



Engagement report

Public comments on proposed projects
for 2019-21 regional flexible funds

November 2016

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SUMMARY

The regional flexible funds available for the 2019-2021 allocation are composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are Surface Transportation Block Grant program funds that may be used for virtually any transportation purpose identified in the financially constrained Regional Transportation Plan, short of building local residential streets.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ funds must demonstrate that some improvement of air quality will result from building or operating the project.

From Oct. 7 through Nov. 7, 2016, residents of the Portland metropolitan region were asked to help decide how \$33.15 million will be spent on projects to improve walking, biking and moving freight from these regional flexible funds:

- \$25.81 million for active transportation/complete streets projects that make it safer and easier for people to walk, ride bicycles or get to transit.
- \$7.34 million for regional freight investments, projects that improve access to freight hubs and industrial areas and improve safety on freight routes.

During this public comment period, Metro received more than 3600 comments on the projects proposed for these funds.

The Brentwood-Darlington safe routes to school proposal received the highest number of supportive comments with 1714, followed by the Cully walking and biking parkway proposal at 314,¹ the North Portland Greenway Trail proposal at 205 and the Jade and Montavilla connected centers proposal at 118.

¹ This report was originally published on Nov. 29, 2016 without the petition with 151 signatures supporting the Cully walking and biking parkway. The report was updated to include the petition on Dec. 2, 2016.

NOTICE AND INVITATION TO PARTICPATE

The notice and invitation to participate were distributed through several channels:

- ads in local newspapers (Clackamas Review, Gresham Outlook, Portland Tribune and Tigard Times)
- ads in community papers (Asian Reporter and El Hispanic News)
- email invitation through neighborhood association, community planning organization, community participation organization and community-based organization networks
- email invitation to 2,325 subscribers to the Regional Transportation Plan interested persons list
- Metro News (oregonmetro.gov/news)
- the @oregonmetro Twitter feed and the Metro Facebook page
- Twitter and Facebook ads
- email invitation to committee members and interested persons for the Metro Council, Joint Policy Advisory Committee on Transportation and Transportation Policy Alternatives Committee
- email invitation from Councilor Craig Dirksen, Joint Policy Advisory Committee on Transportation Committee chair, to 1201 residents who had provided comments in support of Safe Routes to School programs during a previous, policy-focused discussion around these regional flexible funds.

(See Appendix A: Notices and invitations to participate.)

People were invited to learn about the projects via:

- the regional flexible funds web page (oregonmetro.gov/rffa), which featured the technical scoring and full applications for the 27 proposed walking and biking projects and the four proposed freight projects
- an interactive comment map, which provided a summary of the intent of and technical scoring results and linked to the full applications for each of the projects.

Comments were accepted through several means:

- through the interactive comment map, hosted on the Metro website
- by email to transportation@oregonmetro.gov
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804
- at the public hearing, 4 p.m. Thursday, Oct. 27, 2016, at Metro Regional Center, 600 NE Grand Ave., Portland.

Translation

The interactive comment map was translated into five additional languages: Spanish, Vietnamese, Chinese, Russian and Korean.

The ads in community papers and email invitations included translated, in the five languages, invitations to “comment on regional transportation priorities,” an offer for a full translated notice and a web address for the tool, which had links to the translated content and interfaces. Ads in the Asian Reporter had that information in Vietnamese, Chinese and Korean, while ads in El Hispanic News had the full translated ad, which provided more context to the funds and information regarding the public hearing and other ways to comment. (*See Appendix A: Notices and invitations to participate.*)

Translated ads were placed through Facebook and Twitter to encourage further participation by residents who would be more comfortable participating in these languages. (Note that Twitter does not support Vietnamese in their ads, so Vietnamese was not included in that campaign.)

Five comments were received in Spanish via the map comment tool. No comments were received via the tool in Vietnamese, Chinese, Russian or Korean.

COMMENTS

From Oct. 7 through Nov. 7, 2016, residents of the Portland metropolitan region were asked to help decide how \$33.15 million will be spent on projects to improve walking, biking and moving freight.

Metro received:

- 2103 project specific comments through the interactive comment map from 985 unique visitors, five comments were provided in Spanish. Participants were asked to rate their support level (one to five) for the project and for their comments, concerns or additional considerations for the project.
- 84 emails, with seven providing general, non-project specific comments, 77 providing project specific comments and three of those 77 providing comments on more than one project.
- 30 letters, with four of those providing comments on more than one project.
- 284 postcards, most from children, in support of the Brentwood-Darlington safe routes to school proposal
- 1013 signatures on a petition in support of the Brentwood-Darlington safe routes to school proposal
- 151 signatures on a petition in support of the Cully walking and biking parkway proposal
- 18 testimonies at the public hearing
- eight phone calls, one providing a general, non-project specific comment and seven in support of the Brentwood-Darlington safe routes to school proposal.

(For the full text of these comments, see appendices C through I.)

Appendix B offers summaries and key quotes from emails, letters, testimonies and phone calls.

