove from Base Package</b>			
Trolley Trail			(\$ .742)
TOD Category			(\$ .500)
RTO Category			(\$ .500)
<b>Subtotal</b>			<b>(\$1.742)</b>
<b>Total Addition to Base</b>		<b>\$6.023</b>	<b>\$6.359</b>
<b>Total Cost with Base</b>		<b>\$62.931</b>	<b>\$63.267</b>
<b>Over programmed</b>		<b>\$ .703</b>	<b>\$1.039</b>

## **Attachment 2**

### **Transportation Priorities 2006-09 Policy Objectives**

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

#### **IMPLEMENTATION OF PROGRAM POLICY OBJECTIVES FOR NARROWING TO FINAL CUT LIST**

1. Support economic development in priority land use areas.

In addition to the quantitative technical summary, provide information in the staff report on how each project or modal category of projects addresses:

- link to retention and/or attraction of traded-sector jobs,
- transportation barrier to development in 2040 priority land use areas
- support of livability and attractiveness of the region.

2. Emphasize priority modal categories in the following manner:

- A. Emphasize projects in the bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit categories by:
- proposing the top-ranked projects at clear break points in technical scoring in all of the emphasis categories (with limited consideration of qualitative issues and public comments).
- B. Nominate projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and over all technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:
- project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
  - funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
  - the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- C. When considering nomination of applications to fund project development or match costs, address the following:
- Strong potential to leverage discretionary (competitive) revenues.
  - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
  - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.

3. As a means of further emphasis on implementation of Green Street principles, the following measures should also be implemented:
  - Staff may propose conditional approval of project funding to further review of the feasibility of including green street elements, particularly interception and infiltration elements.
  - Strong consideration will be given to funding the Livable Streets Update application in the Planning category. This work would document the latest research and further the training and education of green street implementation in the region.



December 2004

# Public Comment Report

**Executive Summary**

**Metropolitan Transportation  
Improvement Program (MTIP)**

*Transportation Priorities 2006-09  
Investing in the 2040 Growth Concept*



**METRO**  
PEOPLE PLACES  
OPEN SPACES



# 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 24 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.

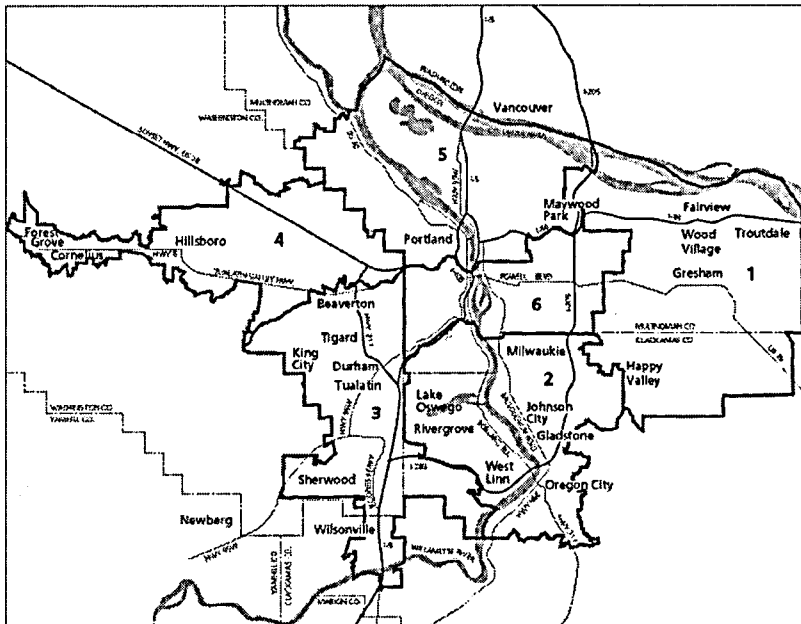
## Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, deputy council president, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

**Web site: [www.metro-region.org](http://www.metro-region.org)**



**Council districts**

# **Transportation Priorities 2006-09**

## **December 2004**

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## **Overview of Public Comments December 2004**

This executive report provides a summary of public comments received on project and program funding applications for the Transportation Priorities 2006-09, Metropolitan Transportation Improvement Program (MTIP). All comments received during the public comment period, October 15 – December 6, 2004, are summarized.

Transportation Priorities 2006-09, Investing in the 2040 Growth Concept, is a regional transportation funding program that identifies the highest priority projects to be constructed, or programs to be funded, with federal transportation revenues over the next four years. Local jurisdictions and partners submitted transportation project applications by June 30, 2004 for funding consideration. Eligible projects include road reconstruction and capacity projects, transit improvements, bridge replacement, boulevards, pedestrian improvements, bike and trail paths, green streets, freight, TOD and planning projects.

Four public comment "listening posts" were held in October in Portland, Oregon City, Gresham and Beaverton to give residents the opportunity to speak directly to decision-makers. Other comments were received in the form of letters, e-mail, comment forms, post cards, faxes, petitions, web site responses and telephone hotline. The website comment option recorded 408 comments during the comment period. In addition to comments, petitions were received on the Powerline Trail (North) project totaling 320 signatures.

The Metro Council will hold a public hearing on the draft final project list, tentatively set for Thursday, Feb. 17, 2005. (Please confirm the date and time with the Council Office, (503) 797-1540, or check the web site at [www.metro-region.org](http://www.metro-region.org).)

### **Comments in General**

The residents of the region spoke out in large numbers during the comment period. The number and wide range of comments indicates a continuing interest in the entire regional transportation system.

More than 1,200 comments were received from residents and business owners around the region on the proposed transportation projects. A wide range of projects received comments, with the Sellwood Bridge Replacement Study and the Springwater Trail: Sellwood Gap receiving the most attention.

Other Bike/Trail projects, including the Powerline Trail (North) and the Trolley Trail, also received a large amount of comments. Many Pedestrian, Road Reconstruction and Planning projects received a significant number of pedestrian comments, as well.

The comments indicate public interest in every facet of transportation improvement throughout the region. The need for safety and revitalization were often cited as reasons for supporting transportation projects. Access to nature was another theme relating to trails and multi-use paths. Economic development was cited for freight and road projects.

## **Section 2: Summary of Comments by Mode**

## Summary of Comments by Mode

A total of 1,209 comments were received on the 2006-09 MTIP proposed transportation projects.

### Large Bridge Project

A total of 108 comments were received on the **Sellwood Bridge Replacement Study**, with all but one in favor of a new bridge for safer cycling, walking and driving, and more efficient freight routing. The bridge was called “a death trap waiting to happen for cyclists” and vital for transportation connections. Some people wanted a new bridge in a new location, and one person thought the existing bridge should be preserved and widened. All comments agreed that there was an urgent need to do something about the dangerous condition of the Sellwood Bridge.

### Bike/Trail Projects

The bike/trail project category received 353 comments, the most comments of any mode category. Comments related to safety and connectivity of multi-use trails in the region.

**The Springwater Trail Sellwood Gap: SE 19<sup>th</sup> to SE Umatilla multi-use trail project** received 107 comments, all but one in favor of the project. Many comments related to the elimination of dangerous road crossings on the trail. Cyclists and walkers expressed delight with the trail and their desire to close the gaps for easier, safer trail connections.

**The Powerline Trail (North): Schuepback Park to Burntwood Drive** in Beaverton received 65 comments in favor of continuing this important multi-use trail in a growing area with few parks. The trail was seen as a vital corridor linking homes, shopping and transit while protecting greenspaces and wildlife. In addition, petitions totaling 320 signatures were received in favor of funding this trail project.

**The Trolley Trail: Arista to Glen Echo** received 57 comments, all but one in favor of completion of this “long awaited” project. Comments mentioned the need for a safe, usable year-around linear park that would foster pride in the community and a leave a legacy for generations. It was also seen as a boon to Milwaukie Center revival.

**The Marine Drive Bike Lanes and Trail Gaps: 6<sup>th</sup> to 185<sup>th</sup> Avenue project** received 47 comments. Most comments were from cyclists who would use it more if proposed safety improvements were made. The trail was seen as providing scenic access along the Columbia River. It could be one of the best in Portland, if improved.

**The Rock Creek Trail: Orchard Park to Wilkens project** received 26 favorable comments. This trail is seen as the spine of the trail network in Hillsboro; greatly needed in a dense and growing area. It would connect neighborhoods to employment, shopping, light rail, parks and a new library.

**The Springwater Trailhead at Main City Park** received 21 comments in favor of providing needed facilities and connections to the Springwater Trail and light rail. It would provide a critical missing link in the path network.

**The Powerline Trail (South): Barrows to Beef Bend Road project** received 16 favorable comments. This trail is seen as providing an important multi-use corridor in an area lacking parks, sidewalks and north/south routes.

### **Pedestrian Projects**

All pedestrian projects received 158 comments relating to safety and pedestrian links.

**The Capitol Highway: Multnomah to Taylors Ferry project** received 59 comments asking for relief from a congested area devoid of paved sidewalks or shoulders on the roads. Safety was seen as a problem for walkers and cyclists, now using a dirt “goat” path. The path is seen as a vital link to schools, shopping, recreation and residential areas. One person said improving this path was a misuse of government funds.

**The Milwaukie Town Center: Main/Harrison/21<sup>st</sup> project** received 48 favorable comments. Most were printed postcards that requested funding for a project that enhances the town center’s livability and creates a pedestrian link to nearby parks. Some comments stressed safety improvements needed to reduce risks and improve mobility.

**The Tacoma Street: 6<sup>th</sup> to 21<sup>st</sup> Avenue project** received 21 comments, most in favor of further improving safety and aesthetics on this street for pedestrians and bicyclists. Three comments were against this project, partly because of proposed curb extensions.

### **Road Reconstruction Projects**

All road reconstruction projects received 101 comments, with the most interest in Lake Road and Naito Parkway improvements.

**The Lake Road: 21<sup>st</sup> to Hwy 224 project** received 57 comments in favor of safety improvements to improve driving conditions and protect children with sidewalks and bike lanes. This project was seen as a multi-modal link that would help revive Milwaukie and improve connections to Clackamas Regional Center.

**The Naito Parkway: NW Davis to SW Market project** received 25 comments, most in favor of reconstructing this street. Most comments expressed the need for street repair, sidewalks and bike lanes to increase traffic flow in an important part of downtown Portland next to Waterfront Park.

### **Boulevard Projects**

All boulevard projects received 84 comments, with Burnside Street receiving the most comments for improvements leading to economic development and greater access.

**The Burnside Street: Bridge to E. 14<sup>th</sup> project** received 44 comments, most in support of safety improvements for cyclists, walkers and autos. One person stated the need to transform the area into a Gateway to the City, called for in the Central City Plan. Others supported the project as important to business and economic growth. A few comments against the project called for traffic calming signals for bikes, and adjacent one-way streets.

The **Cornell Road: Saltzman to 119<sup>th</sup> project** received 20 favorable comments to help make it safer for bikes. One person said it was a miserable intersection that needed high priority funding. Others said the street had dangerous traffic with no bike lanes. Safe, healthy bike routes were requested for westside cycling.

The **Killingsworth: 1-5 Overpass & N Commercial to NE MLK project** received 16 comments, most in favor of improving the safety and access of this “long ignored” street. The project was seen as filling a missing link and promoting further residential and commercial growth in the area. One comment was against curb extensions.

### **Planning Projects**

All planning projects received 142 comments relating to the need for further planning for freight, trails, livable streets, bike information and transit.

**Bike Model and Interactive Map Regionwide** received 43 comments, most in favor of the “Map Quest for bikes” project. Comments highlighted the usefulness as roads change; the convenience of trip planning and the assistance in finding safer routes. One person said it is a great, low cost idea. One comment said it is not a priority because it is not hard to read a paper map.

The **Willamette Shoreline – Hwy 43 Transit project** received 39 comments, most in favor of funding this planning project. Bicyclists support the project for more bike lanes and less car traffic to dodge on Hwy. 43. This corridor is seen as being at or near capacity, with traffic increasing with development. Action is seen as critical for safety and access between the South Waterfront area and Lake Oswego. One person said there is little support in Lake Oswego for a rail line.

**Multi-Use Path Master Plans, Lake Oswego to Milwaukie** received 36 comments in favor of this planning project. Most comments wanted essential links in the trails system for livability, access, safety and recreation opportunities. A non-motorized river crossing was requested between Lake Oswego and Milwaukie.

### **Transit Projects**

All transit projects received 72 comments regarding the need for transportation links and access around the region.

The **Eastside Streetcar project** received 24 comments, most in support of the streetcar line for livability, access and economic development throughout the Central Eastside area, including Lloyd Center, Oregon Convention Center and OMSI. Comments against the project said it would increase auto congestion and it ignored the Hawthorne Bridge as a more cost-effective crossing.

**South Metro Amtrak Station** received 18 comments, most in favor of the enhancements to the existing train station and increased parking space. The project is seen as important for improving the popularity of Amtrak and supporting rail transport. Comments against the project stated that Amtrak should fund it and questioned whether it would ease auto congestion.

### **Transit Oriented Development Projects**

All TOD projects received 74 comments, most with praise for the program for helping to fund mixed-use transit-oriented projects around the region.

The **Regional TOD Urban Center Program** received 24 comments in support of mixed-use projects in urban centers but not along light rail. One small developer was very happy with TOD as “a smart way to get smart growth.”

The **Regional TOD LRT Station Area Program** received 25 comments, almost all in support of this tool to develop higher density projects and promote creative land development.

### **Freight Projects**

Fifty-four comments were received on the freight projects, with the N. Leadbetter Extension, Kinsman Road Extension and the Freight Data Collection projects each receiving 12 comments. Most comments requested completion of the projects for safety and better freight movement.

### **Road Capacity Projects**

All the road capacity projects received 40 comments, with the most comments (13) in support of the SE 172<sup>nd</sup> Ave. Phase I: Sunnyside to Hwy 212 project to increase traffic flow and aid economic development in the area.

### **Green Streets Projects**

Fifteen comments were received on the Green Streets projects, with the most comments (11) on the NE Cully Boulevard project, which was seen as unsafe and in need of sidewalks for school children.

### **Regional Travel Options Projects**

Eight comments were received on the Regional Travel Options programs and projects. The Three Travel Smart projects received 5 comments and the RTO Base program received 2 comments.

### **General Comments**

Some comments and suggestions were received that did not relate to a specific MTIP project. A total of 33 comments were general in nature. Some requested making bike paths and lanes safer and supporting bike commuters. Other comments related to the need for repairing and expanding roads for auto and freight movement.



**Section 3: Table of Comments by Project**

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Letter	Chris	Asanovic	Cornelius	10th Avenue at Hwy 8 Intersections	Congested intersection needs safety improvements.	Pro
Letter	Joe	Darby	Cornelius	10th Avenue at Hwy 8 Intersections	Need safer, more efficient intersection for trucking.	Pro
Letter	Jeff	Duyck	Cornelius	10th Avenue at Hwy 8 Intersections	Pacific Harvest Supply asks for safer intersection.	Pro
Letter	Mayor Steve	Heinrich	Cornelius	10th Avenue at Hwy 8 Intersections	Need to make key improvements to turn city around.	Pro
Letter	Dick	Kline	Cornelius	10th Avenue at Hwy 8 Intersections	Supports funding for this project to improve safety to dangerous intersection that could be gateway to city.	Pro
Letter	Ken	Leahy	Cornelius	10th Avenue at Hwy 8 Intersections	Construction company needs safer intersection.	Pro
Letter	Fred	Prosser	Cornelius	10th Avenue at Hwy 8 Intersections	Truss Components asks for wider intersection.	Pro
Letter	Sabino	Sardineta	Cornelius	10th Avenue at Hwy 8 Intersections	Centro Cultural supports needed project for people.	Pro
Letter	Ken	Wessels	Cornelius	10th Avenue at Hwy 8 Intersections	Western Farm Service wants better intersection.	Pro
Testimony	Joshua	Chaney	Tigard	Ash Street Extension projects	Expressed support for this project as member of Downtown Task Force and homeowner.	Pro
Website	John	Frewing		Ash Street Extension projects	Don't fund until best route selected in public process.	Con
E-mail	Marland	Henderson	Tigard	Ash Street Extension projects	Needed for safety; don't let Tigard become slum.	Pro
Testimony	Mike	Marr	Tigard	Ash Street Extension projects	Task force working on improvement plan for Tigard.	Pro
E-mail	Lisa	Olson	Tigard	Ash Street Extension projects	Downtown Tigard is dying due to excess 99W traffic.	Pro
Testimony	Jan	Richardson	Tigard	Ash Street Extension projects	Needed for commuter rail and revitalization of town.	Pro
Testimony	Sue	Wirick	Tigard	Ash Street Extension projects	Citizens want to see reinvestment in downtown.	Pro
E-mail	Sue	Wirick	Tigard	Ash Street Extension projects	Anxious for downtown improvements; better access.	Pro
E-mail	Glen	Bridger	SW Portland	Barbur Blvd. Streetscape Plan	Needed for community and personal safety.	Pro
Letter	Glen	Bridger	SW Portland	Barbur Blvd. Streetscape Plan	Sidewalks needed for safer pedestrian crossings.	Pro
Website	Merlin	Larimer		Beaver Creek Culverts	Bravo to the saviours of the salmon!	Pro
Letter	Diane	Linn	SE Portland	Beaver Creek Culverts	County commissioners support this critical project.	Pro
Form	Anne	Madden	NW Portland	Beaver Creek Culverts	Supports this project as part of MTIP funding vote.	Pro
Letter	Lonnie	Roberts		Beaver Creek Culverts	Necessary road improvements with culverts.	Pro
Website	Jensi	Albright		Bike Model and Interactive Map Regionwide	Let's get this up and moving soon, more cyclists use	Pro
E-mail	Shara	Alexander		Bike Model and Interactive Map Regionwide	Will help bikers find safe routes to use.	Pro
Website	Eleanor	Blue		Bike Model and Interactive Map Regionwide	Would be a truly used resource, encourage biking.	Pro
Website	Elaine	Bothe		Bike Model and Interactive Map Regionwide	Would make easier to convert bike commuters.	Pro
Website	Sarah	Branum		Bike Model and Interactive Map Regionwide	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Bike Model and Interactive Map Regionwide	Will enable cyclists to find safe routes to any place.	Pro
E-mail	Scott	Crabtree	NW Portland	Bike Model and Interactive Map Regionwide	Asks continued support for these projects.	Pro
Website	Julie	DiLeone		Bike Model and Interactive Map Regionwide	Investment will pay big dividends with more biking.	Pro
Website	Anna	Foucek		Bike Model and Interactive Map Regionwide	Supports this project, will encourage more bicyclists.	Pro
Website	Mary	Fulton		Bike Model and Interactive Map Regionwide	What a great idea, a map quest for bike routes!	Pro
Website	David	Garlock		Bike Model and Interactive Map Regionwide	Helpful utility to have; good for safety, too.	Pro
Website	Gary	Gumanow		Bike Model and Interactive Map Regionwide	Get 100's more staff at Intel to try bike commuting.	Pro
Website	Meredith	Hachemeister		Bike Model and Interactive Map Regionwide	Very handy to provide safe and bike friendly routes.	Pro
Website	Sarah Braun	Hamilton		Bike Model and Interactive Map Regionwide	Great idea and needed service; use with Trip Planner	Pro
Website	Kathryn	Harrington		Bike Model and Interactive Map Regionwide	Interactive map would be useful as roads change.	Pro
Website	Marilyn	Hayward		Bike Model and Interactive Map Regionwide	Show employees how to use for bike commuting.	Pro
Website	Holly	Hein		Bike Model and Interactive Map Regionwide	Directions would be awesome; create US attention.	Pro
Website	Amelia	Langston		Bike Model and Interactive Map Regionwide	Very useful in place of word of mouth for safe routes.	Pro
Website	Merlin	Larimer		Bike Model and Interactive Map Regionwide	Not a great priority (not hard to read a paper map).	Con
Website	Randell	Leach		Bike Model and Interactive Map Regionwide	Wonderful idea to figure out alternate routes.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Website	Lois	Leveen		Bike Model and Interactive Map Regionwide	Great way to get more people biking.	Pro
E-mail	Kiran	Limaye		Bike Model and Interactive Map Regionwide	Remarkable impact for transit, do same for bikes.	Pro
Website	Richard	Lum		Bike Model and Interactive Map Regionwide	Nice to have a biking interactive map of some sort.	Pro
Website	Joshua	Mann		Bike Model and Interactive Map Regionwide	Great low-cost idea; I would use if available now.	Pro
E-mail	Evan	Manvel	SE Portland	Bike Model and Interactive Map Regionwide	Supports this project as year-round bike commuter.	Pro
Website	Kenneth	Maupin		Bike Model and Interactive Map Regionwide	Would run errands by bike if make more convenient.	Pro
Website	Deb	Meihoff		Bike Model and Interactive Map Regionwide	Fully support as way to realize predominant mode.	Pro
Website	Nick	Neumann		Bike Model and Interactive Map Regionwide	We are developing a mapquest for bikes program.	Pro
Testimony	Jack	Newlevant	SE Portland	Bike Model and Interactive Map Regionwide	Long-time dream for a bike interactive map.	Pro
Website	Jessica	Roberts		Bike Model and Interactive Map Regionwide	Searchable system would be useful, make safer.	Pro
Website	Graham	Ross		Bike Model and Interactive Map Regionwide	Make sure TriMet Trip Planner system involved.	Pro
Website	Graham	Ross		Bike Model and Interactive Map Regionwide	Can solution use web-enabled cell phones?	Pro
Website	Graham	Ross		Bike Model and Interactive Map Regionwide	Use statistical model to understand biker psyches.	Pro
Letter	Corey	Sevigny	SE Portland	Bike Model and Interactive Map Regionwide	Current maps good but need more details, routes.	Pro
Website	Luke	Skywalker		Bike Model and Interactive Map Regionwide	A great idea for bicycle trip planning.	Pro
Website	William	Space		Bike Model and Interactive Map Regionwide	Often spends time to find good bike routes.	Pro
Testimony	Amy	Stork	N Portland	Bike Model and Interactive Map Regionwide	Supports this project.	Pro
Website	Amos	Tsikayi		Bike Model and Interactive Map Regionwide	This would be fantastic; map doesn't have all paths.	Pro
Website	Kelda	Van Patten		Bike Model and Interactive Map Regionwide	Very valuable for cyclists, would prevent accidents.	Pro
Website	Brian	Varricchione		Bike Model and Interactive Map Regionwide	Great addition to Metro's Bike Therel maps.	Pro
Website	Peter	Welte		Bike Model and Interactive Map Regionwide	Online map something I've dreamed of; cost effective.	Pro
E-mail	David	Yudkin	SE Portland	Bike Model and Interactive Map Regionwide	Important for bicycling and well-being of community.	Pro
Website	Suzanne	Zuniga		Bike Model and Interactive Map Regionwide	Yes; excellent way to assist in finding safer routes.	Pro
Testimony	Jeff	Bennett	Clackamas	Boones Ferry Road at Lanewood Street	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Boones Ferry Road at Lanewood Street	Makes multiple improvements at intersection.	Pro
Website	Darcey	Eaton	Lake Grove	Boones Ferry Road at Lanewood Street	Current traffic patterns work well for stakeholders.	Con
Website	Brenda	Falson		Boones Ferry Road at Lanewood Street	Need signaled ped crossing at intersection to school	Pro
Testimony	Mayor Judie	Hammerstad	Lake Oswego	Boones Ferry Road at Lanewood Street	Provides safe route to school and a traffic signal.	Pro
Website	Aaron	Tarfman		Boones Ferry Road at Lanewood Street	Project leaves dangerous sections of Boones Ferry.	Pro
Testimony	Gregg	Weston	Lake Oswego	Boones Ferry Road bike and ped improvements	Spoke for Paul DeMarco; in support of new jobs.	Pro
Website	Josh	Alsberg		Burnside Street: Bridge to 14th Avenue	Very difficult and dangerous for peds and bikes.	Pro
Website	Robert	Annear		Burnside Street: Bridge to 14th Avenue	This is the start of expanding downtown Portland.	Pro
Website	Elaine	Bothe		Burnside Street: Bridge to 14th Avenue	Biking here is harrowing and dangerous; supports.	Pro
Website	Tobias	Boyd		Burnside Street: Bridge to 14th Avenue	Need traffic calming signals on intersection for bikes.	Con
Website	Sarah	Branum		Burnside Street: Bridge to 14th Avenue	Important to keep Portland bicycle and ped friendly.	Pro
Testimony	Kelly	Brunn	SE Portland	Burnside Street: Bridge to 14th Avenue	Opportunity for improvements along Burnside Street.	Pro
Website	Guy	Burstein		Burnside Street: Bridge to 14th Avenue	Would simplify my bike commute tremendously.	Pro
Letter	Catherine	Ciarlo	NE Portland	Burnside Street: Bridge to 14th Avenue	Convert hazardous area to safe, accessible routes.	Pro
E-mail	Scott	Crabtree	NW Portland	Burnside Street: Bridge to 14th Avenue	Asks continued support for these projects.	Pro
E-mail	Jeff	Fryer	SW Portland	Burnside Street: Bridge to 14th Avenue	A dangerous area to traverse; would be improvement	Pro
Website	Mary	Fulton		Burnside Street: Bridge to 14th Avenue	If safer for bicycling, route would be more efficient.	Pro
Website	David	Garlock		Burnside Street: Bridge to 14th Avenue	Safety problem for cyclists, especially crossings.	Pro
Website	Chris	Gates		Burnside Street: Bridge to 14th Avenue	Burnside rattles me when I ride; treacherous street.	Pro

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Website	Sarah	Hamilton		Burnside Street: Bridge to 14th Avenue	East end of bridge cuts cyclists loose in fast traffic.	Pro
Letter	Richard	Harris	NW Portland	Burnside Street: Bridge to 14th Avenue	Old Town Chinatown Vision supports this project.	Pro
Testimony	Lou	Harrison	SE Portland	Burnside Street: Bridge to 14th Avenue	Wentworth Chevrolet believes improvements to Burnside are important to their business.	Pro
Testimony	Jim	Kavtz	E Portland	Burnside Street: Bridge to 14th Avenue	Expressed support for this project.	Pro
Website	Merlin	Larimer		Burnside Street: Bridge to 14th Avenue	Need to split traffic between two adjacent one-ways.	Con
Website	Randell	Leach		Burnside Street: Bridge to 14th Avenue	Intersection of Burnside, Sandy, 12th very dangerous	Pro
Website	Lois	Leveen		Burnside Street: Bridge to 14th Avenue	Bicycle access on eastside very dangerous; I avoid.	Pro
Website	Keith	Liden		Burnside Street: Bridge to 14th Avenue	Good project but balance with other regional needs.	Pro
Website	Lance	Lindahl		Burnside Street: Bridge to 14th Avenue	Congestion will be eased and development prosper.	Pro
Testimony	Susan	Lindsay		Burnside Street: Bridge to 14th Avenue	Member of steering committee; would provide safer crossings to attract more families and children.	Pro
E-mail	Aimee	Marciniak	N. Portland	Burnside Street: Bridge to 14th Avenue	Needed for safe connection to east side for cyclists.	Pro
Website	Richard	Parker, Jr.		Burnside Street: Bridge to 14th Avenue	Strongly recommend to transform East Burnside into Gateway to the City called for in Central City Plan.	Pro
Testimony	Michael	Powell	NE Portland	Burnside Street: Bridge to 14th Avenue	Project will provide safer pedestrian environment.	Pro
Testimony	Martha	Richmond	NW Portland	Burnside Street: Bridge to 14th Avenue	Read Donald Mazziotti's comments of PDC support.	Pro
Website	Jessica	Roberts		Burnside Street: Bridge to 14th Avenue	Black hole for bikes; funds will pay off in long-run.	Pro
Website	Graham	Ross		Burnside Street: Bridge to 14th Avenue	I'm a daily bicycle commuter on this route.	Pro
Letter	Corey	Sevigny	SE Portland	Burnside Street: Bridge to 14th Avenue	Bike lane on Burnside and the bridge would be nice.	Pro
Testimony	Emily	Simon	NE Portland	Burnside Street: Bridge to 14th Avenue	Neighborhood Associations and small business owners and users urge this project be funded.	Pro
Testimony	Chris	Smith	NW Portland	Burnside Street: Bridge to 14th Avenue	Change from dividing barrier to a connector street.	Pro
Website	Jeff	Smith		Burnside Street: Bridge to 14th Avenue	East end of bridge nasty for cyclists; fix it.	Pro
Letter	Peter	Stark	Portland	Burnside Street: Bridge to 14th Avenue	Supports for safety, options on heavily used street.	Pro
E-mail	Peter	Stark	SE Portland	Burnside Street: Bridge to 14th Avenue	Needed for economic growth, high density towns.	Pro
Testimony	Amy	Stork	N Portland	Burnside Street: Bridge to 14th Avenue	Will make this area safer for bikes and commuters.	Pro
Website	Aaron	Tarfman		Burnside Street: Bridge to 14th Avenue	Bicycle access highly dangerous, need bike lanes.	Pro
Website	Brian	Varricchione		Burnside Street: Bridge to 14th Avenue	Need improved bike connections between bridge and Ankeny Street; a challenging connection, safety risk	Pro
Testimony	Paul	Verhoeven	W. Portland	Burnside Street: Bridge to 14th Avenue	Citizens advisory committee in support of projects to improve ped access and traffic flow through area.	Pro
Website	Paul	Wilson		Burnside Street: Bridge to 14th Avenue	East Burnside Corridor very challenging for cyclists.	Pro
Website	Vivian	Yuan		Burnside Street: Bridge to 14th Avenue	Vital component to include safe bike lanes, paths.	Pro
E-mail	David	Yudkin	SE Portland	Burnside Street: Bridge to 14th Avenue	Important for bicycling and well-being of community.	Pro
Website	Diane	Zipper		Burnside Street: Bridge to 14th Avenue	Access limited, as too dangerous on bicycle.	Pro
Website	Suzanne	Zuniga		Burnside Street: Bridge to 14th Avenue	Major route needs to be safer for cars and bikes.	Pro
E-mail	Don	Baack	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	No shoulders for biking or walking; muddy goat path.	Pro
Website	Kristi	Baack	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Need safer sidewalks for walking, bus stops.	Pro
E-mail	Steven	Blakesley	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Current dirt sidewalk dangerous; needs improvement	Pro
Letter	Sylvia	Bogert	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	SW Neighborhoods have urged funding since 1996.	Pro
E-mail	Glenn	Bridger	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Dangerous segment needs new bike/ped options.	Pro
Letter	Glen	Bridger	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	SW Portland behind in trans infrastructure; neglect.	Pro
Website	Gordon	Campbell		Capitol Hwy: Multnomah to Taylors Ferry	Moved to commute to work by bike; need safe lanes	Pro

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Letter	Catherine	Ciarlo	SE Portland	Capitol Hwy: Multnomah to Taylors Ferry	BTA supports to complete gap in bike/ped network.	Pro
E-mail	Scott	Combs	NW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Avid walker; sidewalks needed to complete link.	Pro
Website	Doreen	Crail		Capitol Hwy: Multnomah to Taylors Ferry	Would create safer path; sidewalks from PCC.	Pro
E-mail	Michele	Dearing	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Make Capitol Highway safer for pedestrians; I could walk more often on errands, reducing auto usage.	Pro
Website	Bernie	Deazley		Capitol Hwy: Multnomah to Taylors Ferry	Has fallen twice in ditch due to mud, slope, width.	Pro
Letter	June	DeSimone	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Please fix unfriendly stretch of road for children, peds	Pro
Website	Amy Miller	Dowell	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Strongly supports for improved safety and livability.	Pro
Testimony	Kay	Durtsche	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Bus pullouts needed to keep traffic moving.	Pro
Form	Kay	Durtschi	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Safety a big issue; need to finish project now.	Pro
E-mail	Tess	Enroth	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	A disgrace; we need crosswalks, sidewalks, bike lanes and a lower speed limit to lessen dangers.	Pro
E-mail	Sheila	Fagan	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Not safe to walk along Capitol to Multnomah.	Pro
E-mail	Sheila	Fagan	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	No place for grandson's stroller; please keep on list.	Pro
Website	Marianne	Fitzgerald		Capitol Hwy: Multnomah to Taylors Ferry	Links to major transit routes, schools, churches.	Pro
Form	Lillie	Fitzpatrick	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Bike and ped improvements badly needed for safety.	Pro
Website	Rose	Florek		Capitol Hwy: Multnomah to Taylors Ferry	Way past time for area residents to have sidewalks.	Pro
Website	John	Frewing		Capitol Hwy: Multnomah to Taylors Ferry	Complete the vision for continuous pedestrian route.	Pro
E-mail	Leonard	Gard	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Supports for safety, options on heavily used street.	Pro
Letter	Leonard	Gard	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Thank you for your support of this project.	Pro
E-mail	Bob & Gayle	Gordon	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Supports project for safer walking and bicycling.	Pro
Website	Jeremy	Grand		Capitol Hwy: Multnomah to Taylors Ferry	Unfinished link is a serious gap; needs sidewalks.	Pro
E-mail	Enid	Griffin	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Promote cleaner air, healthier people, saving fuels.	Pro
E-mail	Phil	Hamilton	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Sidewalk important to safety of peds and bikes.	Pro
Form	Nancy	Hand	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Very necessary project; been waiting a long time.	Pro
E-mail	Chris	Hughes	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Unsafe to walk; project needed to keep cars off road.	Pro
E-mail	Bette Lynn	Johnson	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Need paved sidewalks and bike lanes for safety.	Pro
Website	Merlin	Larimer		Capitol Hwy: Multnomah to Taylors Ferry	Ideal biking alternative to busy Barber Boulevard.	Pro
E-mail	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Move up in ranking for MTIP funding.	Pro
E-mail	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Rank higher as missing link, access to transit, safety and need to address stormwater issues.	Pro
E-mail	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Ped path, bike lane and paved street-short in SW.	Pro
Letter	Patty	Lee	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Vital link to schools, shopping, recreation, biking.	Pro
E-mail	Patty	Lee		Capitol Hwy: Multnomah to Taylors Ferry	Supports this project; laurel invasion of ROW.	Pro
Website	Keith	Liden		Capitol Hwy: Multnomah to Taylors Ferry	Disgraceful and dangerous bike/ped connections.	Pro
Letter	Barbara	Locke	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Her driving days are over; sidewalks are wonderful.	Pro
E-mail	Cherie	Lorenzo	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	My highest priority for the neighborhood; please fund	Pro
E-mail	Marilyn	McCarty	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Works in area and wants sidewalks; dangerous area.	Pro
E-mail	Janet	McKenzie	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Lack of sidewalks, very dangerous; would enhance.	Pro
Website	Peter	McMinn	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Capitol Hwy treacherous; little shoulder room.	Pro
E-mail	Susan	Mueller		Capitol Hwy: Multnomah to Taylors Ferry	Lack of sidewalks is a disgrace; would walk to work.	Pro
Website	Phil	Richman	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	A major improvement and nice connection.	Pro
Website	Jessica	Roberts	N. Portland	Capitol Hwy: Multnomah to Taylors Ferry	This stretch is scary for cyclists; fast-moving traffic.	Pro
Website	Kurt	Runzler	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Inadequate path unpleasant and dangerous now.	Pro
Website	Anna	Scalera		Capitol Hwy: Multnomah to Taylors Ferry	Pedestrians need safe sidewalks; disadvantaged.	Pro

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E-mail	Lynne	Schroeder	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Improving this path is a misuse of government funds.	Con
E-mail	Jeff	Schultz	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Walking beats driving; build the sidewalk!	Pro
Website	Don	Siess	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Lives on Capitol; sorely in need of improvements.	Pro
E-mail	Karen	Solomon	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Highway needs safe sidewalks to avoid accidents.	Pro
E-mail	Jeremy	Solomon	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Lack of sidewalks is dangerous and uncivilized.	Pro
Website	Kathy	Sugnet		Capitol Hwy: Multnomah to Taylors Ferry	Would increase safety and enjoyment of walkers.	Pro
E-mail	Charlie	Weiss	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Need safe route to school; ped and bike access.	Pro
E-mail	Jerry	Yudelson	SW Portland	Capitol Hwy: Multnomah to Taylors Ferry	Dangerous given large amount of foot traffic in area.	Pro
Testimony	Jeff	Bennett	Clackamas	Clackamas County ITS at rail crossings	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Clackamas County ITS at rail crossings	Enhances three railway crossings in Milwaukie.	Pro
Website	Merlin	Larimer		Clackamas County ITS at rail crossings	Crucial that freight and passenger trains synchronize	Pro
Letter	Robin	Lewis	Bend	Clackamas County ITS at rail crossings	Break new ground and set stage for better operations	Pro
Letter	Joseph	Marek	Clackamas	Clackamas County ITS at rail crossings	Address safety issues and re-route motorists.	Pro
Letter	Dennis	Mitchell	NW Portland	Clackamas County ITS at rail crossings	ITS Subcommittee supports this safety project.	Pro
Letter	Wilda	Parks	Clackamas	Clackamas County ITS at rail crossings	Better coordination at four intersections on UP line.	Pro
Letter	Ed	DeSantis	Gresham	Cleveland St. NE Stark to SE Powell	Long-time need to standardize well-used street.	Pro
Testimony	Sandra	Doubleday	West Linn	Cleveland St. NE Stark to SE Powell	Expressed support for this project.	Pro
Letter	Kathy	Everett	Gresham	Cleveland St. NE Stark to SE Powell	Long-term need to standardize, provide bike lanes.	Pro
Letter	Roger	Jolly	Gresham	Cleveland St. NE Stark to SE Powell	Addresses long-standing need to improve street.	Pro
Letter	Cliff	Kohler	Gresham	Cleveland St. NE Stark to SE Powell	Long-standing need to improve important link.	Pro
Letter	Sue	O'Halloran	Gresham	Cleveland St. NE Stark to SE Powell	Gresham Downtown Development Assn. supports.	Pro
Letter	Lonnie	Roberts		Cleveland St. NE Stark to SE Powell	Help with safe access to buses and light rail.	Pro
Letter	Bill	Willmes	Gresham	Cleveland St. NE Stark to SE Powell	Well used north/south collector lacking bike lanes and sidewalks; near schools and homes; unsafe.	Pro
Website	Bruce	Bartlett		Cornell Road: Saltzman Road to 119th Ave	Huge bottleneck, miserable intersection; high priority	Pro
Website	Sarah	Branum		Cornell Road: Saltzman Road to 119th Ave	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Cornell Road: Saltzman Road to 119th Ave	Will help create destinations for businesses to thrive.	Pro
E-mail	Scott	Crabtree	NW Portland	Cornell Road: Saltzman Road to 119th Ave	Asks continued support for these projects.	Pro
Website	Joseph	Donnegan		Cornell Road: Saltzman Road to 119th Ave	Support safe healthy bike routes for westside cycling	Pro
Website	Tracey	Gamley		Cornell Road: Saltzman Road to 119th Ave	Desperately in need of bike path for safer journey.	Pro
Website	Kathryn	Harrington		Cornell Road: Saltzman Road to 119th Ave	Bike lanes absolutely critical in this area.	Pro
Website	Marilyn	Harrington		Cornell Road: Saltzman Road to 119th Ave	Dangerous section of roads without bike lanes now.	Pro
Website	Michael	Hilbrandt		Cornell Road: Saltzman Road to 119th Ave	Cannot advise anyone to take this route, currently.	Pro
Website	Brent	Johnson		Cornell Road: Saltzman Road to 119th Ave	Please complete the fine bike lanes on Cornell.	Pro
Website	Charlie	Jones		Cornell Road: Saltzman Road to 119th Ave	This stretch extremely dangerous for bicyclists.	Pro
Website	George	Peden		Cornell Road: Saltzman Road to 119th Ave	Strongly support project as daily bike commuter.	Pro
Website	Jason	Penney		Cornell Road: Saltzman Road to 119th Ave	Need separate, safe passage for peds, bikes, cars.	Pro
Website	Gary	Rennebohm		Cornell Road: Saltzman Road to 119th Ave	Encourage this project; make bike commuting safer.	Pro
Testimony	Amy	Stork	N Portland	Cornell Road: Saltzman Road to 119th Ave	Supports this project.	Pro
Website	Chris	Streight		Cornell Road: Saltzman Road to 119th Ave	This section of road needs to be safer for cyclists.	Pro
Website	Robert	Thoms		Cornell Road: Saltzman Road to 119th Ave	Clear bike lanes would vastly improve safety.	Pro
Website	Peter	Welte		Cornell Road: Saltzman Road to 119th Ave	Cornell dangerous due to traffic, lack of bike lanes.	Pro
Website	Lowell	Wetzel		Cornell Road: Saltzman Road to 119th Ave	Most dangerous sections of road need bike lanes.	Pro
E-mail	David	Yudkin	SE Portland	Cornell Road: Saltzman Road to 119th Ave	Important for bicycling and well-being of community.	Pro

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Letter	Bertha	Ferran	NE Portland	Cully Boulevard Green Streets Project	Hacienda Comm. Development Corp. supports for pedestrian safety, with sidewalks and bike lanes.	Pro
Letter	Kathy	Fuerstenau	NE Portland	Cully Boulevard Green Streets Project	Cully Assn of Neighbors supports for safety, livability	Pro
Letter	Kathleen	Kaczke	NE Portland	Cully Boulevard Green Streets Project	Rigler School in favor of sidewalks, safety of children	Pro
Letter	Sandra	Lefrancois	NE Portland	Cully Boulevard Green Streets Project	Central NE Neighbors supports improvements in an area that has historically been underserved.	Pro
Letter	Will	Levenson	NE Portland	Cully Boulevard Green Streets Project	Green Rigler Project urges showcase greenstreet.	Pro
Website	Anna	Scalera		Cully Boulevard Green Streets Project	Unsafe area; make a priority to redesign safe streets	Pro
Letter	Bob	Wise	NW Portland	Cully Boulevard Green Streets Project	Sustainable Development Comm. CAC supports this project as model of sustainable street design.	Pro
Website	Lance	Lindahl		Cully Boulevard: Prescott to Killingsworth	Desperately needed project to improve overall safety.	Pro
Website	James	Mcechron		Cully Boulevard: Prescott to Killingsworth	Traffic volumes have increased; put at top of list.	Pro
Website	Sean	Russo		Cully Boulevard: Prescott to Killingsworth	Unpaved streets eyesore; costs should be paid by nearest homeowner as it increases value of home.	
Website	Aaron	Tarfman		Cully Boulevard: Prescott to Killingsworth	Cully very dangerous; reduce speed limit.	Pro
Letter	Amy	Scheckla-Cox	Cornelius	E. Baseline: 10th to 20th	Needs to be a main street boulevard for livability.	Pro
E-mail	Joseph	Angel		Eastside Streetcar	Expressed support for this project on east side.	Pro
Testimony	Jeff	Blosser	NE Portland	Eastside Streetcar	Oregon Convention Center supports for economic development, compliment to headquarters hotel(s).	Pro
Testimony	Mike	Bolliger	SE Portland	Eastside Streetcar	Important to Central Eastside, Lloyd District and city	Pro
Testimony	John	Carroll	SW Portland	Eastside Streetcar	Chair of Portland Streetcar sees business benefits.	Pro
E-mail	Jeff	Fryer	SW Portland	Eastside Streetcar	Valuable transportation link to downtown Portland.	Pro
Website	Tobias	Grazini		Eastside Streetcar	Great project to fund; priority to make travel easier.	Pro
Website	Merlin	Larimer		Eastside Streetcar	Steel wheel revolution continues!	Pro
Website	Keith	Liden		Eastside Streetcar	Bike accommodation at start critical for project.	Pro
Testimony	Susan	Lindsay		Eastside Streetcar	Member of steering committee; this project is very important to the east side area.	Pro
Testimony	Tom	Markgraf	NE Portland	Eastside Streetcar	Rep. Earl Blumenauer letter supports this project.	Pro
E-mail	Rod	McDowell	SE Portland	Eastside Streetcar	OMSI supports MTIP funds for this project.	Pro
Testimony	Terry	Parker	NE Portland	Eastside Streetcar	Will add congestion, impact air quality and gas use.	Con
Website	Terry	Parker		Eastside Streetcar	Ignored cost-effective choice to use Hawthorne Br. A 6th Ave alignment would better serve community.	Con
E-mail	Sue	Pearce	SE Portland	Eastside Streetcar	Speaking for HAND and CEID, urges funding for streetcar, allowing more density and livability.	Pro
Testimony	Michael	Powell	NE Portland	Eastside Streetcar	Streetcar carries over 2 million passengers per year and will expand to RiverPlace and Macadam.	Pro
Testimony	Martha	Richmond	NW Portland	Eastside Streetcar	Read Donald Mazziotti's comments of PDC support.	Pro
Testimony	Rose	Rummel-Eury	Lake Oswego	Eastside Streetcar	Voiced support for this project.	Pro
Letter	Peter	Stark	Portland	Eastside Streetcar	Would help economic growth in the area.	Pro
E-mail	Peter	Stark	SE Portland	Eastside Streetcar	Needed for economic growth, denser development.	Pro
Website	Aaron	Tarfman		Eastside Streetcar	Strongly in favor of this proposal, all will benefit; leave streetcar lane as multi-modal bike-bus lane.	Pro
E-mail	Dee	Walsh	NE Portland	Eastside Streetcar	Member of Steering Committee and CEIC; streetcar is important for redevelopment and employment.	Pro

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E-mail	Rick	Williams	NE Portland	Eastside Streetcar	On behalf of Reg Wobig of Lloyd District TMA: fully supports the vision and need for Eastside Streetcar.	Pro
Website	Jonathan	Winslow		Eastside Streetcar	Consider streetcar stop at NW Lovejoy and NW Broadway with elevator down to Amtrak station.	Pro
Website	Suzanne	Zuniga		Eastside Streetcar	Yes, let's do it for all the reasons stated above.	Pro
Website	Merlin	Larimer		Forest Grove Town Center: 19th & Pacific	County's only real town could use better sidewalks.	Pro
Letter	Daniel	Bernstine	SW Portland	Freight Data Collection and Archive System	PSU supports their monitoring network project.	Pro
Letter	Corky	Collier	Portland	Freight Data Collection and Archive System	Columbia Corridor supports freight movement data.	Pro
Testimony	Corky	Collier	Portland	Freight Data Collection and Archive System	Columbia Corridor Assn. supports freight planning.	Pro
Testimony	Sandra	Doubleday	West Linn	Freight Data Collection and Archive System	Expressed support for this program.	Pro
Website	Merlin	Larimer		Freight Data Collection and Archive System	Worthwhile project.	Pro
Website	Lance	Lindahl		Freight Data Collection and Archive System	Reduce congestion and increase productivity.	Pro
Letter	Bill	Maris	Portland	Freight Data Collection and Archive System	Portland Freight Committee supports full funding.	Pro
Letter	Dennis	Mitchell	NW Portland	Freight Data Collection and Archive System	ITS Subcommittee supports this data project.	Pro
Testimony	Martha	Richmond	NW Portland	Freight Data Collection and Archive System	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	David	Rouse	Gresham	Freight Data Collection and Archive System	Urges support for freight industry movement data.	Pro
Letter	Brant	Williams	SW Portland	Freight Data Collection and Archive System	Strengthens collaboration and monitoring network.	Pro
Letter	Randall	Wooley	Beaverton	Freight Data Collection and Archive System	Supports PSU proposal for traffic operation decisions	Pro
Testimony	Bill	Maris	Lake Oswego	Freight projects in MTIP	Expressed support for the freight projects in MTIP. It is important to increase movement through region.	Pro
E-mail	Lori	Burge	SE Portland	Frequent Bus Improvements Regionwide	Need more bus service to SE 21st and Division.	Pro
Website	Merlin	Larimer		Frequent Bus Improvements Regionwide	Rapid buses are great; keep it up!	Pro
Testimony	Sandra	Doubleday	West Linn	Frequent Bus Improvements Regionwide	Expressed support for this program.	Pro
Testimony	Dick	Cooley	SW Portland	Gateway Transit Center Redevelopment TOD	Surface parking moves to structure; land developed.	Pro
E-mail	Jeff	Fryer	SW Portland	Gateway Transit Center Redevelopment TOD	Further development to support transit is needed.	Pro
Testimony	Arlene	Kamaura		Gateway Transit Center Redevelopment TOD	Community mix strongly supports this project.	Pro
Letter	Mayor Vera	Katz	Portland	Gateway Transit Center Redevelopment TOD	TOD program complimentary to our livability goals.	Pro
Testimony	Sarah	King	NW Portland	Gateway Transit Center Redevelopment TOD	PDC working closely with TriMet on the project.	Pro
Website	Merlin	Larimer		Gateway Transit Center Redevelopment TOD	TOD is critical to mass transit and vice versa.	Pro
Website	Keith	Liden		Gateway Transit Center Redevelopment TOD	Bike access needs to be accommodated if funded.	Pro
Testimony	Terry	Parker	NE Portland	Gateway Transit Center Redevelopment TOD	Not appropriate to fund area development with scarce transportation dollars.	Con
Website	Terry	Parker	NE Portland	Gateway Transit Center Redevelopment TOD	MTIP funds should not be used for developments.	Con
Testimony	Martha	Richmond	NW Portland	Gateway Transit Center Redevelopment TOD	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	Duke	Shepard	SW Portland	Gateway Transit Center Redevelopment TOD	Critical for growth and vitality of regional center.	Pro
Website	Seth	Alford		General Comment	Stop supporting Smart Growth; fix the roads, gaps.	Con
Website	David	Auker		General Comment	Uphill on roads, wide shoulder is advantage to bikes.	Pro
Website	Annette	Comella		General Comment	Wants bike path from West Linn to Oregon City.	
E-mail	Danny	Denning	SW Portland	General comment	Suggestion for better east/west route to Hillsboro.	
Testimony	Don	Faith	SW Portland	General comment	Congestion on roads increasing; something needs to be done to improve impact of population increase.	Con
Website	Graham	Ross		General Comment	What would it take to improve extension of Vermont Street to Nicol Road to OES? Needs paving.	
E-mail	Marsden	Smith	Tigard	General comment	Efforts need to be placed on freight movement.	Pro



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Website	Audrey	Underdahl		General Comment	Please make bike paths safer. Pathway across Willamette would benefit Milwaukie and Oregon City.	
E-mail	Kerry	Bittler	Happy Valley	General comment	With expansion of UGB, Damascus needs roads to handle rapid increase in traffic; construction boom.	Pro
Testimony	Gerhardt	Quast	SW Portland	General Comment: Bicycle commuting projects	Supports projects that help bicycle commuting.	Pro
E-mail	Zachery	Carson	Hillsboro	General Comment: Bike lanes and sidewalks	Wants more bike lanes and sidewalks for safety.	
Testimony	Donna	Drummond	SW Portland	General: All bicycle trails	Expressed support for these projects.	Pro
Testimony	Gregg	Everhart	SE Portland	General: All of the trail projects	Expressed support of all trail projects in MTIP.	Pro
Testimony	Bob	Akers	Gresham	General: All trails under consideration	Expressed support for all trails on MTIP list.	Pro
Testimony	Roger	Joys	NE Portland	General: bicycle access on roads	Would like to see improvements, make connections.	Pro
E-mail	Sharon	Walter		General: Bike trails	Please improve our city bike trails.	Pro
E-mail	Bob	Akers		General: Eight bike/trail projects	40-Mile Loop Bd. supports funding for all projects.	Pro
Form	Marsden	Smith	Tigard	General: Freight movement	Priorities need to focus on freight movement first.	
Letter	Sam	Sadler	Salem	General: Global Warming Advisory Group	Reducing amount of fossil fuels burned is the key.	
E-mail	Mike	Davis		General: I-5/I-84 Connection	I-84 needs widening or fourth lane; gridlock zone.	
Hotline	Zepher	Moore	NE Portland	General: License plate cover (weight)	Take off covers: lessen weight, gas, taxes, pollution.	
E-mail	Brandy	Henry	Beaverton	General: New bike lanes requested	New bike route needed: Bethany to Swan Island	
E-mail	Katalin	Taylor		General: New freeway west of Hwy. 217	Leave 217 alone and build a new freeway west of 217	
Form	Steve	Orr	Lake Oswego	General: Poor condition of existing streets	Repair existing streets that are falling apart, potholes	
Testimony	Zephyr	Moore	Beaverton	General: Remove license plate covers	No comment on MITP projects.	
Letter	Zephyr	Moore	Beaverton	General: Remove license plate covers	Take off license plate covers, save gas, air pollution.	Pro
E-mail	Mel	Zucker	NW Portland	General: Road capacity needed	Object should be to provide road capacity for actual	Pro
E-mail	Eric	Geislinger		General: Traffic movement	Need to concentrate on moving more cars on roads.	
Website	Chris	Eykamp		General: All bike and ped projects	Public demand for bike facilities is there.	Pro
E-mail	Daniel	Forest	NE Portland	General: Hollywood MAX Station	Need more airport accessibility, parking, drive-thru.	
E-mail	Doug	Cushing		General: Lake Oswego to Milwaukie Ped Bridge	Consider this superb opportunity to link trails.	
Letter	Kathy	Everett	Gresham	General: Metro's 2040 Growth Concept	Gresham ardent supporter of 2040 Growth Concept.	Pro
Testimony	Sharon	Ehlmann	N. Portland	General: Transportation issues, partners	Supports public-private partnerships in transportation	Pro
Testimony	Penny	Douglas	Beaverton	Hwy 217 Study	Supports Hwy 217 Study; not in favor of toll roads.	Pro
E-mail	Bronson	Adams	Beaverton	Hwy 217 Study	Wants Hwy 217 widened to 3 lanes. Bikes need a license like trucks to use same roads.	Pro
Testimony	Jeff	Bennett	Clackamas	I-205 Light Rail and Milwaukie Light Rail	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Wilda	Parks	Clackamas	I-205 Light Rail and Milwaukie Light Rail	North Clackamas Chamber supports this project.	Pro
Website	Seth	Alford		I-205 Light Rail, Commuter Rail, Streetcar	Cancel Washington County commuter rail; bad idea.	Con
Testimony	Cleon	Cox III	Tigard	I-205 Light Rail, Commuter Rail, Streetcar	Concern about demographics, expense, congestion regarding unneeded Wash. Co. commuter rail project.	Con
Website	Merlin	Larimer		I-205 Light Rail, Commuter Rail, Streetcar	Add MAX to Transit Mall; remove car lanes from mall	Pro
Form	Anne	Madden	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Supports this project as part of MTIP funding vote.	Pro
Testimony	Chris	Smith	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Waterfront Streetcar better scale for neighborhoods.	Pro
Testimony	Chris	Smith	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Streetcar much better scale for neighborhoods; well supported by community and businesses.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Testimony	Chris	Smith	NW Portland	I-205 Light Rail, Commuter Rail, Streetcar	Streetcar was a catalyst for private investment in Portland and would provide similar investments in Lake Oswego. Stressed city to city connections.	Pro
Website	Merlin	Larimer		I-205 Supplemental: Transit Mall to Clackamas	As needed	Pro
Testimony	George	Kosboth	Oregon City	I-205/Hwy 213 Interchange Study	Urged support for this project	Pro
Testimony	Tom	Lemons	Oregon City	I-205/Hwy 213 Interchange Study	Urged support for this project	Pro
Testimony	Mayor Alice	Norris	Oregon City	I-205/Hwy 213 Interchange Study	Three critical pieces that should be included, due to increasing volume of traffic on interchanges.	Pro
Testimony	Larry	Patterson	Oregon City	I-205/Hwy 213 Interchange Study	Transportation improvements would be catalyst for new economic development program in the city.	Pro
Testimony	Julie	Pudergagh	Oregon City	I-205/Hwy 213 Interchange Study	Needed for major growth in Oregon City.	Pro
Website	Aaron	Tarfman		I-205/Hwy 213 Interchange Study	Suggest alternatives that include toll option.	Con
Testimony	David	Porter	Oregon City	I-205/Hwy. 213 Interchange Study	Area will experience growth with expanded UGB and could be trigger for private investment.	Pro
Testimony	Jeff	Bennett	Clackamas	Jennifer Street: 106th to 122nd bike lanes	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Catherine	Ciarlo	NE Portland	Jennifer Street: 106th to 122nd bike lanes	Has a missing link; provide good, connective route.	Pro
Website	Merlin	Larimer		Jennifer Street: 106th to 122nd bike lanes	This corridor is a difficult area for bicyclists.	Pro
Letter	Wilda	Parks	Clackamas	Jennifer Street: 106th to 122nd bike lanes	Bike and ped improvements in industrial area.	Pro
Website	Aaron	Tarfman		Jennifer Street: 106th to 122nd bike lanes	No convenient bike access across Clackamas River.	Pro
Website	Joe	Adamski		Killingsworth Street: I-5 Overpass to MLK	Vital bike link for N. Portland; keep bike lanes safe.	Con
Testimony	Lenny	Anderson	N Portland	Killingsworth Street: I-5 Overpass to MLK	Supports as member of Interstate Urban Renewal Advisory Committee.	Pro
Letter	Tammy	Boren-King	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Provides much needed sidewalks for light rail access	Pro
Testimony	Carl	Flipper	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Would be a major boost to revitalization of the area.	Pro
Hotline	Zachary	Godat	N. Portland	Killingsworth Street: I-5 Overpass to MLK	I support this project and hope it is funded.	Pro
Letter	Kurt	Haapala	NE Portland	Killingsworth Street: I-5 Overpass to MLK	Continue momentum for transformation of area.	Pro
Testimony	Brad	Halverson	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Expressed support for this project.	Pro
Website	Lance	Lindahl		Killingsworth Street: I-5 Overpass to MLK	Will promote further residential, commercial growth.	Pro
Letter	Kay	Newell	N. Portland	Killingsworth Street: I-5 Overpass to MLK	This street is center of our community, long ignored.	Pro
Website	Terry	Parker		Killingsworth Street: I-5 Overpass to MLK	Should not be funded until curb extensions (at bus stops) issue is openly discussed and fully resolved.	Con
Letter	Preston	Pulliams, PCC	NE Portland	Killingsworth Street: I-5 Overpass to MLK	Opportunities rare for public/private/citizen leverage.	Pro
Testimony	Martha	Richmond	NW Portland	Killingsworth Street: I-5 Overpass to MLK	Read Donald Mazziotti's comments of PDC support	Pro
Letter	Peg	Schoett	N. Portland	Killingsworth Street: I-5 Overpass to MLK	Project will improve safety and aesthetics of area.	Pro
Website	Aaron	Tarfman		Killingsworth Street: I-5 Overpass to MLK	Reduce negative impact of autocentricism on street.	Pro
Testimony	Walter	Valenta	Portland	Killingsworth Street: I-5 Overpass to MLK	Will create first big investment in the area and fill missing link from 33rd to 6th.	Pro
Testimony	Jeff	Bennett	Clackamas	Kinsman Road Extension	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Bruce	Burns	Lake Oswego	Kinsman Road Extension	Regional shopping center needs better auto access.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Letter	Laurel	Byer	Wilsonville	Kinsman Road Extension	City of Wilsonville believes this project is crucial to serve industrial lands on west side of I-5: 1080 acres.	Pro
Testimony	Danielle	Cowan	Wilsonville	Kinsman Road Extension	City of Wilsonville supports this project to help develop commercial and industrial land.	Pro
Testimony	Rudy	Kadlub	Wilsonville	Kinsman Road Extension	New urban village providing 2,700 homes, mixed use.	Pro
Testimony	Allan	Kirk	Wilsonville	Kinsman Road Extension	OrePac Building Products believes this project would provide excellent freight improvements, more safety.	Pro
Testimony	Tim	Knapp	Wilsonville	Kinsman Road Extension	Asked for support for this project to access the rail corridor and open up multimodal capabilities on undeveloped industrial lands.	Pro
Website	Merlin	Larimer		Kinsman Road Extension	Must invest in freight railway systems to prosper.	Pro
Letter	Mayor	Lehan	Wilsonville	Kinsman Road Extension	Critical to freight movement throughout the city.	Pro
E-mail	Family	Nishimura		Kinsman Road Extension	We see high value of this project for better flow of freight and auto traffic around western Wilsonville.	Pro
Testimony	Doris	Wehler	Wilsonville	Kinsman Road Extension	Project is critical to freight movement through city.	Pro
Testimony	Gregg	Weston	Lake Oswego	Kinsman Road Extension	Spoke for Paul DeMarco; in support of new jobs.	Pro
Card	Pat	Armstrong	Milwaukie	Lake Road Reconstruction	Improves connections and fills gaps in sidewalks.	Pro
Letter	David	Aschenbrenner	Milwaukie	Lake Road Reconstruction	Hector Campbell Neighborhood supports project.	Pro
Card	David	Auschenbrenner	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Website	Richard	Bantz		Lake Road Reconstruction	Need sidewalks and curbs; too dangerous to walk.	Pro
Letter	Lisa	Batey	Milwaukie	Lake Road Reconstruction	City's 7 neighborhood associations support project.	Pro
Testimony	Jeff	Bennett	Clackamas	Lake Road Reconstruction	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Lake Road Reconstruction	Important connection, needs safety improvements.	Pro
Letter	Mayor James	Bernard	Milwaukie	Lake Road Reconstruction	Top priority; vital to more efficient transportation.	Pro
Website	Gerald	Bitz		Lake Road Reconstruction	Unchanged since 1940s; dangerous for students.	Pro
Postcard	Roy	Buss	Milwaukie	Lake Road Reconstruction	Improve driving conditions by reducing congestion.	Pro
Postcard	Kathy	Buss	Milwaukie	Lake Road Reconstruction	Project needed for safety of children, smoother lanes	Pro
Card	Nick	Chambers	Milwaukie	Lake Road Reconstruction	Supports for all users, especially school children.	Pro
Postcard	Perry	Chambers	Milwaukie	Lake Road Reconstruction	Improve important connection between destinations.	Pro
Postcard	Matthew	Chambers	Milwaukie	Lake Road Reconstruction	You should have sidewalks on Lake Road for safety.	Pro
Testimony	Carlotta	Collette	Milwaukie	Lake Road Reconstruction	Expressed support for this project.	Pro
Card	John	Coyne	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
E-mail	Terrie	Darling	Milwaukie	Lake Road Reconstruction	Will enhance projects underway at attract business.	Pro
Letter	Milt	Dennison	Milwaukie	Lake Road Reconstruction	Clackamas ESD urges funding for child safety.	Pro
E-mail	David & Cynthia	DeVore	Milwaukie	Lake Road Reconstruction	Very dangerous road for youth; please improve road.	Pro
Card	Marian	Fowler	Milwaukie	Lake Road Reconstruction	Improves driving conditions by reducing congestion.	Pro
Website	Forris	Frick		Lake Road Reconstruction	Badly needs updating for walking school children.	Pro
Card	John	Fussell	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Jeanne	Garst	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Molly	Hanthorn	Milwaukie	Lake Road Reconstruction	Add more and improved turning lanes.	Pro
Card	Sam	Hogan	Milwaukie	Lake Road Reconstruction	Improve driving conditions by reducing congestion.	Pro
Website	Vicki	Jonathan		Lake Road Reconstruction	Traffic too fast; terrific idea to slow vehicles down.	Pro
Letter	John	Kahl	Milwaukie	Lake Road Reconstruction	Portland Waldorf School supports mobility, access.	Pro

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Testimony	Councilor Larry	Lancaster	Milwaukie	Lake Road Reconstruction	Need help completing the multi-modal link between regional centers and improve road for school district.	Pro
Website	Merlin	Larimer		Lake Road Reconstruction	Investments that would revive Milwaukie's center.	Pro
Card	Laurie	Lefors	Milwaukie	Lake Road Reconstruction	Increases safety of bikers, drivers and pedestrians.	Pro
Testimony	Councilor Joe	Loomis	Milwaukie	Lake Road Reconstruction	Urged support for this project from Susan Stone.	Pro
Testimony	Councilor Joe	Loomis	Milwaukie	Lake Road Reconstruction	School district does not provide transportation due to the dangers of Lake Road; ped and bikes must share shoulder with buses and cars.	Pro
Testimony	Tom	Markgraf	NE Portland	Lake Road Reconstruction	Rep. Earl Blumenauer's letter supports this project.	Pro
Card	Karen	Martin	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Letter	Yvonne	McVay	Milwaukie	Lake Road Reconstruction	Concerned for safety of school children using road.	Pro
Card	Beverly	Miller	Milwaukie	Lake Road Reconstruction	Enhances area's environment with street trees.	Pro
Card	L.M.	Miller	Milwaukie	Lake Road Reconstruction	Increases safety of bikers, drivers and pedestrians.	Pro
Website	Lewis-Mike	Miller		Lake Road Reconstruction	Much needed project with greatly increased traffic.	Pro
Letter	Bob	Moore	Milwaukie	Lake Road Reconstruction	Lake Road Neighborhood strongly supports project.	Pro
Card	Thomas	Mosier	Milwaukie	Lake Road Reconstruction	Important connection, fill gaps that exist on road.	Pro
Letter	Ronald	Naso	Milwaukie	Lake Road Reconstruction	N. Clackamas School District supports funding.	Pro
Card	Susanna	Pai	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Virginia	Pai	Milwaukie	Lake Road Reconstruction	Will beautify the area and enhance environment.	Pro
Letter	Wilda	Parks	Clackamas	Lake Road Reconstruction	Reconstruct accessway to Clackamas Regional Ctr.	Pro
E-mail	Debby	Patten	SE Portland	Lake Road Reconstruction	Lake Road Neigh. Assn. supports for safety, livability	Pro
Website	Debby	Patten		Lake Road Reconstruction	Lack of sidewalks bad for children; make a priority.	Pro
Card	Mark	Poole	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Victoria	Roe	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Testimony	Alice	Rouyer	Milwaukie	Lake Road Reconstruction	Expressed support for this project.	Pro
Card	Mary	Rowe	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Card	Sarah	Smith	Milwaukie	Lake Road Reconstruction	Increase child safety with sidewalks, bike lanes.	Pro
Testimony	Councilor Susan	Stone	Milwaukie	Lake Road Reconstruction	Milwaukie City Council member urges support for this project as important multi-modal link in region.	Pro
Website	Aaron	Tarfman		Lake Road Reconstruction	Pleased with bike lanes, critical connector street.	Pro
Letter	Sue	Trotter	Milwaukie	Lake Road Reconstruction	Supports project to improve safety and access.	Pro
Website	Cameron	Waner		Lake Road Reconstruction	Five schools nearby, need safer street; bury cables.	Pro
Testimony	Gregg	Weston	Lake Oswego	Lake Road Reconstruction	Spoke for Paul DeMarco; in support of new jobs.	Pro
Letter	Ed	Zumwalt	Milwaukie	Lake Road Reconstruction	Will improve transportation safety and access.	Pro
Website	Merlin	Larimer		Livable Streets Update: Regionwide	Definitely worthwhile.	Pro
Website	Josh	Alsberg		Marine Drive Bike Lanes and Trail Gaps	Make this a priority for bikers to enjoy the river.	Pro
Testimony	Clark	Balcom	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Vital that this gap be completed for safety's sake.	Pro
Website	Elaine	Bothe		Marine Drive Bike Lanes and Trail Gaps	Great training route; rarely use it due to dangers.	Pro
Website	Sarah	Branum		Marine Drive Bike Lanes and Trail Gaps	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Important component of trails plan; provides access.	Pro
Website	Susan	Clifford		Marine Drive Bike Lanes and Trail Gaps	One of most scenic trails, safety hazard now.	Pro
E-mail	Scott	Crabtree	NW Portland	Marine Drive Bike Lanes and Trail Gaps	Asks continued support for these projects.	Pro
E-mail	Laura	De Simone		Marine Drive Bike Lanes and Trail Gaps	Use trail for noon runs; traffic a concern on Marine.	Pro
Letter	Joshua	Demarest	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Single most important trail in Portland area; a refuge.	Pro

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E-mail	Randall	Dickinson	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Nice to have a completed safe route that I now avoid.	Pro
Website	Jodie	Dierickx		Marine Drive Bike Lanes and Trail Gaps	Road very hazardous to bikes, unnerving, unsafe.	Pro
Testimony	Donna	Drummond	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Expressed support for this project.	Pro
Testimony	Thomas	Ebert		Marine Drive Bike Lanes and Trail Gaps	Urged support of this project.	Pro
Letter	Jacquelyn	Ellenz	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Avid user of bike paths; safety and vision for future.	Pro
E-mail	Jeff	Fryer	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Enjoy biking here and support filling trail gaps.	Pro
Website	Mary	Fulton		Marine Drive Bike Lanes and Trail Gaps	Scary road with fast traffic; road needs to be safer.	Pro
E-mail	Kenneth	Gadbow	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Need safer cycling route on NE Marine Drive.	Pro
Card	Jack	Gahan	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Live near Marine Drive; very dangerous, no sidewalks	Pro
Website	Sean	Green		Marine Drive Bike Lanes and Trail Gaps	Worthwhile improvement, especially cost-effective.	Pro
Website	Marilyn	Hayward		Marine Drive Bike Lanes and Trail Gaps	Please help get funding to complete vital loop.	Pro
E-mail	Jonathan	Hecht	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Safe trail would promote health, community access.	Pro
Letter	Jon	Joseph	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Recreational access to Columbia River important.	Pro
E-mail	Sheryl	Lais		Marine Drive Bike Lanes and Trail Gaps	Marine Drive one of my favorite places to bike.	Pro
Website	Merlin	Larimer		Marine Drive Bike Lanes and Trail Gaps	Nice improvement.	Pro
Website	Barbara	Larrain		Marine Drive Bike Lanes and Trail Gaps	Crossing the road is dangerous and causes delays.	Pro
Website	Randell	Leach		Marine Drive Bike Lanes and Trail Gaps	One of most popular destinations, fix problems.	Pro
E-mail	Kiran	Limaye		Marine Drive Bike Lanes and Trail Gaps	Will improve conditions for ped and bike, families.	Pro
E-mail	Robert	Lothrop	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Bike commuter for 17 years; colleague killed on Marine Drive; dangerous street, needs bike lanes.	Pro
Form	Anne	Madden	NW Portland	Marine Drive Bike Lanes and Trail Gaps	Supports this project as part of MTIP funding vote.	Pro
Card	Marzenda	McComb	N. Portland	Marine Drive Bike Lanes and Trail Gaps	Concerned about lack of safe bike routes on road.	Pro
Letter	Lavonne	Morgan	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Risky path needs completion for daily exercise.	Pro
Testimony	Josephine	Pope	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Close the gaps for more connectivity of people.	Pro
Website	Benjamin	Quinby		Marine Drive Bike Lanes and Trail Gaps	Encouragement to fund proposed improvements.	Pro
Website	Merritt	Raitt		Marine Drive Bike Lanes and Trail Gaps	Good resource if connected safely to bike trails.	Pro
Website	Jessica	Roberts		Marine Drive Bike Lanes and Trail Gaps	When fix route, will be one of the best in Portland.	Pro
E-mail	Burl & Abigail	Romick	NE Portland	Marine Drive Bike Lanes and Trail Gaps	List of routes, including Bridgeton Road to I-5 path; 33rd crossing; intersection at 122nd and at Expo.	Pro
E-mail	Bill	Roulette	Portland	Marine Drive Bike Lanes and Trail Gaps	Need safer route for bicycling; enjoys scenic beauty.	Pro
Letter	Corey	Sevigny	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Needs improvements for safety from traffic.	Pro
Letter	Sidney	Smith	NE Portland	Marine Drive Bike Lanes and Trail Gaps	Dangerous trucks on Marine Drive; let's fix this link.	Pro
Website	Jeff	Smith		Marine Drive Bike Lanes and Trail Gaps	Long-overdue project provides scenic east-west trail.	Pro
Testimony	Amy	Stork	N Portland	Marine Drive Bike Lanes and Trail Gaps	Will further improve popular, safer bike corridor.	Pro
Testimony	Aaron	Tarfman	SE Portland	Marine Drive Bike Lanes and Trail Gaps	This area unprotected from high-speed traffic.	Pro
Website	Aaron	Tarfman		Marine Drive Bike Lanes and Trail Gaps	Wonderful potential and important project.	Pro
E-mail	Camilla	Tauscher		Marine Drive Bike Lanes and Trail Gaps	Would bike-commute if safer route provided.	Pro
Letter	John	Thompson	SW Portland	Marine Drive Bike Lanes and Trail Gaps	Daily user of Marine Drive; wonderful addition.	Pro
Card	Matthew	Whitney	N. Portland	Marine Drive Bike Lanes and Trail Gaps	Much too dangerous to walk or bike on Marine Drive.	Pro
E-mail	David	Yudkin	SE Portland	Marine Drive Bike Lanes and Trail Gaps	Important for bicycling and well-being of community.	Pro
Letter	Fred	Bruning	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Unifies major retail and civic areas vital for economy.	Pro
Testimony	Sandra	Doubleday	West Linn	MAX Multi-Use Path Cleveland to Ruby Junction	Expressed support for this project.	Pro
Letter	Kathy	Everett	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Missing link in off-street network; important project.	Pro
E-mail	Dean	Gisvold	NE Portland	MAX Multi-Use Path Cleveland to Ruby Junction	If separate bikes from cars, double bike commuters.	Pro
Letter	Roger	Jolly	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Missing link in off-street network; important project.	Pro

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E-mail	David	McFeeters-Krone	NE Portland	MAX Multi-Use Path Cleveland to Ruby Junction	Excellent alternative to driving downtown.	Pro
Letter	Sue	O'Halloran	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Gresham Downtown Development Assn. supports.	Pro
Letter	Lonnie	Roberts		MAX Multi-Use Path Cleveland to Ruby Junction	Ped and bike connection, Rockwood to Gresham.	Pro
Website	Aaron	Tarman		MAX Multi-Use Path Cleveland to Ruby Junction	Encourage greater bicycle access to Gresham.	Pro
Letter	Bill	Willmes	Gresham	MAX Multi-Use Path Cleveland to Ruby Junction	Links five light rail stations and bus routes, trails.	Pro
Letter	Mayor James	Bernard	Milwaukie	Milwaukie Light Rail Supplemental EIS	Required environmental planning for LRT to city.	Pro
Website	Merlin	Larimer		Milwaukie Light Rail Supplemental EIS	Healthy artery to give Milwaukie new life.	Pro
Website	Dan	Wade		Milwaukie Light Rail Supplemental EIS	A line to Tigard might be better use of funds.	Con
Website	Lance	Lindahl		Milwaukie Light Rail Supplemental EIS	Vital to meeting target date for light rail to Milwaukie	Pro
Card	Maria	Aikin	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Darlene	Albertson	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Barbara	Anderson	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Melissa	Arne	Milwaukie	Milwaukie Town Center Ped Improvements	Enhances center's livability; create ped link to park.	Pro
Card	David	Aschenbrenner	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Letter	David	Aschenbrenner	Milwaukie	Milwaukie Town Center Ped Improvements	Hector Campbell Neighborhood supports project.	Pro
Letter	Lisa	Batey	Milwaukie	Milwaukie Town Center Ped Improvements	City's 7 neighborhood associations support project.	Pro
Testimony	Jeff	Bennett	Clackamas	Milwaukie Town Center Ped Improvements	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	Milwaukie Town Center Ped Improvements	Key element in redevelopment of the town center.	Pro
Letter	Mayor James	Bernard	Milwaukie	Milwaukie Town Center Ped Improvements	Top priority; vital to town center redevelopment.	Pro
Postcard	Ray	Bryan	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Kathy	Buss	Milwaukie	Milwaukie Town Center Ped Improvements	Makes safety improvements and reduces risks.	Pro
Card	Roy	Buss	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Testimony	Carlotta	Collette	Milwaukie	Milwaukie Town Center Ped Improvements	Assist with large town center creation.	Pro
Card	Gene	Covey	Milwaukie	Milwaukie Town Center Ped Improvements	Enhances center's livability; create ped link to park.	Pro
E-mail	Terrie	Darling	Milwaukie	Milwaukie Town Center Ped Improvements	Will enhance projects underway to attract business.	Pro
E-mail	David & Cynthia	DeVore	Milwaukie	Milwaukie Town Center Ped Improvements	Would like Milwaukie to thrive; this project helps.	Pro
Card	Jeanne	Downing	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	John	Fussell	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Jeanne	Garst	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Molly	Hanthorn	Milwaukie	Milwaukie Town Center Ped Improvements	Increases use and mobility of peds/bikes.	Pro
Card	A.R.	Harris	Milwaukie	Milwaukie Town Center Ped Improvements	Makes safety improvements and reduces risks.	Pro
Card	Paula	Harris	Milwaukie	Milwaukie Town Center Ped Improvements	Increases use and mobility of pedestrians, cyclists.	Pro
Card	Tom	Hogan	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Anthony	Hough	Milwaukie	Milwaukie Town Center Ped Improvements	Creates continuous pedestrian link to Riverfront Park	Pro
Letter	John	Kahl	Milwaukie	Milwaukie Town Center Ped Improvements	Portland Waldorf School supports enhancements.	Pro
Card	Jeff	Klein	Milwaukie	Milwaukie Town Center Ped Improvements	Enhances center's livability; create ped link to park.	Pro
Card	William	Landry	Milwaukie	Milwaukie Town Center Ped Improvements	Increases use and mobility of pedestrians, cyclists.	Pro
Website	Merlin	Larimer		Milwaukie Town Center Ped Improvements	Ideal site for an urban village revival; needs street life.	Pro
Card	Laurie	Letors	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Website	Lance	Lindahl		Milwaukie Town Center Ped Improvements	Small town ripe for economic rebirth, transformation.	Pro
Testimony	Councilor Joe	Loomis	Milwaukie	Milwaukie Town Center Ped Improvements	Urged support for this project from Susan Stone.	Pro
Card	Donna	Mell	West Linn	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	Beverly	Miller	Milwaukie	Milwaukie Town Center Ped Improvements	Makes safety improvements and reduces risks.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Card	L.M.	Miller	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Card	Thomas	Mosier	Milwaukie	Milwaukie Town Center Ped Improvements	Realize the goals of the approved Downtown Plan.	Pro
Letter	Wilda	Parks	Clackamas	Milwaukie Town Center Ped Improvements	Implements work on McLoughlin and river frontage.	Pro
Card	Bette	Polly	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	June	Routson	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Card	Maureen	Rowe	Milwaukie	Milwaukie Town Center Ped Improvements	Supports green street environment, safer crossings.	Pro
Card	Mary	Rowe	Milwaukie	Milwaukie Town Center Ped Improvements	Enhance town center livability, safety, links.	Pro
Card	John	Rowe	Milwaukie	Milwaukie Town Center Ped Improvements	Create continuous pedestrian link to Riverfront Park.	Pro
Card	Ralph	Sconce	Milwaukie	Milwaukie Town Center Ped Improvements	Realizes goals of Milwaukie Downtown Plan.	Pro
Card	Dave	Stratton	Milwaukie	Milwaukie Town Center Ped Improvements	Creates continuous pedestrian link to Riverfront Park	Pro
Website	Aaron	Tarfman		Milwaukie Town Center Ped Improvements	Strongly supports ped improvements; heavy traffic.	Pro
Letter	Sue	Trotter	Milwaukie	Milwaukie Town Center Ped Improvements	Supports project to improve safety and access.	Pro
Card	Zenette	Wilks	Milwaukie	Milwaukie Town Center Ped Improvements	Need continuous link to Riverfront Park; green street	Pro
Letter	Ed	Zumwalt	Milwaukie	Milwaukie Town Center Ped Improvements	Will help slow traffic and improve safety.	Pro
Letter	Mayor James	Bernard	Milwaukie	Multi-use Path Master Plans	Supports livability of Milwaukie Town Center.	Pro
Letter	Catherine	Ciarlo	NE Portland	Multi-use Path Master Plans	Four trails fill gaps in bike network, complete vision.	Pro
Letter	Julia	Ferreira	Lake Oswego	Multi-use Path Master Plans	Letter of support with 185 signatures in support.	Pro
E-mail	Paul	Lyons	Lake Oswego	Multi-use Path Master Plans	Uplands Neigh. Assn supports pedestrian access.	Pro
E-mail	Paul	Lyons	Lake Oswego	Multi-use Path Master Plans	Use old RR bridge across Willamette for ped use.	
E-mail	Josh	Plager	NE Portland	Multi-use Path Master Plans	Irvington Comm Assn supports it for safety, access.	Pro
Letter	Sarah	Asby	Lake Oswego	Multi-use Path Master Plans	Urges support for top recreational priority for public.	Pro
Website	Brent	Bolton		Multi-use Path Master Plans	Create a network of trails for bike transportation.	Pro
Website	Sarah	Branum		Multi-use Path Master Plans	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Charles	Ciecko	Milwaukie	Multi-use Path Master Plans	Important links in trails system, livability, recreation.	Pro
Testimony	Lynne	Coward	NE Portland	Multi-use Path Master Plans	Did a study regarding Sullivan's Gulch trail through Portland State University.	Pro
E-mail	Bryan & Karen	Dawson	Lake Oswego	Multi-use Path Master Plans	Wants continuous path to Springwater Trail.	
Testimony	Mayor Eugene	Grant	Happy Valley	Multi-use Path Master Plans	In support for benefit of residents.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	Multi-use Path Master Plans	Urged support for this project, esp. Mt. Scott trail.	Pro
Testimony	Mayor Judie	Hammerstad	Lake Oswego	Multi-use Path Master Plans	Supports this trail, connecting to Tonquin Trail and Mt. Scott-Scouter's Mountain Loop Trail.	Pro
Website	Marilyn	Hayward		Multi-use Path Master Plans	Safer cycling, fewer cars on road, cleaner air, health.	Pro
Website	Merlin	Larimer		Multi-use Path Master Plans	Definitely worthy.	Pro
Website	Randall	Leach		Multi-use Path Master Plans	Will greatly increase access and safety in the area.	Pro
Testimony	Dan	Lerch-Walters	NE Portland	Multi-use Path Master Plans	Having a bike trail along Sullivan's Gulch would greatly increase amount of bicycle commuters.	Pro
E-mail	John	Marandas	Lake Oswego	Multi-use Path Master Plans	Non-motorized river crossing needed for safety, rec.	Pro
Letter	Joel & Wilma	McNulty	Lake Oswego	Multi-use Path Master Plans	Tremendous accomplishment for river crossing.	Pro
Website	Nathan	Meenen		Multi-use Path Master Plans	A dream to see bikes as ubiquitous here as Europe.	Pro
Website	Randy	Nicolay		Multi-use Path Master Plans	Strongly endorse trails; better serve bike and peds.	Pro
Website	Benjamin	Quinby		Multi-use Path Master Plans	I would use and support this trail project.	Pro
Letter	Mike	Ragsdale	Wilsonville	Multi-use Path Master Plans	Tonquin Trail would connect 3 cities, Villebois.	Pro
Website	Duane	Roberts		Multi-use Path Master Plans	Include additional study of Powerline Trail (South)	Pro
Website	Jessica	Roberts		Multi-use Path Master Plans	Essential for a long-term investment in trails network	Pro
Letter	Marcia	Robertson	Lake Oswego	Multi-use Path Master Plans	River crossing needed for commuter access.	Pro

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Website	Graham	Ross		Multi-use Path Master Plans	Opportunity to get input on unstated alternatives.	Pro
Letter	Corey	Sevigny	SE Portland	Multi-use Path Master Plans	Need car-free routes for safety, recreation.	Pro
Website	Jeff	Smith		Multi-use Path Master Plans	This is a bargain for regional trail planning.	Pro
Testimony	Amy	Stork	N Portland	Multi-use Path Master Plans	Fill gaps in biking network and connect trails.	Pro
Letter	Cary	Strauch	Lake Oswego	Multi-use Path Master Plans	Adds commuter options, recreation, links cities.	Pro
Website	Steven	Szigethy		Multi-use Path Master Plans	Sullivan's Gulch Trail should be a priority.	Pro
E-mail	David	Yudkin	SE Portland	Multi-use Path Master Plans	Important for bicycling and well-being of community.	Pro
Testimony	John	Wolz	NE Portland	Multi-use Path Master Plans	Irvington Neighborhood Association endorsed project to promote non-polluting and healthy bicycling.	Pro
Letter	Grant	Armbruster	N. Portland	N. Leadbetter Extension	Columbia Sportswear supports for better shipping.	Pro
Testimony	Grant	Armbruster	NW Portland	N. Leadbetter Extension	Columbia Sportswear supports for better shipping.	Pro
Letter	Corky	Collier	Portland	N. Leadbetter Extension	Columbia Corridor says critical to rail traffic growth.	Pro
Testimony	Corky	Collier	Portland	N. Leadbetter Extension	Critical to balance rail traffic with health of business.	Pro
Testimony	Gary	Eichman		N. Leadbetter Extension	Extremely important infrastructure projects for trucks	Pro
Testimony	Ann	Gardner	Portland	N. Leadbetter Extension	NW Industrial Neighborhood Association member expressed support for this freight project	Pro
Testimony	Greg	Guthrie	Beaverton	N. Leadbetter Extension	Remove barriers to freight mobility at Rivergate.	Pro
Letter	James	Helser	N. Portland	N. Leadbetter Extension	Significant delays occur on this road; costly to us.	Pro
Letter	Bill	Maris	Portland	N. Leadbetter Extension	Portland Freight Committee supports full funding.	Pro
Testimony	Shannon	McCord	N. Portland	N. Leadbetter Extension	Infrastructure critical to shipping, emergencies.	Pro
Testimony	Martha	Richmond	NW Portland	N. Leadbetter Extension	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	Kurt	Roseler	N. Portland	N. Leadbetter Extension	If bridge weight-limited, forces 11 mile freight detour.	Pro
Letter	James	Helser	N. Portland	N. Lombard Slough Overcrossing	Current weight restrictions limit freight use of bridge.	Pro
E-mail	Bill	Koegle		N. Lombard Slough Overcrossing	Crucial freight connection; bridge needed for access by overweight trucks, economic development.	Pro
Testimony	Corky	Collier	Portland	N. Lombard: Slough Overcrossing	CCA strongly supports this freight project.	Pro
Testimony	Gary	Eichman		N. Lombard: Slough Overcrossing	Extremely important infrastructure project for trucks.	Pro
Letter	Bill	Maris	Portland	N. Lombard: Slough Overcrossing	Portland Freight Committee supports full funding.	Pro
Testimony	Martha	Richmond	NW Portland	N. Lombard: Slough Overcrossing	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	Kurt	Roseler	N. Portland	N. Lombard: Slough Overcrossing	Crucial freight connection for industrial businesses.	Pro
E-mail	Scott	Witt	SW Portland	N. Lombard: Slough Overcrossing	Extremely important for growth of Rivergate area.	Pro
Letter	Catherine	Ciarlo	NE Portland	Naito Parkway Road Reconstruction	Will reduce congestion and help bike commuting.	Pro
Testimony	Harriet	Cormack	SW Portland	Naito Parkway Road Reconstruction	Project will assist with the increased traffic flows that link into existing and future pathways.	Pro
Website	Julie	DiLeone		Naito Parkway Road Reconstruction	In winter, too dangerous to bike commute; unsafe.	Pro
E-mail	Jeff	Fryer	SW Portland	Naito Parkway Road Reconstruction	Support anything to make Naito safer for bikes.	Pro
Testimony	Ann	Gardner	Portland	Naito Parkway Road Reconstruction	Expressed support for this project.	Pro
Website	Tobias	Grazini		Naito Parkway Road Reconstruction	Desperately needs repair; strongly supports funding.	Pro
Testimony	Chris	Hathaway	SW Portland	Naito Parkway Road Reconstruction	Waterfront Park huge part of downtown lifestyle; project would add sidewalks and address safety.	Pro
Testimony	Lee	Johnson	NE Portland	Naito Parkway Road Reconstruction	Expressed support for this project.	Pro
E-mail	Paul	Kaptur		Naito Parkway Road Reconstruction	Bike commuter on Barber; need exit lanes to Naito.	Pro
Testimony	Wayne	Kingsley	SE Portland	Naito Parkway Road Reconstruction	Expressed support for this project.	Pro
Website	Merlin	Larimer		Naito Parkway Road Reconstruction	Design two lanes with bike paths and sidewalks.	Pro
Website	K-lynn	Liden		Naito Parkway Road Reconstruction	Keep planned bike lanes as part of this project.	Pro



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E-mail	Kiran	Limaye		Naito Parkway Road Reconstruction	Complete the work when Harbor freeway taken down.	Pro
Website	Lance	Lindahl		Naito Parkway Road Reconstruction	Full reconstruction is needed; fund this project.	Pro
Form	Anne	Madden	NW Portland	Naito Parkway Road Reconstruction	Supports this project as part of MTIP funding vote.	Pro
Letter	Bill	Maris	Portland	Naito Parkway Road Reconstruction	Portland Freight Committee supports full funding.	Pro
Letter	Donald	Mazziotti	NW Portland	Naito Parkway Road Reconstruction	PDC urges support of this project for vibrant area.	Pro
Website	Rod	Merrick		Naito Parkway Road Reconstruction	Support repaving, only needs to be maintained.	Con
Website	Anne	Naito-Campbell		Naito Parkway Road Reconstruction	Remember vision and restore street named for father.	Pro
Website	Terry	Parker		Naito Parkway Road Reconstruction	Ten-foot lane is unsafe, no reduction in vehicle lanes.	Con
Testimony	Martha	Richmond	NW Portland	Naito Parkway Road Reconstruction	Read Donald Mazziotti's comments of PDC support.	Pro
Letter	John	Russell	SW Portland	Naito Parkway Road Reconstruction	Needed to repair deficiencies and improve design.	Pro
Website	Aaron	Tarfman		Naito Parkway Road Reconstruction	Support efforts to improve connectivity at the park.	Pro
Testimony	Paddy	Tillet	SW Portland	Naito Parkway Road Reconstruction	Will redevelop inactive parking lots and make pedestrian crossings safer.	Pro
Website	Paul	Wilson		Naito Parkway Road Reconstruction	Desperately needed project is currently dangerous.	Pro
Letter	Kathy	Everett	Gresham	NE 242nd Ave: Stark to Glisan Reconstruction	Reconsider; important link for East County cities.	Pro
Website	Aaron	Tarfman		NE 242nd Ave: Stark to Glisan Reconstruction	Do not support adding two travel lanes to road.	Pro
Letter	Shirley	Huffman	Hillsboro	NE 28th Ave: East Main to Grant	Urges support to alleviate major bottleneck.	Pro
Letter	Corky	Collier	Portland	NE Sandy Blvd: 207th to 238th	Columbia Corridor urges project for better traffic flow.	Pro
Testimony	Corky	Collier	Portland	NE Sandy Blvd: 207th to 238th	CCA sees as inexpensive way to improve traffic flow.	Pro
Letter	Diane	Linn	SE Portland	NE Sandy Blvd: 207th to 238th	Will support industrial development in the area.	Pro
Letter	Lonnie	Roberts		NE Sandy Blvd: 207th to 238th	Supports economic development in industrial area.	Pro
Testimony	Sandra	Doubleday	West Linn	NE Sandy Blvd: 207th to 238th Ave.	Expressed support for this project.	Pro
Website	Seth	Alford		Next Priority Corridor Study	You'll impose dystopian planning vision on corridors.	Con
Website	Mike	Boer		Next Priority Corridor Study	Hope it includes I-205 type Western Bypass to I-5.	Pro
Letter	Catherine	Ciarlo	NE Portland	ODOT Preservation - Powell: 50th to I-205	Supportive of ODOT coordination with Metro on bikes	Pro
Website	Merlin	Larimer		ODOT Preservation - Powell: 50th to I-205	Powell desperately needs better bikability.	Pro
Website	Lance	Lindahl		ODOT Preservation - Powell: 50th to I-205	Promote safer access; additional use of bike paths.	Pro
E-mail	Sarah	Lyons	SE Portland	Powell Boulevard from I-205 to Gresham	Needs safety upgrade, turn lanes, bike paths.	Pro
E-mail	Thomas	Cooper	Beaverton	Powerline Trail - North	Supports funding for trail at Mt. Williams.	Pro
Petition	Patrick	Flanagan	Beaverton	Powerline Trail - North	Petition in support of project with 12 signatures.	Pro
Form	John	Kowalczyk	Beaverton	Powerline Trail - North	Unquestionably beneficial to bike/ped travel on trails.	Pro
Form	Richmond	Stevens	Beaverton	Powerline Trail - North	Opposed to logging in area of trail, preserve nature.	Pro
Form	Marilyn	Watanabe	Beaverton	Powerline Trail - North	Too little forest in community, so much growth.	Pro
Testimony	Marvin	Doty	Beaverton	Powerline Trail (North and South)	Helps protect water in area; completes trail system.	Pro
Testimony	John	Griffiths	Beaverton	Powerline Trail (North and South)	Expressed support for both trails in Beaverton, Tigard	Pro
Testimony	Catherine	Arnold	Beaverton	Powerline Trail (North)	Expressed support for this trail project.	Pro
Testimony	Sherry	Atherton	Beaverton	Powerline Trail (North)	Advocated for trail as important link for families.	Pro
Form	John	Barnocky	Beaverton	Powerline Trail (North)	Good quality of life in neighborhood; park system.	Pro
Website	Richard	Bewersdorff		Powerline Trail (North)	Important link; safe north-south route off street.	Pro
E-mail	Dena	Bindewald	Washington Cty.	Powerline Trail (North)	Strongly supports trail at Mt. Williams; save lands.	Pro
Website	John	Bucsek		Powerline Trail (North)	More off-street multi-use trails needed for families.	Pro
Letter	Catherine	Ciarlo	NE Portland	Powerline Trail (North)	Not enough connected bike routes in this area.	Pro
E-mail	Scott	Crabtree	NW Portland	Powerline Trail (North)	Asks continued support for these projects.	Pro
Testimony	Rich	Crimi	Beaverton	Powerline Trail (North)	Dedicated path would provide safety to bike/peds.	Pro

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Website	Joseph	Donnegan		Powerline Trail (North)	Needed to reduce vehicle traffic, make commute path	Pro
E-mail	Jack	Edin	Aloha	Powerline Trail (North)	Keep the trees in Evergreen Terrace for wildlife.	Pro
Form	Patricia	Forman	Beaverton	Powerline Trail (North)	Preserve what we can; so much development in area	Pro
Form	Michelle & Ron	Gale	Beaverton	Powerline Trail (North)	Thrilled to have park, path added to neighborhood.	Pro
Testimony	Amy	Hawthorne	Beaverton	Powerline Trail (North)	Important to preserve existing nature.	Pro
Website	Marilyn	Hayward		Powerline Trail (North)	Love to see project finished; safer trail for cyclists.	Pro
Testimony	Tom	Hjort	Beaverton	Powerline Trail (North)	Project needed to complete gaps, provide safety.	Pro
Testimony	Cheryl	Hoy	Beaverton	Powerline Trail (North)	Loss of trees and wildlife a concern; project needed.	Pro
Form	Kimberly	Karper	Beaverton	Powerline Trail (North)	Love to see forested land behind house preserved.	Pro
Website	Merlin	Larimer		Powerline Trail (North)	Bicyclists rejoice!	Pro
Form	Jerome	Lefor	Beaverton	Powerline Trail (North)	Asking for all-out effort to purchase land for park!	Pro
Testimony	Cheryl	Lynn	Beaverton	Powerline Trail (North)	Expressed support for this project.	Pro
Form	Cheryl,Richard	Lynn	Beaverton	Powerline Trail (North)	Would make Beaverton more livable; keep natural.	Pro
Form	Anne	Madden	NW Portland	Powerline Trail (North)	Supports this project as part of MTIP funding vote.	Pro
Website	Kenneth	Maupin		Powerline Trail (North)	Completing gaps will encourage use of the trail.	Pro
Testimony	Vince	Montecalvo	Beaverton	Powerline Trail (North)	Supports project; concerned with increased traffic.	Pro
E-mail	Judi	Murfin	Beaverton	Powerline Trail (North)	Mt. Williams portion needs trails, natural areas.	Pro
Petition	Elizabeth	Nicholson	Beaverton	Powerline Trail (North)	Petition with 58 signatures in support of the trail.	Pro
Form	John & Carol	Nordling	Beaverton	Powerline Trail (North)	Witnessed expansion in 25 years; wise use of funds.	Pro
Website	Gary	Rennebohm		Powerline Trail (North)	Excellent project, safe route for cyclists to commute.	Pro
Testimony	Geoff	Roach	SW Portland	Powerline Trail (North)	Trust for Public Lands stated MTIP important funding source to accomplish 2040 goals, access to nature.	Pro
Petition	Geoff	Roach	SW Portland	Powerline Trail (North)	Petition with 183 signatures in support of trail provided by Trust for Public Lands.	Pro
Website	Duane	Roberts		Powerline Trail (North)	Supports full funding to fill key gap in existing trail.	Pro
Website	Jessica	Roberts		Powerline Trail (North)	Exciting to see how this will connect to trail system.	Pro
E-mail	Linda	Rudnick	Beaverton	Powerline Trail (North)	Delighted to see preservation of greenspaces, trail.	Pro
Letter	Kim	Rush	Beaverton	Powerline Trail (North)	Totally support expanding this trail; wildlife near us.	Pro
Website	Anna	Scalera		Powerline Trail (North)	Great for commuters, residents and families!	Pro
Testimony	Comm. Dick	Schouten	Beaverton	Powerline Trail (North)	Expressed support for these trails, making a rare route that ties together arterials and transit choices.	Pro
Letter	Comm. Dick	Schouten	Beaverton	Powerline Trail (North)	Funding for Mt. Williams trail critical, can't wait.	Pro
Letter	Corey	Sevigny	SE Portland	Powerline Trail (North)	Boon for commuters and recreation cyclists.	Pro
Testimony	Pat	Shaleny	Beaverton	Powerline Trail (North)	Expressed support for trail and wildlife; has concerns about additional traffic as people use trailhead.	Pro
Form	Barry	Shapiro	Beaverton	Powerline Trail (North)	Deforestation would destroy ecosystem; keep park.	Pro
Website	Barbara	Shields		Powerline Trail (North)	Endorses funding for continuous trail on corridor.	Pro
Testimony	Kirk	Skeeland	Beaverton	Powerline Trail (North)	A natural extension to existing trail system.	Pro
Form	Lois	Smith	Beaverton	Powerline Trail (North)	Do not let trees be torn down for more houses, cars.	Pro
Testimony	Amy	Stork	N Portland	Powerline Trail (North)	Connects suburban bike commuters to Portland.	Pro
Testimony	Donna	Stuhr	Beaverton	Powerline Trail (North)	Advocate of walking trails in urban areas.	Pro
Letter	Donna	Stuhr	Beaverton	Powerline Trail (North)	Necessary to serve as a viable, unique regional trail.	Pro

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Testimony	Aaron	Tarfman	SE Portland	Powerline Trail (North)	Strongly recommends this project.	Pro
Website	Aaron	Tarfman		Powerline Trail (North)	This project a priority; serious impediment to safety.	Pro
Form	Katie	Todd	Beaverton	Powerline Trail (North)	Would like forest behind home turned into a park.	Pro
Letter	Ronald	Willoughby	Beaverton	Powerline Trail (North)	Project connects commercial, residential, transit; has strong community support, matching funds.	Pro
Letter	Ronald	Willoughby	Beaverton	Powerline Trail (North)	Four agencies support this trail, which will connect 5,000 residents to MAX, jobs, shopping and parks.	Pro
Petition	Ronald	Willoughby	Beaverton	Powerline Trail (North)	Petition with 67 signatures in support of trail project.	Pro
Testimony	Barbara	Wilson	Beaverton	Powerline Trail (North)	Urged support; city allocated funding to help buy it.	Pro
E-mail	David	Yudkin	SE Portland	Powerline Trail (North)	Important for bicycling and well-being of community.	Pro
Website	Sarah	Branum		Powerline Trail (North)	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Mayor Rob	Drake	Beaverton	Powerline Trail (North)	Important corridor will benefit all users; city supports.	Pro
Letter	Donna	Stuhr	Beaverton	Powerline Trail (North)	Tualatin Hills Park & Rec supports trail system.	Pro
Letter	Mayor Rob	Drake	Beaverton	Powerline Trail (South)	Important corridor will benefit all users; city supports.	Pro
Website	John	Frewing		Powerline Trail (South)	Provide educational signs for green features, swales.	Pro
Form	Tom	Hjort	Beaverton	Powerline Trail (South)	Use corridor to the public's great benefit.	Pro
Form	Trevis	Karper	Aloha	Powerline Trail (South)	Fully supports park on Mt. Williams as possible resource for outdoor classroom to study wildlife.	Pro
Website	Merlin	Larimer		Powerline Trail (South)	Bicyclists rejoice some more!	Pro
Form	Darren	Lee	Beaverton	Powerline Trail (South)	This project is critical for parks, trails in Beaverton and to protect wildlife on Mt. Williams.	Pro
Testimony	Julie	Russell	Beaverton	Powerline Trail (South)	Few north/south paths or sidewalks; need safety.	Pro
Website	Katie	Saunders		Powerline Trail (South)	We use path to walk to the store rather than drive.	Pro
Letter	Comm. Dick	Schouten	Hillsboro	Powerline Trail (South)	Need continuous trail north/south to Tualatin River.	Pro
Letter	Donna	Stuhr	Beaverton	Powerline Trail (South)	Tualatin Hills Park and Rec District advocates the development of this regional trail; will have impact.	Pro
Letter	Carl	Switzer	Tigard	Powerline Trail (South)	City has local match; trail needed for north/south connection allowing residents safe route over Bull Mt	Pro
Testimony	Aaron	Tarfman	SE Portland	Powerline Trail (South)	Strongly recommends this project.	Pro
Website	Aaron	Tarfman		Powerline Trail (South)	Should be serious priority, closes serious gap.	Pro
Testimony	Tom	Woodruff	Tigard	Powerline Trail (South)	Trail rests in area without parks or north/south routes	Pro
Website	Merlin	Larimer		Regional Freight Planning	Freight remains critical to local economy!	Pro
Letter	Bill	Maris	Portland	Regional Freight Planning	Portland Freight Committee supports full funding.	Pro
Website	Dan	Wade		Regional Freight Planning	New bridge needed west of St. Johns Bridge.	Pro
Website	Seth	Alford		Regional TOD LRT Station Area Program	\$3 million for this nonsense? No, no and no.	Con
Letter	Mayor Charles	Becker	Gresham	Regional TOD LRT Station Area Program	Helps our goal of developing vibrant station areas.	Pro
Letter	Peter	Behringer	Washington DC	Regional TOD LRT Station Area Program	TOD offers sources of funding to improve livability.	Pro
Letter	Tom	Benjamin	Beaverton	Regional TOD LRT Station Area Program	TOD knowledgeable and effective in aiding financing.	Pro
Letter	Fred	Bruning	Gresham	Regional TOD LRT Station Area Program	Center Oak supports creative land development.	Pro
Letter	Kira	Cador	SW Portland	Regional TOD LRT Station Area Program	TOD excellent partner on mixed-use developments.	Pro
Letter	Mayor Rob	Drake	Beaverton	Regional TOD LRT Station Area Program	Valuable tool to assist transit-oriented development.	Pro
Letter	Kathy	Everett	Gresham	Regional TOD LRT Station Area Program	Bring higher-density housing into downtown.	Pro
Letter	Charlotte	Gallagher	Portland	Regional TOD LRT Station Area Program	Pacific Continental Bank supports mixed-use goals.	Pro
Letter	Eric	Glazzard	Beaverton	Regional TOD LRT Station Area Program	Ananda concerned with quality of life in culture.	Pro
Letter	Jay	Graves	NE Portland	Regional TOD LRT Station Area Program	Bike Gallery owner supports TOD redevelopment.	Pro

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Letter	Mayor Tom	Hughes	Hillsboro	Regional TOD LRT Station Area Program	Necessity to continue redevelopment of downtown.	Pro
Letter	Mayor Vera	Katz	Portland	Regional TOD LRT Station Area Program	TOD program complimentary to our livability goals.	Pro
Website	Merlin	Larimer		Regional TOD LRT Station Area Program	TODs are the only way to go.	Pro
Website	Merlin	Larimer		Regional TOD LRT Station Area Program	TOD essential partner to successful lightrail system.	Pro
Letter	Holden	Leung	SE Portland	Regional TOD LRT Station Area Program	TOD can help fund urban villages that add to livability	Pro
Testimony	Elizabeth	Livingston	Gresham	Regional TOD LRT Station Area Program	Expressed support for TOD implementation.	Pro
Letter	Ed	McNamara	NE Portland	Regional TOD LRT Station Area Program	Necessary and far-sighted strategy for growth.	Pro
Letter	Gil	Munoz	Cornelius	Regional TOD LRT Station Area Program	Supports TOD funding for livability and redevelopment	Pro
Letter	Jeff	Myhre	SE Portland	Regional TOD LRT Station Area Program	Higher density mixed-use land increases transit use.	Pro
Letter	Mike	Rossman	Gresham	Regional TOD LRT Station Area Program	TOD program unique in country and a success.	Pro
Letter	Amy	Saberian	Tigard	Regional TOD LRT Station Area Program	Supports infill and redevelopment projects.	Pro
Website	Aaron	Tarfman		Regional TOD LRT Station Area Program	Supports rail service to Clackamas Town Center.	Pro
Website	Aaron	Tarfman		Regional TOD LRT Station Area Program	Supports light rail to Clackamas Town Center.	Pro
Testimony	Charlotte	Gallagher	SW Portland	Regional TOD projects (all)	Supports all TOD programs as a lender; enhances her ability to "sell" the loan to her bank.	Pro
Testimony	Tom	Kemper	SW Portland	Regional TOD projects (all)	Without funding from MTIP, would not be able to move forward on his mixed-use projects.	Pro
Testimony	Jeff	Myhre	SE Portland	Regional TOD projects (all)	Increases quality of design and opportunities.	Pro
Testimony	Mike	Rossman	NE Portland	Regional TOD projects (all)	Expressed support for all TOD projects in MTIP.	Pro
Testimony	John	Wiebke	Hillsboro	Regional TOD projects (all)	Expressed support for Metro's TOD program.	Pro
Testimony	Janet	Young	Beaverton	Regional TOD projects (all)	TOD projects need public subsidy to get built.	Pro
Testimony	Moji	Momeni	Beaverton	Regional TOD projects (three major projects)	TOD funding important for downtown Beaverton and TOD projects assist with reducing traffic.	Pro
Letter	Mayor Charles	Becker	Gresham	Regional TOD Urban Center Program	TOD urban center program is highly effective.	Pro
Letter	Peter	Behringer	Washington DC	Regional TOD Urban Center Program	Unique funding for urban centers not along light rail.	Pro
Letter	Tom	Benjamin	Beaverton	Regional TOD Urban Center Program	Urge funding for low-income, 3-story developments.	Pro
Letter	Mayor James	Bernard	Milwaukie	Regional TOD Urban Center Program	Funding and assistance helps mixed-use projects.	Pro
Letter	Mayor James	Bernard	Milwaukie	Regional TOD Urban Center Program	Important to support development of town center.	Pro
Testimony	Kevin	Cavenaugh	NE Portland	Regional TOD Urban Center Program	Small developer very happy with TOD program as smart way to get smart growth.	Pro
Letter	Mayor Rob	Drake	Beaverton	Regional TOD Urban Center Program	Unique area downtown with potential for growth.	Pro
Letter	Kathy	Everett	Gresham	Regional TOD Urban Center Program	Helps provide investment in urban centers.	Pro
Letter	Charlotte	Gallagher	Portland	Regional TOD Urban Center Program	Pacific Continental Bank supports mixed-use goals.	Pro
Letter	Eric	Glazzard	Beaverton	Regional TOD Urban Center Program	Ananda concerned with quality of life in culture.	Pro
Letter	Jay	Graves	NE Portland	Regional TOD Urban Center Program	Bike Gallery owner supports TOD redevelopment.	Pro
Letter	Mayor Judie	Hammerstad	Lake Oswego	Regional TOD Urban Center Program	Public investment has aided Lakeview Village center.	Pro
Letter	Mayor Vera	Katz	Portland	Regional TOD Urban Center Program	TOD program complimentary to our livability goals.	Pro
Letter	Thomas	Kemper	SW Portland	Regional TOD Urban Center Program	Valuable resource for smart growth in urban centers.	Pro
Website	Merlin	Larimer		Regional TOD Urban Center Program	Infill TOD is much better than greenfield TOD!	Pro
Letter	Holden	Leung	SE Portland	Regional TOD Urban Center Program	TOD can help fund urban villages that add to livability	Pro
Testimony	Elizabeth	Livingston	Gresham	Regional TOD Urban Center Program	Expressed support for TOD implementation.	Pro
Letter	Ed	McNamara	NE Portland	Regional TOD Urban Center Program	TOD a fiscally responsible vehicle for smart growth.	Pro
Letter	Gil	Munoz	Cornelius	Regional TOD Urban Center Program	Supports TOD funding for livability and redevelopment	Pro
Letter	Jeff	Myhre	SE Portland	Regional TOD Urban Center Program	Mixed-use projects add vitality but are more costly.	Pro
Letter	Mike	Rossman	Gresham	Regional TOD Urban Center Program	TOD program a good model for partnerships.	Pro

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Testimony	Alice	Rouyer	Milwaukie	Regional TOD Urban Center Program	TOD program very helpful to City of Milwaukie and helped the North Main Project.	Pro
Letter	Amy	Saberian	Tigard	Regional TOD Urban Center Program	Supports TOD funding for livability and redevelopment	Pro
Letter	Amy	Saberian	Tigard	Regional TOD Urban Center Program	Supports infill and redevelopment projects.	Pro
E-mail	Debbie	Brodie	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	South extension further enables access by citizens.	Pro
E-mail	Neshia	Cameron	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Will assist with achieving vision and connectivity.	Pro
Letter	Nancy	Canston	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Bike and Ped Task Force supports trail as "spine."	Pro
Letter	Nancy	Causton	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Vigorously supports trail in dense neighborhoods.	Pro
Letter	Catherine	Ciarlo	NE Portland	Rock Creek Trail: Orchard Park to Wilkens	Connects neighborhoods to transit and regional links	Pro
Letter	John	Coulter	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Hillsboro Vision Committee supports trail link; Vision and Action Plan adopted with extensive public input.	Pro
Letter	Danny	Denning	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Provides extension of safe bike/ped route; needed.	Pro
E-mail	Danny	Denning	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Greatly enhance connectivity of existing trail system	Pro
E-mail	Bill	Erickson	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Uses trail to get to Tanasbourne; peaceful break.	Pro
Letter	Joe & Melissa	Gall	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Off-street trail provides link to employment, walkers.	Pro
E-mail	Teresa	Gibson	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Good trail for walking, biking to shopping and parks.	Pro
Letter	Bud	Harris	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	High priority for city, bike commuters; vital link.	Pro
E-mail	Bud	Harris		Rock Creek Trail: Orchard Park to Wilkens	Trail needed to encourage more physical activity to promote healthy activity, avoid obesity.	Pro
Testimony	Doug	Hunt	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Expressed support for this trail.	Pro
E-mail	Maegan	Jossy	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Love to use trail to bike or run out into the country.	Pro
Form	Anne	Madden	NW Portland	Rock Creek Trail: Orchard Park to Wilkens	Supports this project as part of MTIP funding vote.	Pro
Letter	Councilor Susan	McLain	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Trail connects new library, retail, neighborhood.	Pro
E-mail	Bruce	Oldenburg	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Supports trail extension for Intel and county cyclists.	Pro
E-mail	Pam	Reid	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Important link in Washington County for safe access to employment, shopping, light rail and parks.	Pro
Letter	Tyler	Ryerson	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Need for options that are bike/ped friendly links.	Pro
Testimony	Kevin	Smith	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Urged support by JPACT and Metro Council.	Pro
Testimony	Kevin	Smith	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	City proposing 40% match to MTIP funding for trail.	Pro
Testimony	John	Wiebke	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Extension of current trail, will provide access to Thomas Station planning area; important link to trails	Pro
Testimony	John	Wiebke	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	Urged support by JPACT and Metro Council.	Pro
Testimony	John	Wiebke	Hillsboro	Rock Creek Trail: Orchard Park to Wilkens	City proposing 40% match to MTIP funding for trail.	Pro
Testimony	Ron	Willoughby	Beaverton	Rock Creek Trail: Orchard Park to Wilkens	Urged support by JPACT and Metro Council.	Pro
Testimony	Sandra	Doubleday	West Linn	Rockwood Ped to MAX	Expressed support for this project.	Pro
Letter	Richard	Dwyer	Rockwood	Rockwood Ped to MAX	CAC urges support for direct link to transit, activities.	Pro
Letter	Kathy	Everett	Gresham	Rockwood Ped to MAX	Gresham TAC supports project for livability of city.	Pro
Letter	Cliff	Kohler	Gresham	Rockwood Ped to MAX	Key missing link in off-street East County network.	Pro
Letter	Teresa	Kuminski	Rockwood	Rockwood Ped to MAX	CAC urges support for park to balance density.	Pro
Letter	Roger	Meyer	Rockwood	Rockwood Ped to MAX	Rockwood Neighbor. Assn. strongly urges funding.	Pro
Letter	Lonnie	Roberts		Rockwood Ped to MAX	Constructs public plaza and improvements, lights.	Pro
Letter	Bill	Willmes	Gresham	Rockwood Ped to MAX	Key to the success of Rockwood; congested street.	Pro
Website	Hal	Ballard		Rose Biggi Extension: Crescent to Hall	Have project include bike lanes, not shared roadway.	
Form	Anne	Madden	NW Portland	Rose Biggi Extension: Crescent to Hall	Supports this project as part of MTIP funding vote.	Pro
Testimony	Bob	Tenner	Beaverton	Rose Biggi Extension: Crescent to Hall	Expressed support for this project.	Pro

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Testimony	Janet	Young	Beaverton	Rose Biggi Extension: Crescent to Hall	Supports for development of regional town center.	Pro
Testimony	Sandra	Doubleday	West Linn	RTO Base Program	Expressed support for this program.	Pro
E-mail	Judy	Edwards	NW Portland	RTO Base Program	Urge you to support TMAs to reduce trips and miles.	Pro
Website	Jessica	Roberts	N. Portland	RTO Preferred: Two Added TravelSmart projects	Practical, effective tool to change behavior; smart.	Pro
Testimony	Lenny	Anderson	N. Portland	RTO: Three Travel/Smart Projects	In support of all three RTO projects to get cars off roads to make more room for freight movement.	Pro
Letter	Catherine	Ciarlo	NE Portland	RTO: Three TravelSmart Projects	Uses effective international model to reduce autos.	Pro
Testimony	Sandra	Doubleday	West Linn	RTO: Three TravelSmart Projects	Expressed support for these projects.	Pro
Website	Lance	Lindahl		RTO: Three TravelSmart Projects	Huge success in Hillsdale; fund three more programs	Pro
Form	Anne	Madden	NW Portland	RTO: Three TravelSmart Projects	Supports this project as part of MTIP funding vote.	Pro
Website	Seth	Alford		Scholls Ferry Road: Raleigh Hills Town Center	Put in a full bicycle lane at this spot; Town Center designation removed some years ago by Wash Cty.	Pro
Website	Leo	Baldwin		Scholls Ferry Road: Raleigh Hills Town Center	No mention of bike lanes; redundant but important.	Pro
Website	Hal	Ballard		Scholls Ferry Road: Raleigh Hills Town Center	You call it ped project; where to put bicycles?	Pro
Website	Mike	Bragg		Scholls Ferry Road: Raleigh Hills Town Center	Laudable project; concerned that room for bikes lost.	Pro
Website	Catherine	Albrecht		SE 129th Sidewalks and Bike Lane	Excited about project; too dangerous now to use.	Pro
Website	Kerry	Bittler		SE 129th Sidewalks and Bike Lane	Badly needed to improve safety near school.	Pro
E-mail	Rachel	Janzen	Happy Valley	SE 129th Sidewalks and Bike Lane	Need safe path for walkers, bikes; avoid pollution.	Pro
Website	Merlin	Larimer		SE 129th Sidewalks and Bike Lane	Treacherous area to traverse on bicycle, as is.	Pro
Website	Randy	Nicolay		SE 129th Sidewalks and Bike Lane	Very dangerous section needs funding for safety.	Pro
Website	Aaron	Tarfman		SE 129th Sidewalks and Bike Lane	Dangerous arterial creates hazard for students, park.	Pro
Website	Robert	Wheeler		SE 129th Sidewalks and Bike Lane	Please fund 129th into Happy Valley for safety.	Pro
Website	Randy	Nicolay	Happy Valley	SE 172nd Phase 1: Sunnyside to Hwy 212	Extremely dangerous, over-used; make it safer.	Pro
Letter	Wilda	Parks	Clackamas	SE 172nd Phase 1: Sunnyside to Hwy 212	Critical project that will help create new jobs.	Pro
Website	Aaron	Tarfman		SE 172nd Phase 1: Sunnyside to Hwy 212	Wider lanes do not solve congestion problems.	Con
E-mail	Ronald	Till	Happy Valley	SE 172nd Phase 1: Sunnyside to Hwy 212	Damascus expansion creates need for more roads and improvements to handle increased traffic flow.	Pro
E-mail	Chris	Utterback		SE 172nd Phase 1: Sunnyside to Hwy 212	Growing area needs safer highway connections.	Pro
Website	Robert	Wheeler	Clackamas Cty.	SE 172nd Phase 1: Sunnyside to Hwy 212	Please fund this project; growth coming our way.	Pro
Testimony	Jeff	Bennett	Clackamas	SE 172nd Phase 1: Sunnyside to Hwy 212	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	SE 172nd Phase 1: Sunnyside to Hwy 212	In support of this project for economic development.	Pro
Testimony	Dick	Jones	Oak Grove	SE 172nd Phase 1: Sunnyside to Hwy 212	Spoke in support of funding this project.	Pro
Letter	Martha	Waldemar	Clackamas	SE 172nd Phase 1: Sunnyside to Hwy 212	Important access for economic development in area.	Pro
Testimony	Gregg	Weston	Lake Oswego	SE 172nd Phase 1: Sunnyside to Hwy 212	Spoke for Paul DeMarco; in support of new jobs.	Pro
E-mail	Dana	White	NE Portland	SE 172nd Phase I: Sunnyside to Hwy 212	Providence Health System asks funding for project in area with potential to generate 2,600 jobs in decade.	Pro
Website	Mary	Fulton		SE Hawthorne: 20th to 50th Avenue	Hundreds of bike commuters use Hawthorne, not me	Pro
Website	Merlin	Larimer		SE Hawthorne: 20th to 50th Avenue	Definitely needed, but why not bike lanes?	Pro
Website	Terry	Parker		SE Hawthorne: 20th to 50th Avenue	Should not include curb extensions for bus stops.	Con
Website	Anna	Scalera		SE Hawthorne: 20th to 50th Avenue	Deceptively unsafe street; important to fund.	Pro
Website	Linda	Aeder		Sellwood Bridge Replacement	If widened, would be much safer for peds and bikes.	Pro
E-mail	Nancy Jo	Ames		Sellwood Bridge Replacement	Sellwood Bridge definitely!	Pro
Website	Arthur	Amour		Sellwood Bridge Replacement	Sellwood Bridge very convenient crossing for bikes.	Pro
Letter	Mayor James	Bernard	Milwaukie	Sellwood Bridge Replacement	Important link for city businesses and workers.	Pro

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Letter	John	Bloss	SE Portland	Sellwood Bridge Replacement	Any improvement to unsafe access appreciated.	Pro
Website	Elaine	Bothe		Sellwood Bridge Replacement	Keep as bike/ped bridge; piece of PDX history.	Pro
Website	Sarah	Branum		Sellwood Bridge Replacement	Bridge dangerous enough to keep cyclists in cars.	Pro
Letter	Catherine	Ciarlo	NE Portland	Sellwood Bridge Replacement	Dangerous and frightening for cyclists; a barrier now.	Pro
E-mail	Scott	Crabtree	NW Portland	Sellwood Bridge Replacement	Asks continued support for these projects.	Pro
E-mail	Carolyn	Devine		Sellwood Bridge Replacement	Inadequate for bikes and peds; unsafe; windy.	Pro
Website	Anna	Foucek		Sellwood Bridge Replacement	Having a safe crossing would increase cyclists.	Pro
Website	Mary	Fulton		Sellwood Bridge Replacement	Friend had bad accident on bridge; protect bicyclists	Pro
Letter	John	Fyre	SE Portland	Sellwood Bridge Replacement	SMILE supports funding of urgently needed project.	Pro
Testimony	Ann	Gardner	Portland	Sellwood Bridge Replacement	Expressed support for this project.	Pro
Website	David	Garlock		Sellwood Bridge Replacement	Replacing bridge crucial for peds and cyclists.	Pro
Website	Chris	Gates		Sellwood Bridge Replacement	Vital for transportation; keep bicycle front and center.	Pro
Website	Ben	Gillespie		Sellwood Bridge Replacement	Important to provide safe river crossing for cyclists.	Pro
Website	Sean	Green		Sellwood Bridge Replacement	Very much needed with growth expected; preserve old bridge as pedestrian or multi-use path.	Pro
Website	Robert & Toni	Greening		Sellwood Bridge Replacement	Current deteriorated bridge not friendly for bike/ped.	Pro
Testimony	Brad	Halverson	N. Portland	Sellwood Bridge Replacement	Expressed support for this project.	Pro
Website	Scott	Hardister		Sellwood Bridge Replacement	Bridge too dangerous for committed bike commute.	Pro
Website	Kathryn	Harrington		Sellwood Bridge Replacement	Risk my life crossing bridge; hope can be widened.	Pro
Website	Derwyn	Harris		Sellwood Bridge Replacement	Pleased to see consideration of adding bike lanes.	Pro
Website	Marilyn	Hayward		Sellwood Bridge Replacement	Taking my life in my hands as cyclist on bridge.	Pro
Website	Beth	Heins		Sellwood Bridge Replacement	Currently, invitation to disaster; hairpin turn too tight.	Pro
E-mail	Virginia	Hendrickson	SW Portland	Sellwood Bridge Replacement	Bike commuter wants better bike lanes on bridge.	Pro
Testimony	Dana	Hepper	SE Portland	Sellwood Bridge Replacement	Bridge low rated, bus can't use; bike/ped use limited.	Pro
E-mail	Dana	Hepper	SE Portland	Sellwood Bridge Replacement	Voiced support for this project.	Pro
Website	John	Hines	SE Portland	Sellwood Bridge Replacement	Terrifying to ride bike; needs sidewalks, bike lanes.	Pro
Website	Tom	Kiessling		Sellwood Bridge Replacement	Currently dangerous for cyclists; needs bike lanes.	Pro
Letter	Mary	King	SE Portland	Sellwood Bridge Replacement	Concerned about safety of bridge; begin work now.	Pro
Website	Ted	Ladd		Sellwood Bridge Replacement	A death trap waiting to happen for cyclists.	Pro
Website	James	Lagowski		Sellwood Bridge Replacement	Dangerous and scary, even walking bike on bridge.	Pro
Website	Amelia	Langston		Sellwood Bridge Replacement	Adding bike lanes makes sense; add alternatives.	Pro
Website	Merlin	Larimer		Sellwood Bridge Replacement	Carry cyclists and complete streetcar loop?	Pro
Website	April	Lawrentz		Sellwood Bridge Replacement	Trail important for safe bike commuter route.	Pro
Website	Randall	Leach		Sellwood Bridge Replacement	Fix access so it can safely accommodate bikes.	Pro
Website	Lee	Leighton		Sellwood Bridge Replacement	Improve weak link in bike system; don't overwhelm the SMILE neighborhood with a larger connection.	Pro
Website	Lois	Leveen		Sellwood Bridge Replacement	Too narrow for safe bike or ped traffic; make usable.	Pro
E-mail	Al	Levi		Sellwood Bridge Replacement	Consider a 3-ft extension for bike lane; economize and consider priorities; keep bridge for economy.	Con
Website	K-lynn	Liden		Sellwood Bridge Replacement	Need is obvious; make sure bikes accommodated.	Pro
Website	Lance	Lindahl		Sellwood Bridge Replacement	Should be top priority; significant project regionwide.	Pro
Letter	Diane	Linn	SE Portland	Sellwood Bridge Replacement	County commissioners support this regional facility.	Pro
Form	Anne	Madden	NW Portland	Sellwood Bridge Replacement	Supports this project as part of MTIP funding vote.	Pro
Website	Joshua	Mann		Sellwood Bridge Replacement	Unsafe bike riding on road; strongly supports project.	Pro
E-mail	Evan	Manvel	SE Portland	Sellwood Bridge Replacement	Supports this project as year-round bike commuter.	Pro

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E-mail	Aimee	Marciniak	N. Portland	Sellwood Bridge Replacement	Safer, wider bridge for cyclists needs top priority.	Pro
Letter	Bill	Maris	Portland	Sellwood Bridge Replacement	Portland Freight Committee supports full funding.	Pro
Website	Elizabeth	Marsh	SE Portland	Sellwood Bridge Replacement	In full support of replacing bridge as bike commuter.	Pro
Website	Kenneth	Maupin		Sellwood Bridge Replacement	Sidewalk and road surface dangerous for cyclists.	Pro
Website	Terry	Mayhew		Sellwood Bridge Replacement	Currently biggest barrier to cycling in region; fund it.	Pro
Website	Nathan	Meenen		Sellwood Bridge Replacement	Thanks for making bike lanes a priority in project.	Pro
Website	Steven	Mullen		Sellwood Bridge Replacement	Sees need for a new 4-lane bridge in a new location.	Pro
E-mail	Richard	Muller	SW Portland	Sellwood Bridge Replacement	Current bridge dangerous for bike commuters.	Pro
E-mail	Richard	Muller	SW Portland	Sellwood Bridge Replacement	Need safer bridge for east/west bike commuters.	Pro
E-mail	Nora	Mylet	West Linn	Sellwood Bridge Replacement	Bike commuter needs safer bridge to west side.	Pro
Testimony	Jack	Newlevant	SE Portland	Sellwood Bridge Replacement	Supports this project.	Pro
Website	Terry	Parker	NE Portland	Sellwood Bridge Replacement	Don't replace with another narrow, obsolete bridge.	Con
Website	Seth	Patla		Sellwood Bridge Replacement	High priority for cars, bikes and peds; fund it.	Pro
Testimony	Osten	Pritchard	SE Portland	Sellwood Bridge Replacement	Necessary to study what can and can't be done here	Pro
Website	Merritt	Raitt		Sellwood Bridge Replacement	Major obstacle to bike commuting from SE PDX.	Pro
Website	Phil	Richman		Sellwood Bridge Replacement	Major connection improvement between SW & SE.	Pro
Website	Jessica	Roberts	N. Portland	Sellwood Bridge Replacement	Fearful for my life on this bridge; please fix bridge.	Pro
Website	Graham	Ross	SE Portland	Sellwood Bridge Replacement	Spectacular position as commuter bike route if fixed.	Pro
E-mail	Scott	Rozell	SE Portland	Sellwood Bridge Replacement	Bike commuter supports bridge with safer bike lanes	Pro
Website	Benjamin	Salzberg		Sellwood Bridge Replacement	Unsafe for cycling due to fast speeds, narrow lanes.	Pro
Website	Anna	Scalera		Sellwood Bridge Replacement	Major missing connection in trail loop for bikes.	Pro
Website	Del	Scharffenberg		Sellwood Bridge Replacement	Impediment to bike commuting; dangerous, narrow.	Pro
Website	Joan	Sears		Sellwood Bridge Replacement	Overdue for replacement, scary; keep at top of list.	Pro
Letter	Corey	Sevigny	SE Portland	Sellwood Bridge Replacement	Needs to have bike lanes for equal space.	Pro
Website	Laura	Shaffer		Sellwood Bridge Replacement	Please build with new sidewalks and bike lanes!	Pro
Testimony	Bob	Short		Sellwood Bridge Replacement	Expressed support for this project.	Pro
Website	Luke	Skywalker		Sellwood Bridge Replacement	Rode across once, never again. No. 1 project choice.	Pro
E-mail	George Ivan	Smith	NE Portland	Sellwood Bridge Replacement	Need much better bridge with safer bike lanes.	Pro
Website	Jeff	Smith		Sellwood Bridge Replacement	Major barrier to cycling; can't fix it soon enough.	Pro
Website	Dixon	Soracco		Sellwood Bridge Replacement	Provide all funds necessary to keep project on track.	Pro
Testimony	Sue	Stafford	SE Portland	Sellwood Bridge Replacement	Bridge important to neighborhood and movement of traffic and freight along Tacoma. Busiest bridge.	
Website	Steven	Stark		Sellwood Bridge Replacement	Dangerous, needs bike lanes; replace this bridge.	Pro
E-mail	Cory	Steensen	SE Portland	Sellwood Bridge Replacement	Zupan's Market supports this project for deliveries and customer access; a major concern to business.	Pro
Testimony	Amy	Stork	N Portland	Sellwood Bridge Replacement	Missing connection in growing trail loop.	Pro
Website	Chris	Streight		Sellwood Bridge Replacement	Bike safety needs to be part of this plan; dangerous.	Pro
Testimony	Ron	Swaren	SE Portland	Sellwood Bridge Replacement	Supports new bridge but does not want to see big highway coming into Sellwood from the bridge.	Pro
Letter	Ronald	Swaren	SE Portland	Sellwood Bridge Replacement	Critical to health and revitalization of neighborhood.	Pro
Testimony	Ron	Swaren	SE Portland	Sellwood Bridge Replacement	Suggested other bridge crossings at Lake Oswego or South Waterfront area; move to minimize traffic.	Con
Testimony	Aaron	Tarfman	SE Portland	Sellwood Bridge Replacement	Strongly recommends a reconstructed project.	Pro
Website	Aaron	Tarfman		Sellwood Bridge Replacement	Crossing should be upgraded to modern standards.	Pro



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Website	Gregory	Taylor, MD	Lake Oswego	Sellwood Bridge Replacement	Please fix this bridge for bike commuters; dangerous	Pro
Website	Robert	Thoms		Sellwood Bridge Replacement	Intimidating for cyclists; close gap in region's routes.	Pro
Website	Jeff	Treece		Sellwood Bridge Replacement	Bridge needs real bike lane; barrier to cycling in area	Pro
Website	Kelda	Van Patten		Sellwood Bridge Replacement	Difficult and dangerous for cyclists; needs help.	Pro
Website	Dan	Wade		Sellwood Bridge Replacement	Convert bridge to bike/ped only; new bridge for autos.	Pro
E-mail	Gregg,Shamady	Weed	SE Portland	Sellwood Bridge Replacement	Supports funding to begin work on Sellwood Bridge.	Pro
Website	Duane	Whitehurst		Sellwood Bridge Replacement	Hopes questionable bridge moves up on funding list.	Pro
Website	Paul	Wilson	SW Portland	Sellwood Bridge Replacement	Barrier to cycling, hazardous; missing gap to fill.	Pro
E-mail	David	Yudkin	SE Portland	Sellwood Bridge Replacement	Important for bicycling and well-being of community.	Pro
Website	Diane	Zipper	NE Portland	Sellwood Bridge Replacement	THE most dangerous river crossing for bikes, peds.	Pro
Website	Josh	Alsberg		Sellwood Bridge Replacement	Dangerous bridge, glad to see it given priority.	Pro
E-mail	Nancy Jo	Ames, RN	SE Portland	Sellwood Bridge Replacement	Sellwood Bridge, definitely!!!	Pro
Website	Nancy	Beamer		Sellwood Bridge Replacement	Safety and traffic demand bridge be rebuilt ASAP.	Pro
Website	Sarah	Branum		Sellwood Bridge Replacement	Important to keep Portland bicycle and ped friendly.	Pro
Website	Michael	Broide		Sellwood Bridge Replacement	Fully supports upgrade; make more friendly to bikes.	Pro
Website	John	Bucsek		Sellwood Bridge Replacement	Project will provide alternate bike commute route.	Pro
Website	John	Bucsek		Sellwood Bridge Replacement	Much needed link for bikes and peds; make safer.	Pro
Testimony	Carlotta	Collette	Milwaukie	Sellwood Bridge Replacement	Poor condition of bridge makes huge gap in the Springwater Corridor trail system.	Pro
Website	Edward	Derby		Sellwood Bridge Replacement	Please make bridge replacement a priority.	Pro
Website	Jodie	Dierickx		Sellwood Bridge Replacement	Unsafe for cycling; so thankful for fixing this bridge.	Pro
Website	John	Dossett		Sellwood Bridge Replacement	Too narrow for safe cycling or vehicle traffic.	Pro
Testimony	Donna	Drummond	SW Portland	Sellwood Bridge Replacement	Make bridge safer for cyclists and pedestrians.	Pro
Website	Seth	Alford		Site Acquisition: Beaverton Regional Center	No; enough money spent on the Beaverton Round.	Con
Letter	David	Bell	SW Portland	Site Acquisition: Beaverton Regional Center	Supports Beaverton as downtown for west side.	Pro
Letter	Bob	Burnside	Bend	Site Acquisition: Beaverton Regional Center	Supports Beaverton's desire to enhance livability.	Pro
Letter	Mayor Rob	Drake	Beaverton	Site Acquisition: Beaverton Regional Center	Prime opportunity to aid significant redevelopment.	Pro
Letter	Mayor Vera	Katz	Portland	Site Acquisition: Beaverton Regional Center	TOD program complimentary to our livability goals.	Pro
Website	Merlin	Larimer		Site Acquisition: Beaverton Regional Center	Great development pressure; Wash Cty needs TOD.	Pro
Form	Anne	Madden	NW Portland	Site Acquisition: Beaverton Regional Center	Supports this project as part of MTIP funding vote.	Pro
Testimony	Dan	Maks	Beaverton	Site Acquisition: Beaverton Regional Center	Project would help provide high-density town center.	Pro
Testimony	Cathy	Stanton	Beaverton	Site Acquisition: Beaverton Regional Center	TOD funding allows city to commit to a vision.	Pro
Testimony	Bob	Tenner	Beaverton	Site Acquisition: Beaverton Regional Center	Expressed support for this project.	Pro
Testimony	Jeff	Bennett	Clackamas	South Metro Amtrak Station	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	Mayor James	Bernard	Milwaukie	South Metro Amtrak Station	Gives city access to nearby transit alternative.	Pro
Testimony	Tom	Geil	Oregon City	South Metro Amtrak Station	Letter from Lois Kiefer, chair, Park Place Neigh. Assn., supportive of the train station in Oregon City.	Pro
Testimony	Comm. Gary	Hewitt	Oregon City	South Metro Amtrak Station	Would enhance existing train station and provide additional parking. Help prepare for increased use.	Pro
Letter	Julie	Hollister	Oregon City	South Metro Amtrak Station	CIC offers support for increasing rail tourism.	Pro
Testimony	Rep. Dave	Hunt	Oak Grove	South Metro Amtrak Station	Expressed support for this project.	Pro
E-mail	Pam	Husband	SE Portland	South Metro Amtrak Station	If Amtrak wants it built, they should pay for it.	Con
Website	Merlin	Larimer		South Metro Amtrak Station	Very important for improving popularity of Amtrak.	Pro
Testimony	Tom	Lemons	Oregon City	South Metro Amtrak Station	Urged support for this project.	Pro

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Website	Lance	Lindahl		South Metro Amtrak Station	Make a bold statement of support for rail transport.	Pro
E-mail	Bill	McCracken	Milwaukie	South Metro Amtrak Station	Not a good use of taxpayer dollars; how would this ease congestion in Clackamas County?	Con
Testimony	Mayor Alice	Norris	Oregon City	South Metro Amtrak Station	Stated support for this project.	Pro
Letter	Wilda	Parks	Clackamas	South Metro Amtrak Station	Complete station and provide match to city funds.	Pro
Testimony	David	Porter	Oregon City	South Metro Amtrak Station	In support due to Oregon Trail Center destination.	Pro
Website	Aaron	Tarfman		South Metro Amtrak Station	Completely support rail transport serving Oregon City	Pro
Testimony	Dean	Walch	Oregon City	South Metro Amtrak Station	Spoke in support of Phase 2, parking and staffing.	Pro
Testimony	Gregg	Weston	Lake Oswego	South Metro Amtrak Station	Spoke for Paul DeMarco; in support of new jobs.	Pro
Testimony	Sharon	Zimmerman	Oregon City	South Metro Amtrak Station	Letter of support from Wende Sanchez, Oregon City Chamber of Commerce executive director.	Pro
E-mail	Glen	Bridger	SW Portland	South Portland Circulation Plan	Series of projects needed for safer access.	Pro
Testimony	Dick	Weber	Clackamas	Springwater Extension, Boring to Estacada	Has not been determined when extended UGB portion will be paved.	Pro
E-mail	Jeff	Fryer	SW Portland	Springwater Trail - Sellwood Gap	Familiar with trail and would like to see completed.	Pro
E-mail	Kiran	Limaye		Springwater Trail - Sellwood Gap	Will make more accommodating to cyclists.	Pro
Website	Linda	Aeder		Springwater Trail Sellwood Gap	Missing link valuable to SE trail system; I'm waiting.	Pro
E-mail	Shara	Alexander		Springwater Trail Sellwood Gap	Excellent route for commuting, new bikers.	Pro
Website	Josh	Alsberg		Springwater Trail Sellwood Gap	Please complete extension to current trail.	Pro
Testimony	Heather	Andrews	SE Portland	Springwater Trail Sellwood Gap	Strongly urged safer alternative to Hwy 43 on west side of the Willamette River.	
Website	Townsend	Angell		Springwater Trail Sellwood Gap	No.1 priority, crucial for a safe link to DT Portland.	Pro
Testimony	Clark	Balcom	SE Portland	Springwater Trail Sellwood Gap	Segment of 40-mile loop; will allow travel to Boring.	Pro
Card	Charles	Barnes	SE Portland	Springwater Trail Sellwood Gap	Keeping bike and foot traffic separate from cars safer	Pro
Letter	David	Blan	Lake Oswego	Springwater Trail Sellwood Gap	Please expand this trail from SE 19th to Umatilla.	Pro
Letter	John	Bloss	SE Portland	Springwater Trail Sellwood Gap	Imperative that planned improvements move rapidly.	Pro
Website	Brent	Bolton		Springwater Trail Sellwood Gap	Beautiful addition, but regret loss of dirt bike trails.	Pro
Website	Elaine	Bothe		Springwater Trail Sellwood Gap	Important regional bike commuter link; connection.	Pro
Letter	Sue	Brickey	SE Portland	Springwater Trail Sellwood Gap	Gap has been a disappointment; please complete it.	Pro
Website	Michael	Broide		Springwater Trail Sellwood Gap	Yes, a much needed link; riders will greatly benefit.	Pro
Letter	Sue	Buckley	SE Portland	Springwater Trail Sellwood Gap	Look forward to walking with no gap in trail.	Pro
Website	John	Bucsek		Springwater Trail Sellwood Gap	In favor of making my commute safer on trail.	Pro
Card	M'Lou	Christ	SE Portland	Springwater Trail Sellwood Gap	Great opportunity to finish corridor for recreation.	Pro
Letter	Catherine	Ciarlo	NE Portland	Springwater Trail Sellwood Gap	Will increase safety, accessibility, attractiveness.	Pro
Website	Susan	Clifford		Springwater Trail Sellwood Gap	Disappointed at west end of trail; complete route.	Pro
Card	William	Connor	SW Portland	Springwater Trail Sellwood Gap	Important to complete; be like Ottawa with river trails	Pro
E-mail	Scott	Crabtree	NW Portland	Springwater Trail Sellwood Gap	Asks continued support for these projects.	Pro
Website	David	Crout		Springwater Trail Sellwood Gap	Recommend paving new portion to higher standards.	Pro
Website	Edward	Derby		Springwater Trail Sellwood Gap	Big win for the area; commute by bike daily.	Pro
E-mail	Randall	Dickinson	SE Portland	Springwater Trail Sellwood Gap	Would make a super fantastic trip with grandchildren	Pro
Website	John	Dossett		Springwater Trail Sellwood Gap	Enormous priority for cyclists; awesome trail.	Pro
Letter	Anne	Ferguson	NE Portland	Springwater Trail Sellwood Gap	Delightful trail; may use to commute to work if safe.	Pro
Website	Mary	Fulton		Springwater Trail Sellwood Gap	All gaps along trail should be closed; a plus for area.	Pro
Website	Marco	Fusaro		Springwater Trail Sellwood Gap	Support from Portland runners; need bike courtesy.	Pro
Letter	John	Fyre	SE Portland	Springwater Trail Sellwood Gap	SMILE urges funding of trail as missing E-W link.	Pro

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Letter	Jim	Gambrell	SW Portland	Springwater Trail Sellwood Gap	Huge growth in improved bike lanes for commuters.	Pro
Letter	Jim	Gambrell	SW Portland	Springwater Trail Sellwood Gap	Needed for easier off-street cycling paths, lanes.	Pro
Website	Chris	Gates		Springwater Trail Sellwood Gap	Need this expansion to use bikes efficiently in SW.	Pro
Website	Ben	Gillespie		Springwater Trail Sellwood Gap	Filling this gap will make route much more usable.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	Springwater Trail Sellwood Gap	Urged support for this project.	Pro
Testimony	Mayor Eugene	Grant	Happy Valley	Springwater Trail Sellwood Gap	In support for benefit of residents.	Pro
Website	Sean	Green		Springwater Trail Sellwood Gap	High time bicyclists given same benefits as drivers.	Pro
Website	Peter	Gutmann		Springwater Trail Sellwood Gap	Ride Sellwood to OMSI daily; bridging gap important.	Pro
Website	Steve	Gutmann		Springwater Trail Sellwood Gap	Most popular bike route in area; finish the trail link.	Pro
E-mail	Phil	Hamilton	SW Portland	Springwater Trail Sellwood Gap	Important link for recreation and commuters.	Pro
Website	Johanna	Haverstock		Springwater Trail Sellwood Gap	Asking to make this a top priority; trail confusing.	Pro
Website	Holly	Hein		Springwater Trail Sellwood Gap	Use trail for training; crucial to link trails smoothly.	Pro
Website	John	Hines		Springwater Trail Sellwood Gap	Strongly in favor of expansion for better connection.	Pro
E-mail	Fred	Ihle		Springwater Trail Sellwood Gap	Project highly worthy of completing.	Pro
Website	Ian	Jaquiss		Springwater Trail Sellwood Gap	Essential connection to downtown for bicyclists.	Pro
Website	Lonnie	Johnson		Springwater Trail Sellwood Gap	Awesome to have path connection as planned.	Pro
E-mail	Diane	Kerns	SE Portland	Springwater Trail Sellwood Gap	She and son use trail for walking, biking; complete it	Pro
Website	Tom	Kiessling		Springwater Trail Sellwood Gap	Heavily used trail; complete link to Willamette River.	Pro
Website	David	Kraus		Springwater Trail Sellwood Gap	Excited this project on your to-do list; high priority.	Pro
Website	Amelia	Langston		Springwater Trail Sellwood Gap	This would be sooo nice! Need more safe bike trails.	Pro
Card	Jerry	Lanz	NW Portland	Springwater Trail Sellwood Gap	Use trail often; ads to cleaner air quality, health.	Pro
Website	Merlin	Larimer		Springwater Trail Sellwood Gap	Bravo!	Pro
Website	Barbara	Larrain		Springwater Trail Sellwood Gap	This sounds useful and functional.	Pro
Letter	Linda	Lavolette	SW Portland	Springwater Trail Sellwood Gap	Trails promote healthy lifestyle and air quality.	Pro
Letter	Linda	Lavolette	SW Portland	Springwater Trail Sellwood Gap	Corridor is an important community resource.	Pro
Website	Randell	Leach		Springwater Trail Sellwood Gap	Essential; alternate is inconvenient obstacle.	Pro
Letter	Nick	Leonard	SE Portland	Springwater Trail Sellwood Gap	Shining example of visionary urban planning; safety.	Pro
Card	Lois	Leveen	SE Portland	Springwater Trail Sellwood Gap	Better for bicyclists and bike commuters.	Pro
Website	Teri	Loporchio		Springwater Trail Sellwood Gap	Join two major biking corridors; help bike commuters	Pro
Website	Max	Lucero		Springwater Trail Sellwood Gap	Filling this gap in trail will make route safer.	Pro
Website	Greg	Mallory		Springwater Trail Sellwood Gap	Like a freeway during commute times; gets used.	Pro
Website	Joshua	Mann		Springwater Trail Sellwood Gap	Likes safer connections to trail and eliminating gap.	Pro
Website	Terry	Mayhew		Springwater Trail Sellwood Gap	Essential to complete gap and finish missing link.	Pro
Website	Terry	Mayhew		Springwater Trail Sellwood Gap	Avid bicyclist; will make finest corridor in country.	Pro
Website	Matthew	McGee		Springwater Trail Sellwood Gap	Gap between corridor and waterfront is hazardous.	Pro
Card	Claire	Miller	NW Portland	Springwater Trail Sellwood Gap	Runner who trains on the trail; make it safe and healthy.	Pro
E-mail	Walt	Mintkeski	SE Portland	Springwater Trail Sellwood Gap	Look forward to using the trail safely without traffic.	Pro
Letter	Alan	Nott	Eugene	Springwater Trail Sellwood Gap	Visitor uses trail; for safety, urges funding of project.	Pro
Website	Ed	Ostrom		Springwater Trail Sellwood Gap	Rides bike everywhere, esp. this trail to downtown.	Pro
Card	Jane	Pauli	Clackamas	Springwater Trail Sellwood Gap	Close gaps for continuity, safety, health benefits.	Pro
Letter	Nancy	Peirce	SE Portland	Springwater Trail Sellwood Gap	Link to downtown helpful to bike commuters.	Pro
Letter	Lloyd	Perez	SE Portland	Springwater Trail Sellwood Gap	Life-long couch potato discovered cycling and trail.	Pro
Testimony	Josephine	Pope	SW Portland	Springwater Trail Sellwood Gap	Close the gaps for more connectivity of people.	Pro
Letter	Jay	Pope	SW Portland	Springwater Trail Sellwood Gap	Critical for safe urban trails with air, water quality.	Pro

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Testimony	Josephine	Pope	SW Portland	Springwater Trail Sellwood Gap	Close the gaps for more connectivity of people.	Pro
Letter	Jennifer	Price	SE Portland	Springwater Trail Sellwood Gap	This is one of my favorite parts of my neighborhood!	Pro
Testimony	Osten	Pritchard	SE Portland	Springwater Trail Sellwood Gap	Make connection to keep bikes out of neighborhoods	Pro
Website	Benjamin	Quinby		Springwater Trail Sellwood Gap	Encouragement to fund proposed improvements.	Pro
Website	Merritt	Raitt		Springwater Trail Sellwood Gap	Would create synergy for key segment in bike trails.	Pro
Letter	S.M.	Roberts	SE Portland	Springwater Trail Sellwood Gap	City becomes an adventure instead of a sullen cage.	Pro
Website	Jessica	Roberts		Springwater Trail Sellwood Gap	Please finish the gap; Portland cyclists will benefit.	Pro
E-mail	Brian	Rohter	SE Portland	Springwater Trail Sellwood Gap	Bicycle/boulevard enhancements critical based on public meetings of Citizen Advisory Committee.	Pro
Website	Graham	Ross		Springwater Trail Sellwood Gap	Don't understand how project connects to trail.	
Website	James	Ruff		Springwater Trail Sellwood Gap	Please complete project and close the trails gap.	Pro
Card	Diane	Schaad	NE Portland	Springwater Trail Sellwood Gap	Fantastic path, well designed; keep up good work.	Pro
Website	Josephine	Schaefer		Springwater Trail Sellwood Gap	Complete corridor before moving on to other projects.	Pro
Website	Del	Scharffenberg		Springwater Trail Sellwood Gap	Will simplify bike/ped travel and make trails safer.	Pro
Letter	Ian	Schroeder	Milwaukie	Springwater Trail Sellwood Gap	Avid runner/biker; easier and safer to ride to Portland	Pro
Card	Anne	Scott	SE Portland	Springwater Trail Sellwood Gap	Family with young children wants off-street trails.	Pro
Website	Joan	Sears		Springwater Trail Sellwood Gap	Will increase number of bikers on great trail system.	Pro
Letter	Geoff	Silverman	SE Portland	Springwater Trail Sellwood Gap	Unique experience; wonderful way to view Portland.	Pro
Card		Smith	SE Portland	Springwater Trail Sellwood Gap	Fantastic resource for families, commuters.	Pro
Card		Smith	SE Portland	Springwater Trail Sellwood Gap	Safety is a very real concern for cyclists.	Pro
Postcard	Tullan	Spitz	SE Portland	Springwater Trail Sellwood Gap	Will make more people cycle and fewer cars on road	Pro
Website	Sue	Stafford		Springwater Trail Sellwood Gap	Number one place to ride in the Portland area.	Pro
Testimony	Amy	Stork	N Portland	Springwater Trail Sellwood Gap	Will eliminate dangerous road crossings on trail.	Pro
Website	Chris	Streight		Springwater Trail Sellwood Gap	Safe access across river critical for child cyclists.	Pro
Testimony	Aaron	Tarfman	SE Portland	Springwater Trail Sellwood Gap	Strongly recommends this project.	Pro
Website	Aaron	Tarfman		Springwater Trail Sellwood Gap	Absolutely critical for success of both corridors.	Pro
Letter	Jordan	Vinobrad	NW Portland	Springwater Trail Sellwood Gap	Opportunity for a complete 40-mile loop trail, support	Pro
Letter	Jordan	Vinograd	NW Portland	Springwater Trail Sellwood Gap	Use paths daily to commute to work; make safer.	Pro
Website	Jesse	Warren		Springwater Trail Sellwood Gap	Please get this finished soon; too dangerous now.	Pro
Card	JD	Williams	SE Portland	Springwater Trail Sellwood Gap	I use Springwater Trail daily to commute by bike.	Pro
Website	Paul	Wilson		Springwater Trail Sellwood Gap	Potential as major E-W route, now difficult by bike.	Pro
E-mail	David	Yudkin	SE Portland	Springwater Trail Sellwood Gap	Important for bicycling and well-being of community.	Pro
Website	Sarah	Branum		Springwater Trail Sellwood Gap	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Fred	Bruning	Gresham	Springwater Trailhead at Main City Park Path	As developer of Gresham Station, supports project for increased transit accessibility and livability.	Pro
Testimony	Sandra	Doubleday	West Linn	Springwater Trailhead at Main City Park Path	Expressed support for this project.	Pro
Letter	Ernie	Drapela	Gresham	Springwater Trailhead at Main City Park Path	Will enhance Springwater Trail, connect to downtown	Pro
Letter	Rick	Dwyer	Gresham	Springwater Trailhead at Main City Park Path	Gresham Parks & Rec CAC supports trail amenities.	Pro
Letter	Kathy	Everett	Gresham	Springwater Trailhead at Main City Park Path	Provides needed facilities and connection to trail.	Pro
Letter	Kathy	Everett	Gresham	Springwater Trailhead at Main City Park Path	Investment in livability and downtown park events.	Pro
Letter	Mel	Huie	NE Portland	Springwater Trailhead at Main City Park Path	Long planned for Main City Park in downtown area.	Pro
Letter	Roger	Jolly	Gresham	Springwater Trailhead at Main City Park Path	Provide needed facilities to improve connections.	Pro
Letter	Cliff	Kohler	Gresham	Springwater Trailhead at Main City Park Path	Needed facilities to improve connection with city.	Pro
Letter	Linda	Laviolette	SW Portland	Springwater Trailhead at Main City Park Path	Support healthy lifestyle and air quality.	Pro
E-mail	David	Lewis	NE Portland	Springwater Trailhead at Main City Park Path	Important junction needs amenities, use increasing.	Pro

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Letter	Roger	Meyer	E. Portland	Springwater Trailhead at Main City Park Path	Will complete a critical missing link in path network.	Pro
Letter	Sue	O'Halloran	Gresham	Springwater Trailhead at Main City Park Path	Gresham Downtown Development Assn. supports.	Pro
Letter	Jennifer	Price	SE Portland	Springwater Trailhead at Main City Park Path	Trail used almost daily for walks, runs, bike rides.	Pro
Letter	Bob	Pung	Gresham	Springwater Trailhead at Main City Park Path	Population has increased; need trail enhancements.	Pro
Letter	Lonnie	Roberts		Springwater Trailhead at Main City Park Path	Potential for use by recreational and commuter users	Pro
Letter	Lonnie	Roberts		Springwater Trailhead at Main City Park Path	Provides amenities to trail users, increasing safety.	Pro
Letter	Mike	Rossmann	Gresham	Springwater Trailhead at Main City Park Path	Peak Development supports vital connection to MAX	Pro
Letter	Geoff	Silverman	SE Portland	Springwater Trailhead at Main City Park Path	Not available in most other communities in Midwest.	Pro
Letter	Bill	Willmes	Gresham	Springwater Trailhead at Main City Park Path	Install needed public amenities for trail users, races.	Pro
E-mail	Ed & Iniece	Grover	NW Portland	SW Beaverton Hills Hwy/Oleson Rd/Scholls	Funds needed to improve roads; not trails, sidewalks	Pro
Website	Seth	Alford		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Please make this project happen; dangerous area!	Pro
E-mail	Jeff	Fryer	SW Portland	SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Intersection a mess; changes needed to operate.	Pro
Website	Doug	Garnett		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Fully support idea of re-designing intersection; uncover creek from Raleigh Park and create soul.	Pro
Website	Keith	Liden		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Must include improvements for bikes and peds.	Pro
Website	Lance	Lindahl		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Dangerous, chaotic; needs drastic modification.	Pro
Form	Anne	Madden	NW Portland	SW Beaverton-Hills Hwy/Oleson Rd/Scholls	Supports this project as part of MTIP funding vote.	Pro
Website	Kathy	Sugnet		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	A safety nightmare. Ideally it could get fully funded.	Pro
Website	Aaron	Tarfman		SW Beaverton-Hills Hwy/Oleson Rd/Scholls	I do not see this as a priority.	Con
Website	John	Frewing		SW Greenburg Road: Wash Sq. to Tiedman	Separate ped paths from roadway by 10' greenspace.	Pro
Testimony	Katherine	Harrington	NW Portland	SW Murray Blvd: TV to Farmington + Bike Lane	Project would improve bicycle safety on Murray.	Pro
Website	Lance	Lindahl		SW Tualatin-Sherwood Road ATMS: I-5 to 99W	Keep freight moving; will generate local cost savings.	Pro
Form	Anne	Madden	NW Portland	SW Tualatin-Sherwood Road ATMS: I-5 to 99W	Supports this project as part of MTIP funding vote.	Pro
Letter	Dennis	Mitchell	NW Portland	SW Tualatin-Sherwood Road ATMS: I-5 to 99W	ITS Subcommittee supports this ATMS project.	Pro
Testimony	Marsden	Smith	Tigard	SW Tualatin-Sherwood Road ATMS: I-5 to 99W	To make Portland freight hub, de-bottleneck I-5.	Pro
Website	Elaine	Bothe		Tacoma Street: 6th to 21st Avenue	Will increase usability of area for ped and bike use.	Pro
E-mail	Susan	Budeau		Tacoma Street: 6th to 21st Avenue	Final push to make Tacoma ped-friendly street.	Pro
Letter	Catherine	Ciarlo	SE Portland	Tacoma Street: 6th to 21st Avenue	BTA supports bicycle boulevards for safe access.	Pro
Letter	John	Fyre	SE Portland	Tacoma Street: 6th to 21st Avenue	SMILE supports streetscape for traffic and safety.	Pro
Website	Sean	Green	NE Portland	Tacoma Street: 6th to 21st Avenue	Bicyclists should be given same benefits as others.	Pro
Website	Robert & Toni	Greening		Tacoma Street: 6th to 21st Avenue	Crossing Tacoma is better now; continue work.	Pro
Website	Merlin	Larimer		Tacoma Street: 6th to 21st Avenue	Sellwood definitely lacks walkability, as is.	Pro
Website	April	Lawrentz	SE Portland	Tacoma Street: 6th to 21st Avenue	Improved connecting routes would make it safer.	Pro
Website	Lance	Lindahl		Tacoma Street: 6th to 21st Avenue	Needed to further improve safety and aesthetics.	Pro
Form	Anne	Madden	NW Portland	Tacoma Street: 6th to 21st Avenue	Supports this project as part of MTIP funding vote.	Pro
Website	Karen	Main		Tacoma Street: 6th to 21st Avenue	Help SMILE complete vision of neighborhood street.	Pro
Website	Terry	Mayhew	SE Portland	Tacoma Street: 6th to 21st Avenue	First two phases improved safety; funds important.	Pro
Website	Terry	Parker	NE Portland	Tacoma Street: 6th to 21st Avenue	Street will become a parking lot blocked by buses.	Con
Testimony	Terry	Parker	NE Portland	Tacoma Street: 6th to 21st Avenue	This project should be scrapped.	Con
Testimony	Osten	Pritchard	SE Portland	Tacoma Street: 6th to 21st Avenue	Favors completion of this pedestrian project.	Pro
E-mail	Brian	Rohter	SE Portland	Tacoma Street: 6th to 21st Avenue	As president of market at SE Division, amenities will encourage more businesses, customers, safety.	Pro
Website	Del	Scharffenberg		Tacoma Street: 6th to 21st Avenue	Curb extensions will interrupt bike lane, a hazzard.	Con
Website	Sue	Stafford		Tacoma Street: 6th to 21st Avenue	Key feature of the neighborhood plan: flow and safety	Pro
E-mail	Sally	Swanson	SE Portland	Tacoma Street: 6th to 21st Avenue	Business owner strongly supports this project.	Pro

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Testimony	Ron	Swaren	SE Portland	Tacoma Street: 6th to 21st Avenue	Sellwood Neighborhood Association would like to minimize through traffic.	Pro
E-mail	Kaarin	Thompson		Tacoma Street: 6th to 21st Avenue	Ped and bike safety critical to livability, economy.	Pro
Testimony	Tom	Markgraf	NE Portland	TOD project for City of Milwaukie	Rep. Earl Blumenauer letter supports this project.	Pro
Website	Linda	Aeder		Trolley Trail: Arista to Glen Echo	Scenic opportunity, safer, promotes bike commuting.	Pro
Letter	Lisa	Batey	Milwaukie	Trolley Trail: Arista to Glen Echo	Island Station Neighborhood supports trail project.	Pro
E-mail	Bonnie Jean	Baum	Idaho	Trolley Trail: Arista to Glen Echo	Former resident of area; urges safe path from traffic.	Pro
Testimony	Jeff	Bennett	Clackamas	Trolley Trail: Arista to Glen Echo	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
E-mail	Steve	Berliner	Milwaukie	Trolley Trail: Arista to Glen Echo	Offers safer alternative route away from streets.	Pro
Letter	Mayor James	Bernard	Milwaukie	Trolley Trail: Arista to Glen Echo	Excited about completion of long-awaited project.	Pro
Website	Sarah	Branum		Trolley Trail: Arista to Glen Echo	Important to keep Portland bicycle and ped friendly.	Pro
E-mail	Sandy	Buswell		Trolley Trail: Arista to Glen Echo	Excited about completion of safe alternative to street	Pro
Letter	Catherine	Ciarlo	NE Portland	Trolley Trail: Arista to Glen Echo	Will provide critical, safe connection from Milwaukie.	Pro
Testimony	Carlotta	Collette	Milwaukie	Trolley Trail: Arista to Glen Echo	Urged support of this project.	Pro
E-mail	Mary	Coombes		Trolley Trail: Arista to Glen Echo	Healthy walking path important for exercise, access.	Pro
E-mail	Scott	Crabtree	NW Portland	Trolley Trail: Arista to Glen Echo	Asks continued support for these projects.	Pro
Letter	Sheri	Dow	Clackamas	Trolley Trail: Arista to Glen Echo	Clackamas County Ped/Bike Cmte urges approval.	Pro
E-mail	Tony	Edwards		Trolley Trail: Arista to Glen Echo	Avid bike rider asks approval of funding for this trail.	Pro
Letter	Jeanne	Egge-Till	Milwaukie	Trolley Trail: Arista to Glen Echo	Source of pride for our community, safe usable path.	Pro
Letter	Michael	Espalin	Milwaukie	Trolley Trail: Arista to Glen Echo	New resident supports trail to walk with children.	Pro
Letter	Melanie	Eubanks		Trolley Trail: Arista to Glen Echo	Walking trail would be great asset to area.	Pro
E-mail	Bryn	Gillem	Oak Grove	Trolley Trail: Arista to Glen Echo	Source of pride for our community, use will increase.	Pro
Letter	Louella	Gordian	Milwaukie	Trolley Trail: Arista to Glen Echo	Catalyst for growth in healthy direction of density.	Pro
Website	Sean	Green		Trolley Trail: Arista to Glen Echo	Enhance east river multi-use pathway for commuters.	Pro
Letter	Catherine	Greseth		Trolley Trail: Arista to Glen Echo	Many people are counting on this trail being funded.	Pro
Testimony	Thelma	Haggenmiller	Oak Grove	Trolley Trail: Arista to Glen Echo	In support of funding to complete 20-mile loop.	Pro
E-mail	Robert	Hamm	West Linn	Trolley Trail: Arista to Glen Echo	Fund this route as important bike and ped pathway.	Pro
Letter	Patrick	Harris	Oregon City	Trolley Trail: Arista to Glen Echo	Excited that trail will link 20-mile loop in county.	Pro
Website	Marilyn	Hayward		Trolley Trail: Arista to Glen Echo	Needs to be pushed to completion of network.	Pro
Letter	Meriam	Hopkins	Milwaukie	Trolley Trail: Arista to Glen Echo	Walked the tracks for years; delighted to have a trail.	Pro
Letter	Mart	Hughes	Milwaukie	Trolley Trail: Arista to Glen Echo	Trail will reduce need for auto usage, provide safety.	Pro
Letter	Robert	Hungerford	Milwaukie	Trolley Trail: Arista to Glen Echo	Excited about a year-round linear park for exercise.	Pro
Testimony	Rep. Dave	Hunt	Oak Grove	Trolley Trail: Arista to Glen Echo	Thanks to Metro for early allocation of Phase I funds.	Pro
Letter	Joyce	Hyland	Milwaukie	Trolley Trail: Arista to Glen Echo	Pride for community and legacy for generations.	Pro
Letter	John & Sherien	Jaeger	Milwaukie	Trolley Trail: Arista to Glen Echo	Support goals of this linear park, wonderful idea.	Pro
Testimony	Dick	Jones	Oak Grove	Trolley Trail: Arista to Glen Echo	Spoke in support of funding this project.	Pro
Website	Merlin	Larimer		Trolley Trail: Arista to Glen Echo	Trail another boon to Milwaukie Center revival.	Pro
Website	April	Lawrentz		Trolley Trail: Arista to Glen Echo	Tracks are dangerous; I've been flipped into street.	Con
Letter	Susan	Lehr	SE Portland	Trolley Trail: Arista to Glen Echo	Provides safe natural area for retired residents.	Pro
Website	Lance	Lindahl		Trolley Trail: Arista to Glen Echo	Provides quiet off-street route; increases ridership.	Pro
E-mail	Max	Lucero		Trolley Trail: Arista to Glen Echo	Excellent use of funds and a boon to the area.	Pro
Letter	Lori	Luchak	Oregon City	Trolley Trail: Arista to Glen Echo	Supports trail that connects key facilities.	Pro
Letter	Wilda	Parks	Clackamas	Trolley Trail: Arista to Glen Echo	Important for multi-use path, improving livability.	Pro
Website	Benjamin	Quinby		Trolley Trail: Arista to Glen Echo	I would use and support this trail project.	Pro

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Letter	Paul	Savas	Milwaukie	Trolley Trail: Arista to Glen Echo	Oak Lodge Water District supports community link.	Pro
Letter	Paul	Savas	Portland	Trolley Trail: Arista to Glen Echo	Change culture by transforming visions into reality.	Pro
E-mail	Paul	Savas		Trolley Trail: Arista to Glen Echo	Need better paths for safe cycling, economic vitality.	Pro
Letter	Corey	Sevigny	SE Portland	Trolley Trail: Arista to Glen Echo	Provide bike commuter access into Portland.	Pro
E-mail	Leslie	Shirk	Oak Grove	Trolley Trail: Arista to Glen Echo	Requesting funding for phase 2 of project, also.	Pro
Testimony	Dick	Shook	Milwaukie	Trolley Trail: Arista to Glen Echo	Trail has potential to provide safe, enjoyable non-motorized transportation and recreation through eastside suburban neighborhoods.	Pro
Letter	Dick	Shook	Milwaukie	Trolley Trail: Arista to Glen Echo	Complete trail for safe, enjoyable recreation, walking.	Pro
Letter	Senator Gordon	Smith	Washington DC	Trolley Trail: Arista to Glen Echo	I support for safety, access; protect environment.	Pro
Testimony	Amy	Stork	N Portland	Trolley Trail: Arista to Glen Echo	Will connect trails and link commuters to Portland.	Pro
E-mail	Mike	Swyter	Jennings Lodge	Trolley Trail: Arista to Glen Echo	Trail known as an area resource; attracting hikers.	Pro
Letter	Friends of	Trolley Trail	Oak Grove	Trolley Trail: Arista to Glen Echo	Overwhelming support from diverse people, groups.	Pro
Letter	Don	Trotter	Clackamas	Trolley Trail: Arista to Glen Echo	Essential link in trail system, park and rec priority.	Pro
E-mail	Jo Ann	Weaver	Oak Grove	Trolley Trail: Arista to Glen Echo	Supports, with Roland Atkinson, 2nd phase of trail.	Pro
Testimony	Gregg	Weston	Lake Oswego	Trolley Trail: Arista to Glen Echo	Spoke for Paul DeMarco; in support of new jobs.	Pro
E-mail	Molly	Williams	Milwaukie	Trolley Trail: Arista to Glen Echo	Supports trail for safety, connecting key facilities.	Pro
E-mail	Erik	Wolf	Oregon City	Trolley Trail: Arista to Glen Echo	Necessary link in trail system; tourist draw.	Pro
E-mail	David	Yudkin	SE Portland	Trolley Trail: Arista to Glen Echo	Important for bicycling and well-being of community.	Pro
Letter	Paul	Rubenstein	Cornelius	TV Hwy. Corridor Study: Hwy 217 to Baseline	Listed 28 accidents at this intersection needing aid.	Pro
Letter	Amy	Scheckla-Cox	Cornelius	TV Hwy. Corridor Study: Hwy 217 to Baseline	This is our primary route in and out of town; spine.	Pro
Website	Aaron	Tarfman		TV Hwy. Corridor Study: Hwy 217 to Baseline	I do not see this as a priority.	Con
Phone	Susan	Beilke	SW Portland	Washington Sq. Regional Center Trail	Trail won't get you anywhere; too costly; no buffer.	Con
Website	Susan	Beilke	SW Portland	Washington Sq. Regional Center Trail	If can't cross Hwy 217 or protect wildlife, do not fund.	Con
Letter	Bob	Bothman	Beaverton	Washington Sq. Regional Center Trail	Access to residences, jobs, commercial areas.	Pro
Website	John	Frewing		Washington Sq. Regional Center Trail	Create daylighted Ash Creek with trail 100' away.	Pro
Letter	Mel	Huie	NE Portland	Washington Sq. Regional Center Trail	Supports highest consideration for this trail.	Pro
Website	Merlin	Larimer		Washington Sq. Regional Center Trail	Washington Square a nightmare for bikes, as is.	Pro
Website	Aaron	Tarfman		Washington Sq. Regional Center Trail	Support bike connection across Hwy 217 barrier.	Pro
Letter	Ronald	Willoughby	Beaverton	Washington Sq. Regional Center Trail	Meets MTIP priorities as regionally significant trail.	Pro
E-mail	Steven	Alexander	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Current route bad for cycling; buses infrequent.	Pro
Letter	Hank	Ashforth	Portland	Willamette Shoreline Hwy 43 Transit Planning	Portland Streetcar Inc. resolution of support.	Pro
Website	David	Auker		Willamette Shoreline Hwy 43 Transit Planning	Wide clean shoulders on both sides would be luxe.	Pro
Testimony	Jeff	Bennett	Clackamas	Willamette Shoreline Hwy 43 Transit Planning	Read letter from Jerry Smith, Clackamas County Economic Development Commission, in support.	Pro
Letter	John	Bloss	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Heavy car traffic and unsafe for bicycles.	Pro
Website	Brent	Bolton		Willamette Shoreline Hwy 43 Transit Planning	Impossible to get to Lake Oswego by bike.	Pro
Website	Sarah	Branum		Willamette Shoreline Hwy 43 Transit Planning	Important to keep Portland bicycle and ped friendly.	Pro
Letter	Catherine	Ciarlo	NE Portland	Willamette Shoreline Hwy 43 Transit Planning	Needs clearly state objective to improve bike access	Pro
Testimony	Donna	Drummond	SW Portland	Willamette Shoreline Hwy 43 Transit Planning	Expressed support for this project.	Pro
Testimony	Rob	Fallow	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Current Foothills District redevelopment plan and vision in conjunction with city of Lake Oswego.	Pro
Letter	Matthew	Garrett	NW Portland	Willamette Shoreline Hwy 43 Transit Planning	ODOT/consortium supports for safe, balanced plan.	Pro
Letter	Mayor Judie	Hammerstad	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Portland Streetcar Inc. urges support of this study.	Pro
Testimony	Mayor Judie	Hammerstad	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Very high priority project.	Pro

TYPE	FIRST NAME	LAST NAME	CITY	PROJECT	COMMENTS ABOUT PROJECTS	
Website	Marilyn	Hayward		Willamette Shoreline Hwy 43 Transit Planning	Please do something for bikes on this stretch of Hwy	Pro
Website	Merlin	Larimer		Willamette Shoreline Hwy 43 Transit Planning	Relief if there were less car traffic to dodge.	Pro
Website	Lance	Lindahl		Willamette Shoreline Hwy 43 Transit Planning	Well-rounded planning process needs to occur.	Pro
Form	Anne	Madden	NW Portland	Willamette Shoreline Hwy 43 Transit Planning	Supports this project as part of MTIP funding vote.	Pro
Testimony	Tom	Markgraf	NE Portland	Willamette Shoreline Hwy 43 Transit Planning	Rep. Earl Blumenauer letter supports this project.	Pro
Testimony	Jack	Newlevant	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Supports this project.	Pro
Letter	John	Pullen	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Excessive cost of project and many safety concerns; very little public support for rail line in Lake Oswego.	Con
Website	Zvi	Rapaport		Willamette Shoreline Hwy 43 Transit Planning	A great addition to the waterfront trail.	Pro
Website	Jessica	Roberts		Willamette Shoreline Hwy 43 Transit Planning	Critical to take action to fix bike access in corridor.	Pro
Website	Philip	Ross	NE Portland	Willamette Shoreline Hwy 43 Transit Planning	Please consider putting bike path along this route.	Pro
Website	Graham	Ross		Willamette Shoreline Hwy 43 Transit Planning	Fence off a bike path like Oaks Bottom connector?	Pro
Testimony	Rose	Rummel-Eury	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Focus on safety of bicycle and ped component.	Pro
Letter	Eric	Saito	SW Portland	Willamette Shoreline Hwy 43 Transit Planning	Owners vision incorporates streetcar to Portland.	Pro
Letter	Chris	Schetky	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	Chamber urges restoration of full funding for project.	Pro
Letter	Steven	Stadum	SW Portland	Willamette Shoreline Hwy 43 Transit Planning	OHSU supports for more vibrant neighborhood.	Pro
Testimony	Amy	Stork	N Portland	Willamette Shoreline Hwy 43 Transit Planning	Supports improvements in bicycle infrastructure.	Pro
Website	Chris	Streight		Willamette Shoreline Hwy 43 Transit Planning	Getting to Lake Oswego safely by bike is difficult.	Pro
Testimony	Aaron	Tarfman	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Strongly recommends this project.	Pro
Website	Gregory	Taylor, MD	Lake Oswego	Willamette Shoreline Hwy 43 Transit Planning	I highly encourage you to fund this project for bikers.	Pro
Website	Kelda	Van Patten		Willamette Shoreline Hwy 43 Transit Planning	Very dangerous for cyclists but only route to L. O.	Pro
E-mail	David	Yudkin	SE Portland	Willamette Shoreline Hwy 43 Transit Planning	Important for bicycling and well-being of community.	Pro
Website	Katie	Frerker		Willamette Shoreline: Hwy 43 Transit Planning	Current route unsafe but only way to commute.	Pro
Testimony	Roger	Hennagin	Lake Oswego	Willamette Shoreline: Hwy 43 Transit Planning	Hwy 43 near or at capacity and traffic will increase with development. Preserve for future mass transit.	Pro
Letter	Corey	Seigny	SE Portland	Willamette Shoreline: Hwy 43 Transit Planning	Improves bike access to Lake Oswego, L&C College	Pro
Website	Luke	Skywalker		Willamette Shoreline: Hwy 43 Transit Planning	Would help connect west side to downtown.	Pro
Testimony	Chris	Smith	NW Portland	Willamette Shoreline: Hwy 43 Transit Planning	Supports this opportunity to develop new town center along Highway 43.	Pro
Letter	Diane	Linn	SE Portland	Wood Village Blvd: Arata to Halsey	Will greatly improve safety and provide access.	Pro
Letter	Lonnie	Roberts		Wood Village Blvd: Arata to Halsey	Improvements will greatly improve safety, signals.	Pro



## **Transportation Priorities 2006-09: *Investing in the 2040 Growth Concept***

### **Explanation of Metro Staff Project/Program Recommendations**

Following is a summary of the rationale used by Metro staff to implement the policy direction provided by JPACT and the Metro Council in developing a Final Cut List recommendation as shown in Exhibit D. The summary is organized by mode category.

#### **Bike/Trail**

- The top six technically ranked projects were nominated for inclusion in the final cut list base package. The fourth, fifth and sixth ranked projects had similar technical scores while there is a more pronounced break point between the sixth and seventh ranked project.
- The Marine Drive trail gaps project was initially reduced in recommended funding in the Base package by the amount that project was thought likely to receive through the state Transportation Enhancement (TE) funding program. Subsequent communication with the TE staff indicates the project is not likely to receive funding through that program. TPAC recommended this funding be restored in the Option 1 add package.
- The Trolley Trail project was reduced in recommended funding in the Base package by half to allow coordination with the area sewer districts for the potential use of the trail right-of-way for a sewer trunk line. Slowing the rate of funding for this project would allow better construction coordination and the potential for shared construction costs. The Option 2 package would eliminate all funding consideration for this project in this funding cycle.
- Right-of-way for the Powerline Trail from Scheupback Park to Burntwood Drive is included in the Option 1 package to help secure the undeveloped Mt. Williams property where the project is located prior to the expiration of a purchase option owned by a consortium seeking to secure the property for park and trail use.
- The projects included in the Base package will meet progress needed on air quality Transportation Control Measures of 5 miles per biennium. Proposed projects would provide 6.79 miles of bicycle trail projects. However, the location of the 2.3 miles of MAX multi-use path project is located in the Gresham regional and Rockwood town centers and therefore is eligible to meet required pedestrian improvements. As proposed funding for the Pedestrian improvements may not meet air quality TCM requirements (further definition is needed for the Forest Grove Town Center project) a portion of the MAX path project may be needed to meet the pedestrian projects need. Elimination of funding for the Trolley Trail project for the base package recommendation of segments 4 and 5 would eliminate 1.2 miles from the bike improvements provided.

## Attachment 4

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the bicycle modal category addresses the following policy guidance.

#### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

- Address transportation barrier to development in 2040 priority land use areas

None of the projects in the bicycle/trail category remove or reduce a congestion barrier that is preventing development in a 2040 priority land use area. However, all of the projects, other than the Springwater Trailhead project, would provide an alternative mode option to priority land use areas that have or are forecast to have congestion.

- Support livability and attractiveness of the region.

The development of a regional bike system and bike access to 2040 priority land use areas contribute to the economic vitality of the region by increasing bike trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of bicycle facilities also contributes to the overall livability and attractiveness to both companies and work force to locate in the region.

#### *Emphasize modes that do not have other sources of revenue*

On-street bicycle projects, outside of vehicle capacity or reconstruction projects that are required to build bike facilities, only have the dedicated funding of a state program that allocates approximately \$2.5 million per year to bicycle and pedestrian projects on state facilities. Off-street trails are one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

#### *Complete gaps in modal systems*

The bicycle projects recommended for further consideration all complete gaps in the existing bicycle network. While the Springwater Trailhead project does not strictly complete a gap in the provision of a bike trail or lane, it does provide needed user facilities on the trail system that do not exist today.

#### *Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

#### *Meet the average annual requirements of the State air quality implementation plan*

The bicycle and trail projects recommended for further consideration would provide 8.65 miles of a required 5 miles of new bicycle facilities for the two-year funding period. This

#### **Attachment 4**

assumes the MAX multi-use path project in Gresham would be applied to meeting requirements for the provision of pedestrian facilities and is included in the calculation of that category.

#### **Boulevard**

- The top three technically ranked projects were nominated for further consideration as there is a clear break point between the third and fourth ranked projects.
- As the Rose Biggi project is adjacent to the TOD acquisition site in Beaverton that is also recommended for funding, only preliminary engineering is recommended in the base package to reserve availability of resources for other areas of the region. PE is the minimum effort necessary to sustain momentum on the extension of the road north to Hall Boulevard.
- The Burnside Street project may receive a federal earmark that would complete PE funding for this project phase.
- Recommended funding for the Killingsworth project is reduced by the amount the project is likely to receive through the state Transportation Enhancement funding program. This recommendation may be revisited as the TE funding award process progresses. PE funding is recommended for the remaining segment between N Commercial and NE MLK Boulevard.

#### **Response to Policy Guidance**

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the boulevard modal category addresses the following policy guidance.

##### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs  
The Boulevard projects recommended support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.
- Address transportation barrier to development in 2040 priority land use areas  
None of the projects in the boulevard category remove or reduce a congestion barrier that is preventing development in a 2040 priority land use area. However, all of the projects would enhance the trip end experience for users of alternative modes to access priority land use areas that have or are forecast to have congestion.
- Support livability and attractiveness of the region.  
The recommended projects are a direct investment in priority 2040 mixed land use areas and support further economic development in those areas by providing the facilities and

#### **Attachment 4**

amenities necessary to support higher densities of development, a mix of land use types and higher percentage of trips by alternative modes and by enhancing land values in the vicinity of the project.

##### *Emphasize modes that do not have other sources of revenue*

While elements of Boulevard projects are eligible for different sources of transportation funding, they have no source of dedicated funding to strategically implement these types of improvements in priority 2040 land use areas.

##### *Complete gaps in modal systems*

The recommended projects add new or enhance existing pedestrian and some bike facilities to the regional network. The Rose Biggi project would construct a new collector level motor vehicle connection within a regional center to meet regional guidance on street connectivity.

##### *Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

##### *Meet the average annual requirements of the State air quality implementation plan*

The Boulevard projects recommended for further consideration would only provide preliminary engineering funds and therefore not contribute to the required 5 miles of new bicycle facilities and 1.5 miles of pedestrian facilities for the two-year funding period.

#### **Large Bridge**

- The Sellwood Bridge type, size and location study and preliminary environmental work is proposed for funding in the base package in the amount of \$1.5 million.
- The recommendation for further consideration of this project is based on this project best meeting the policy direction for inclusion of projects in the non-emphasis categories. The project has the potential for regional flexible funds to seed local and state project development funds that could then leverage a large allocation from federal and state Bridge Replacement funds to reconstruct the Sellwood Bridge. ODOT Region One is proposing \$1.5 million in STIP funding for this project with the County providing \$2.1 million of matching funds. These funds will be used to solicit \$12.8 million additional funds, currently under recommendation by the state bridge committee to the Oregon Transportation Commission for PE and right-of-way costs. The total effort will be used to solicit additional HBRR and other federal funds in the future to complete construction of the project.
- An additional \$500,000 is recommended in the Option 2 package to solicit discussion on the need for additional Transportation Priorities funding to secure the \$12.8 million of HBRR Local Bridge funds.

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### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the large bridge modal category addresses the following policy guidance.

#### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Sellwood Bridge project supports the redevelopment of the South Waterfront and Tacoma main street and the greater North Milwaukie industrial area. Industrial, office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas.

Due to bridge cracking, the Sellwood Bridge is currently closed to all vehicles greater than 10,000 lbs gross vehicle weight. This represents a significant barrier to the attractiveness for any business development in the vicinity of the bridge that would rely on truck access.

- Support livability and attractiveness of the region.

With one 4-foot sidewalk occluded by light and sign posts, narrow travel lanes and no bike lanes, the current bridge is a significant barrier to access to the network of multi-use paths and bicycle lanes in the area. A new bridge provide greater connectivity between the east and west sides of the Willamette River.

#### *Emphasize modes that do not have other sources of revenue*

Bridge projects receive dedicated sources of revenue from federal and state funding sources. Award of these funds is done on a competitive process and allocation of regional flexible funds would be intended to develop enough project detail to effectively compete for those sources of revenue.

#### *Complete gaps in modal systems*

Meets the narrowing policy objectives of and providing new pedestrian and bicycle facilities that do not exist and are not likely to be constructed without programming of regional flexible funds. The project would also reopen the bridge to freight and transit traffic that is currently rerouted to the Ross Island Bridge approximately 2.5 miles to the north.

#### *Develop a multi-modal transportation system*

This is not a modal emphasis category for the Transportation Priorities program. However, a new bridge would provide new bicycle lanes, replace a single side substandard sidewalk, provide local freight access and serve two regional bus routes that can no longer use the current bridge.

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*Meet the average annual requirements of the State air quality implementation plan*

As a replacement or reconstruction project, this project does not address this policy goal.

#### Green Streets

- The top technically ranked green street demonstration projects for street and culvert retrofits are recommended for the final cut list base package. While these were the only candidate applicants in these categories, both are strong projects and worthy of funding.
- The Cully Boulevard project will provide improvements in a 2040 mixed-use main street located in a low-income and minority community and will provide technical data on water quantity/quality improvements associated with green street techniques.
- The Beaver Creek Culverts project will support recovery of endangered species, removing barriers associated with transportation facilities and will leverage a large local match and state restoration grant (70% of total project cost). To balance the program, funding is recommended to be reduced by \$470,000 to a regional share of \$1,000,000. The reduction would need to be made up from other sources or by a reduction in work scope.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the green street modal category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Cully Street project would support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure. Additionally, green street design principals and the removal of fish barrier culverts are part of the region's management plan to address the listing of several native fish species under the federal endangered species act. Demonstrating programmatic implementation of the management plan is important to staying in compliance with the act and preventing lawsuits or federal actions that could hinder future ability to attract traded sector jobs to the region.

- Address transportation barrier to development in 2040 priority land use areas  
Neither of the applications address a specific transportation congestion barrier to development in a 2040 priority land use area. However, the Cully project would provide on-street parking, sidewalks and bicycle lanes that are lacking today and deter access and investment in the area.
- Support livability and attractiveness of the region.

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The Cully Street demonstration project supports the economic development of a mixed-use main street. As a demonstration project for innovative stormwater management techniques in the public right-of-way, the project has the potential to promote a less costly, environmentally sensible means of managing stormwater runoff region wide. The Beaver Creek culverts retrofit project support economic development by supporting the provision of wildlife within an urban area, increasing its attractiveness to companies and work force to locate in the area.

*Emphasize modes that do not have other sources of revenue.*

There are no sources of dedicated revenue to support the demonstration of innovative stormwater management techniques in the public right-of-way. There are state grants available through the Oregon Water Enhancement Board to restore stream habitat, including retrofit or replacements of culverts. However, these grants require local match funds and are competitive relative to the needs and range of project eligibility.

*Complete gaps in modal systems.*

As a demonstration project category, Green Streets projects do not directly address this policy.

*Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan.*

As a demonstration project category, Green Streets projects do not directly address this policy.

#### **Freight**

- All or a portion of the top five technically ranked projects are recommended for further consideration by Metro staff in the freight category. There was a clear break point in the technical score between the fifth and sixth ranked projects.

- The Base package proposes to split with the Port of Portland the increase in project costs discovered subsequent to application for and the proposed award of OTIA III funds to the N Leadbetter railroad over crossing project. Option 2 restores full funding of the cost increase to the project.

## Attachment 4

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the freight modal category addresses the following policy guidance.

#### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Lombard Slough over crossing project is the central freight connector through the region's largest regionally significant industrial area with 190 companies and 8,000 industrial jobs. If the Lombard Slough over crossing is weight limited in the future, it would require an 11 mile out-of-direction travel between South Rivergate, where many traded-sector companies are located, and Terminal 6, the region's only inter-modal container terminal. The Leadbetter extension project would provide grade-separated access over a rail spur from a large traded-sector employer (Columbia Sportswear) and developing industrial land to the entrance of Terminal 6, extending the capacity of the existing warehouse facility and number of potential employees located there.

- Address transportation barrier to development in 2040 priority land use areas

Without the Lombard Slough bridge improvement, a 113 acre vacant parcel, one of 25 industrial sites of statewide significance identified by the Governor's Industrial lands Task Force and the potential for an additional 1,000 new jobs (scenario of recent Vestas proposal), would not be able to fully develop. The Leadbetter extension project would increase attractiveness to three developable parcels in the vicinity by creating an alternative to increasing number and length of delays caused by rail traffic blockage. The Tualatin-Sherwood ATMS project would improve operating efficiencies of a congested major freight route connecting a large industrial area, including several hundred acres of vacant industrial land brought into the UGB in 2002 and 2004, with I-5 and 99W. The Kinsman Road project would create a new extension from an existing regional freight road connector and provide new access for 175 acres of vacant industrial land in west Wilsonville that is awaiting development until local concurrency requirements for road capacity can be met.

- Support livability and attractiveness of the region.

By supporting the retention and expansion of traded-sector companies that can grow jobs independent of local economic conditions and supply high-wage jobs, freight projects as a category support the livability and attractiveness of the region.

The freight data collection infrastructure would provide data that would allow more accurate tracking and forecasting of truck movements to better understand freight transportation needs in the region.

#### *Emphasize modes that do not have other sources of revenue*

The five recommended freight projects are road capacity, reconstruction or operations projects. These projects are eligible for eligible to be funded through state trust fund and



#### **Attachment 4**

pass through revenues. The OTIA III process has also dedicated \$100 million of statewide funding to these types of projects.

##### *Complete gaps in modal systems*

The Lombard slough over-crossing project would prevent the closure of freight traffic on the regional freight system. The Kinsman Road and Leadbetter projects would provide new connections to the motor vehicle system.

##### *Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

##### *Meet the average annual requirements of the State air quality implementation plan*

As capacity, reconstruction or operational projects, this project category does not address this policy goal.

#### **Planning**

##### On-Going

- MPO Required Planning is recommended for funding. This funding continues the practice of previous allocations (adjusted 3% annually for inflation) to the Metro planning department for the provision of regional transportation planning services necessary to carry out MPO functions. Use of regional flexible funds for this purpose began as an alternative to collection of dues from local transportation agencies.
- Regional Freight Planning is recommended for funding. Funding for regional freight planning services began in FFYs 2004 and 2005 as freight and economic development became prominent regional and political issues. This allocation would fund these services for 2006 through 2009.

##### Corridor Planning

- The Milwaukie light rail Supplemental EIS is recommended for funding at \$2.0 of its \$3.725 million cost from regional flexible funds. This effort is needed to make the project eligible to receive federal funds.
- The Willamette Shoreline – Highway 43 Transit alternatives analysis is proposed for funding. Preliminary engineering phase is not recommended at this time but should await further development of a strategy for corridor improvements through the AA process.
- Three of the four Multi-Use master plans (Lake Oswego to Milwaukie, Tonquin Trail, and the Mt. Scott to Scouter's Loop trail) are recommended for funding. These trail projects span multiple local jurisdictions that need technical support to prepare trails to enter preliminary engineering and continue efforts provided at Metro to developing regional trail projects through implementation of the Greenspaces bond measure. The Sullivan's Gulch trail is not recommended for funding as it was not indicated as a local priority to the city of Portland and to the degree of cooperation and effort that will be needed to complete master planning work for this project.

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- The Next Priority Corridor analysis is recommended for funding. This work would address the fourth corridor from regional flexible funds of the 18 corridor plans the state Department of Land Conservation and Development requires the region to complete as part of the adoption of the Regional Transportation Plan. JPACT has requested ODOT also contribute to the completion of a second corridor study in this time frame conditioned on regional funding of one corridor study.

#### Planning Enhancements

- The Bicycle Interactive Map and Model Update is recommended for funding in the Option 2 package.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the planning category addresses the following policy guidance.

##### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

None of the candidate planning activities claimed a direct link to the retention or attraction of a specific traded-sector business to the region. However, planning activities are necessary to ensure federal funding eligibility and adequate transportation services to the region, both essential to retaining and attracting traded-sector businesses to the region in general.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of frequent transit service. The Milwaukie LRT Supplemental EIS and the Willamette Shoreline AA are steps in providing reliable frequent transit service to the Central City and Milwaukie and Lake Oswego town centers, key pieces of investment to ensuring the allowance of future development to proceed in those areas. Other planning activities proposed for funding support economic development by ensuring the 2040 priority land use areas are adequately served by transportation services and that requirements are met to allow state and federal funding to be allocated to projects serving those areas.

- Support livability and attractiveness of the region.

Transportation planning activities support the livability and attractiveness of the region by ensuring the transportation system adequately serves the comprehensive land use plans of the region and local communities.

## **Attachment 4**

### *Emphasize modes that do not have other sources of revenue*

General planning transportation activities, but not specific corridor planning activities, are supported through limited federal planning revenues, though not enough to cover planning services provided to the region.

### *Complete gaps in modal systems*

Planning activities identify and direct funding to projects that complete gaps in modal systems.

### *Develop a multi-modal transportation system*

Planning activities identify and direct funding to projects that develop multi-modal systems. This is an emphasis category for the Transportation Priorities program.

### *Meet the average annual requirements of the State air quality implementation plan*

While used to develop, coordinate and report on the implementation of the annual requirements, planning does not construct new facilities to meet State air quality plan requirements.

## **Pedestrian**

- The top two technically ranked projects are recommended for funding on the final cut list base package as there is a clear break in the technical scoring between the second and third ranked projects and no clear break between the third and fifth ranked projects.
- \$900,000 is recommended for the Rockwood Pedestrian to MAX project is in the Option 1 package.
- The Capitol Highway (PE) pedestrian project is recommended for funding in the Option 1 package.
- The ODOT Preservation Supplement request is a result of regional policy request to ODOT. The funding amount from regional flexible funds would provide cost sharing with ODOT Region 1 from funding proposed in the draft STIP outside of their preservation program to provide pedestrian and potentially bicycle and transit improvements in conjunction with their preservation work. It appears at this time that ODOT will be able to provide pedestrian improvement treatments on the two urban preservation projects (Powell Boulevard: 50th to I-205, and NW Yeon) with existing STIP revenues. A preliminary cost analysis of adding bicycle lanes on SE Powell between 71<sup>st</sup> and 82<sup>nd</sup> Avenues, consistent with the Portland TSP, was cost prohibitive at between \$5 and \$7 million as a preservation supplement project.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the pedestrian modal category addresses the following policy guidance.

#### Attachment 4

##### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Pedestrian projects recommended support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of a well connected local street system to support walking trips within the mixed-use area. The Forest Grove and Milwaukie town center pedestrian projects are steps in providing pedestrian access on their well connected downtown street networks, key pieces of investment to ensuring the allowance of future development to proceed in those areas.

- Support livability and attractiveness of the region.

the pedestrian projects recommended contribute to the economic vitality of the Forest Grove and Milwaukie mixed-use areas by providing access by users who would not require more land intensive and costly auto parking spaces.

##### *Emphasize modes that do not have other sources of revenue*

Pedestrian projects outside of vehicle capacity or reconstruction projects that are required to build bike facilities only have dedicated funding limited to a state program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

##### *Complete gaps in modal systems*

The pedestrian projects recommended for further consideration all complete gaps, either with new facilities or upgrading substandard facilities, in the existing pedestrian network.

##### *Develop a multi-modal transportation system*

This is a modal emphasis category for the Transportation Priorities program.

##### *Meet the average annual requirements of the State air quality implementation plan*

The pedestrian projects recommended for further consideration would provide .26 miles (+ Forest Grove – still confirming length of project) of a required 1.5 miles of new pedestrian facilities within mixed-use areas for the two-year funding period. The MAX multi-use path project, evaluated in the Bike/Trail category could contribute a portion of its 2.32 miles of pedestrian improvement to meet air quality plan requirements for the provision of pedestrian facilities as it is located in the Gresham regional and Rockwood town centers.

## Road Capacity

- The SW Greenberg Road project in the Washington Square regional center is recommended for funding as the top tier road capacity project with a clear break point in project score between it and the next tier of projects (#2 through #5). The \$1 million request would complete project funding of local resources and prior regional award of PE funds for a total project cost of \$5 million.
- The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection project is located in the Raliegh Hills town center. Funding is recommended for a portion of the PE costs in the Option 2 package. Funding would be conditioned on the completion of some planning work for the large portion of the town center area to be impacted by the right-of-way acquisition process. The county is seeking to use progress on PE work to solicit state and federal funds for right-of-way and construction.
- Right-of-way acquisition costs of \$2 million is recommended for funding of the 172nd Avenue project in the Option 2 package. This would address the \$1.0 million estimated right-of-way costs and a start on construction costs. This project is located in the newly expanding urban area on the east side of Happy Valley. The application will leverage \$10 million of County funds to complete construction of the project. The County has begun master planning of the area surrounding this project and anticipates designating much of it as Regionally Significant Industrial Area to serve as a job base for Happy Valley. This is also the only project proposed for funding in the recently expanded urban growth boundary area, which when master planning is completed, is one of the priority land use emphasis areas. This funding is recommended to be conditioned on completion of the Damascus master plan and for the project design to be consistent with implementation of the master plan.

## Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the road capacity modal category addresses the following policy guidance.

### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The SE 172<sup>nd</sup> Avenue project will provide the primary arterial access to the future Rock Creek industrial area. Forecasts of expected traded-sector jobs will be available upon completion of the Damascus concept plan.

The B-H/Scholls project would support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure. No specific link to the retention or attraction of traded-sector jobs was provided by the project applicant.

#### **Attachment 4**

- Address transportation barrier to development in 2040 priority land use areas  
Upon completion of the Damascus concept plan, the SE 172<sup>nd</sup> Avenue project will address the primary urban infrastructure need to development of the future Rock Creek industrial area. The Beaverton-Hillsdale/Scholls Ferry/Oleson intersection project, if tied to the development of a Raleigh Hills town center planning effort, is of a scale and impact to provide significant redevelopment opportunities in that area. The Wood Village Boulevard project would provide new access and development opportunity in the Wood Village town center.

- Support livability and attractiveness of the region.

#### *Emphasize modes that do not have other sources of revenue*

Road capacity projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over capacity projects.

#### *Complete gaps in modal systems*

Other than the Wood Village Boulevard project, which would complete a gap in the motor vehicle street system between Halsey and Arata Road, these projects expand existing motor vehicle connections. New connections to complete gaps in the pedestrian and bicycle system would be provided with these projects, however.

#### *Develop a multi-modal transportation system*

This is not a modal emphasis category for the Transportation Priorities program. However, all of these projects would provide new or upgrade substandard pedestrian and bicycle facilities on these roads (current Greenburg Road has existing sidewalks but no bike lanes).

#### *Meet the average annual requirements of the State air quality implementation plan*

These projects do not address this policy goal.

#### **Road Reconstruction**

- The Cleveland Street project is recommended for funding at \$1 million in the Option 2 package. If funded, it would be necessary to work with the City of Gresham to define a phase of the project that could be completed with this amount or additional sources secured. This project demonstrated strong connections to the development of the Gresham regional center and adds sidewalk, bicycle and transit elements that are currently missing from the existing facility. It also strongly incorporates green street elements, providing another demonstration project for the region.

#### Response to Policy Guidance

#### Attachment 4

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the road reconstruction modal category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

The Cleveland Street project would support the redevelopment of adjacent properties in the regional center to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas
- Support livability and attractiveness of the region.

*Emphasize modes that do not have other sources of revenue*

Road reconstruction projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over reconstruction projects.

*Complete gaps in modal systems*

The recommended project does not complete gaps in the existing motor vehicle system but provides new pedestrian and bicycle facilities, completing gaps in those modal systems.

*Develop a multi-modal transportation system*

This is not a modal emphasis category for the Transportation Priorities program. However, the project would provide new or upgrade substandard pedestrian and bicycle facilities.

*Meet the average annual requirements of the State air quality implementation plan*

These projects do not address this policy goal.

#### Regional Travel Options

- The Regional Travel Options program is recommended for further consideration at the level of funding needed to implement the programs strategic plan, with the exception of providing vanpool capital assistance, in the base funding package.
- \$500,000 is recommended to be eliminated from the RTO Program in the Option 2 package. No specific guidance on which portion of the program to eliminate was provided.

#### Response to Policy Guidance

#### **Attachment 4**

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the regional travel options category addresses the following policy guidance.

*Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs
- Address transportation barrier to development in 2040 priority land use areas  
The RTO program is regional in scope and therefore markets and provides travel option services, reducing congestion region wide.
- Support livability and attractiveness of the region.

*Emphasize modes that do not have other sources of revenue*

These programs are not supported by other sources of dedicated transportation revenues although they do leverage funding from private Transportation Management Associations and other grants.

*Complete gaps in modal systems*

The RTO program does not construct projects and therefore does not address this policy goal.

*Develop a multi-modal transportation system*

This is a policy emphasis category for the Transportation Priorities program. RTO projects contribute to the development of a multi-modal system by educating and providing incentives to reduce trips or use existing pedestrian, bicycle and public transit facilities.

*Meet the average annual requirements of the State air quality implementation plan*

While the RTO programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

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

- The TOD rail station area and urban centers programs are recommended for funding equal to the previous allocation.
- The Beaverton TOD site acquisition project is also recommended for funding at \$2 million, equal to the previous allocation to the Gresham Civic station site in the previous allocation. This would be a \$1 million cut from the requested amount. It is recommended that the City of Beaverton investigate use of other sources to match the large regional contribution to the project. \$500,000 of this cut would be restored in the Option 1 package.
- The Gateway TOD site would be funded for \$500,000 in the Option 1 package.



#### Attachment 4

- The urban centers program is recommended for an additional \$500,000 in the Option 2 package but the same \$500,000 is recommended to be eliminated from the TOD category, with no specific recommendation on what project or program to reduce, in the Option 2 package.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the transit oriented development category addresses the following policy guidance.

##### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs

• Address transportation barrier to development in 2040 priority land use areas  
The TOD program and recommended projects address market development barriers to development in 2040 priority mixed-use land use areas.

• Support livability and attractiveness of the region.  
The TOD program and recommended projects support implementation of regional and local comprehensive plans by supporting mixed-use development at densities and with amenities beyond what the current market will bear in emerging mixed-use areas.

##### *Emphasize modes that do not have other sources of revenue*

While urban renewal and other programs facilitate new development, transit oriented development projects are specifically designed to increase the efficiency of the regions investment in the transit system and is not supported by other sources funding.

##### *Complete gaps in modal systems*

The TOD program and projects do not address this policy goal.

##### *Develop a multi-modal transportation system*

This is a modal policy emphasis category for the Transportation Priorities program. TOD projects contribute to the development of a multi-modal system by increasing the density and design of development in areas well served by existing pedestrian, bicycle and public transit facilities. This increases the use of those facilities and makes them more cost-effective.

##### *Meet the average annual requirements of the State air quality implementation plan*

While the TOD programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

## Attachment 4

### Transit

- The existing commitments (by Metro Resolution) to rail transit projects in the region are recommended for funding.
- The Frequent Bus program is recommended for funding at a rate equal to the previous allocation amount.
- The Eastside Streetcar is recommended for funding in the Option 1 package.
- The South Metro Amtrak station is recommended for funding at \$1.15 million in the Option 1 package and for \$1 million in the Option 2 package.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the transit modal category addresses the following policy guidance.

#### *Economic development in priority land use areas*

- Link to retention and/or attraction of traded-sector jobs  
Office and commercial space in the mixed-use areas served by these transit projects may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.
- Address transportation barrier to development in 2040 priority land use areas  
The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of frequent transit service. The existing rail commitments and the Frequent Bus capital improvement program are steps in providing reliable frequent transit service to mixed-use and industrial areas region-wide, key pieces of investment to ensuring the allowance of future development to proceed in those areas.
- Support livability and attractiveness of the region.  
The development of a comprehensive regional transit system with frequent and reliable access to 2040 priority land use areas contribute to the economic vitality of the region by increasing trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of transit facilities also contributes to the overall livability and attractiveness to both companies and work force to locate in the region.

#### *Emphasize modes that do not have other sources of revenue*

The existing rail commitments and the Eastside Streetcar fund applications are used to leverage large federal grants to construct those projects. Currently, TriMet general fund revenues are committed to transit service as a means of not having to cut bus service hours and to start new light rail service during the on-going recession. While this was a

#### **Attachment 4**

resource allocation choice, on-street capital improvements for the Frequent Bus program now come solely from the Transportation Priorities program. The south Amtrak station improvements are not eligible for any other source of transportation revenues.

##### *Complete gaps in modal systems*

The rail commitment s and Eastside Streetcar projects extend high frequency service to new areas consistent with the RTP and local Transportation System Plans, however, they do not strictly fill in gaps within the existing rail network. Frequent Bus improvements will allow new frequent bus service connecting gaps in the existing system.

##### *Develop a multi-modal transportation system*

This is a modal policy emphasis category for the Transportation Priorities program. Transit projects contribute to the development of a multi-modal system by providing higher efficiency transit service in the corridors served by those projects.

##### *Meet the average annual requirements of the State air quality implementation plan*

While the rail commitment and Frequent Bus program do not result directly in the provision of additional service hours as required by the air quality implementation plan, they do contribute to service efficiencies that can then be reallocated to providing additional transit service.

**Transportation Priorities 2006-09:  
*Investing in the 2040 Growth Concept***

**Conditions of Program Approval**

**Bike/Trail**

All projects will meet Metro signage and public notification requirements.

(Bk2052) The MAX multi-use path project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bk3072) The Powerline Trail (Schuepback Park to Burntwood Drive) funding is conditioned on the execution of the purchase option of the Mt. Williams property for use of right-of-way for the project. If the purchase option is not executed, Metro may rescind the funds for future reallocation.

**Boulevard**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2<sup>nd</sup> edition; June 2002).

All projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3020) The Rose Biggi project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project.

(Bd1260) The Killingsworth project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black and low-income populations in the vicinity of the project.

## **Large Bridge**

(RR1012) Funding of the Sellwood Bridge project is contingent on the programming \$1.5 million of STIP funding and Multnomah County prioritizing the Sellwood Bridge as the first priority large bridge project for receipt of HBRR funds after completion of the Sauvie Island bridge in 2007.

## **Freight**

(Fr4063): Funding of the N Lombard project is contingent on the demonstration of a financial strategy that does not rely on large (> \$2 m) future contributions from the Transportation Priorities process.

(Fr4087): Funding for the Ledbetter over crossing project is contingent on the programming of \$6 million in ODOT OTIA III funding and \$2 million of local match by the Port of Portland to the project.

The N Lombard and N Ledbetter over crossing project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black population in the vicinity of the project.

## **Green Streets**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black, Hispanic and low-income populations in the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

## **Planning**

(PI0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

## **Pedestrian**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

### **Road Capacity**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

(RC7001) The 172<sup>nd</sup> Avenue project funding is conditioned on a project design that implements the transportation guidelines and recommendations of an adopted Damascus concept plan. Based on the results of the plan, the County may request a different arterial improvement location or scope.

(RC 1184) The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection PE funding is conditioned on the provision of a redevelopment plan being completed for the area encompassed by the project construction impacts in conjunction with PE activities. A general scope for such redevelopment plan will be further defined prior to the March 17<sup>th</sup> JPACT meeting. Demonstration of a financial strategy (not a commitment) for funding of right-of-way and construction that does not rely on large future allocations from regional flexible funds is also required prior to programming of awarded funds.

### **Road Reconstruction**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

(RR2035) Cleveland Avenue is conditioned on the provision of green street elements as described in the project application.

### **Regional Travel Options**

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

All projects will meet Metro signage and public notification requirements.

(TD8005): Upon completion of a full funding grant agreement, station areas of the I-205 MAX and Washington County commuter rail are eligible for TOD program project support.

### **Transit**

Capital projects will meet Metro signage and public notification requirements.

Allocations to Interstate MAX, South Corridor planning and priority project development, Washington County commuter rail, and North Macadam development per Metro Resolution Nos. 99-2442, 99-2804A and 03-3290 will be limited to actual interest and finance costs accrued and not those forecasted for cost estimating purposes as defined within the resolutions. Residual revenues will be reallocated through a subsequent MTIP update or amendment.

(TR1106) The Eastside Streetcar project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project. It is also conditioned on the securing of other funding to complete the preliminary design and engineering costs of the project.