Two videos were submitted in support of the Brentwood-Darlington safe routes to school proposal, showing current conditions:

- Southwest Flavel Street: www.youtube.com/watch?v=EdYefykivbY
- Southeast Duke Street, after school: www.youtube.com/watch?v=1GMhOzGgWas

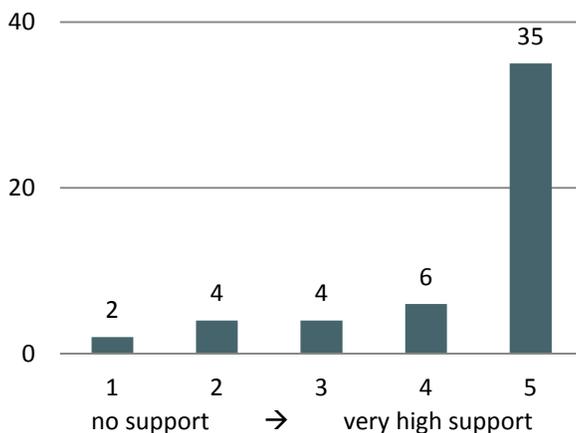
Summary of comments on active transportation project proposals

Beaverton Creek Trail | Tualatin Hills Park & Recreation District | \$3,892,399

Number of letter, email, voice call, hearing testimony comments in support: **3**, including a letter from the Tualatin Hills Park & Recreation District Nature and Trails Advisory Committee

Number of web tool comments: **51**

Web tool support levels:



Reasons given by participants for supporting this project included:

- The project would create a safe, separated path for walkers and bikers with easy access to major transit hubs.
- Trail will provide access to housing, jobs, nature, and recreation opportunities.

"I strongly support the strengthening of bike/ped connections across car centric corridors where few options exist. This bolsters the transportation options for neighborhoods, interconnects dispersed Max transit nodes, creates community connections, supports neighborhood health/well-being, and benefits children and lower income community members. This is a low-cost high-reward investment." [map tool comment]

"...The proposed 1.5 mile segment will fill a critical gap in the trail network within THPRD resulting in improved regional active transportation connections and increased access to an important regional destination, the Tualatin Hills Nature Park..." – Bernadette Le, chair, Nature and Trails Advisory Committee

Concerns or considerations raised by participants included:

- Other portions of the trail – closer to Beaverton Transit Center and Highway 26 – need to be completed first for people to use this trail.

“This is a good project but there are several other projects that serve higher need populations and address more serious safety concerns.” [map tool comment]

Brentwood-Darlington safe routes to school | City of Portland | \$3,100,850

Number of letter, email, voice call, hearing testimony comments in support: **64** (one additional email was unclear in its position), including letters from:

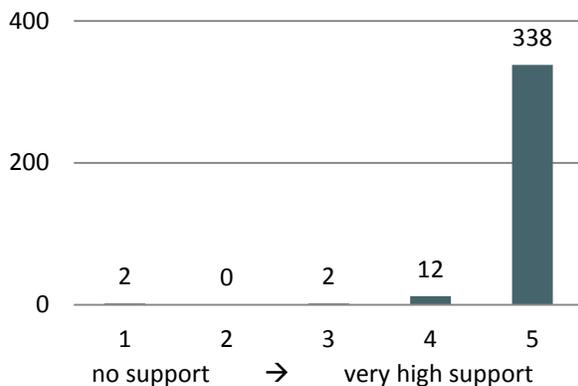
- 82nd Avenue Improvement Coalition
- Brentwood-Darlington Connected Parents & Families
- Impact NW
- Oregon Walks
- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee
- Portland Public Schools Community Transition Program
- Portland Public Schools Office of School Performance
- Jeff Reardon, State Representative, House District 48
- ROSE Community Development
- SE Uplift Neighborhood Coalition
- Kathleen Taylor, State Representative, House District 41
- Woodstock Community Business Association
- Woodstock Neighborhood Association

Number of postcards, mostly from children, in support: **284**

Number of signatures on petition in support: **1013**

Number of web tool comments: **357**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Students often must walk in the road to get to school due to a lack of sidewalks.
- Students in wheelchairs at a local Community Transition School must travel in the road.
- Neighborhood has been underserved for a long time and has been rated as having high property tax inequities.

“Please help this historically underserved neighborhood within Portland. It is in SE Portland, but has East Portland issues with no infrastructure. Due to its location, it is often overlooked and is not included in East Portland improvements like it should be.” [map tool comment]

“I have a 1st grader and preschooler. I would love to feel confident letting them walk to school on sidewalks without needing rubberboots in the winter. I want to teach them to ride their bikes but a bike lane is no place for a preschooler in training wheels along a busy street like Flavel and the Springwater trail does not feel like a safe place to go either. I have to drive my kids to safe bike riding areas because they are beginning riders. A consistent collection of sidewalks would really help make this area accessible to Young families.” [map tool comment]

“An East West Greenway would connect the already funded 70's Greenway to the SE 52nd bike lane, thus giving bikers a safe route to travel going to and from our closest business centers: Woodstock, Mt. Scott-Arleta, and Lents.” [map tool comment]

“All three of our schools are Title 1 and serve 100% Free and Reduced Lunch and have 50% students of color. It is inequitable, unsafe, and unfair to have them walk to school in bike lanes on the supposed "Safe Routes to School" route because the sidewalks are incomplete mud puddles.” [map tool comment]

“I have lived in this neighborhood for 35 years. My primary care physician, podiatrist, and orthopedic surgeon all encourage me to walk more. There is NO safe place for me to walk in our neighborhood without having to drive there first.” [map tool comment]

“Brentwood-Darlington needs sidewalks! There are 18 kids at the community transition program who use wheelchairs for mobility, who can't easily access the community, because we have no sidewalks and no ramps. Brentwood-Darlington is a beautiful place, and an up and coming neighborhood, filled with vibrant people. Please, please, please, make this project happen!” [map tool comment]

"Lane is a school of just under 500 vibrant, intelligent, active students...As a Title I school, our students do come to us with specific challenges and we work hard to support them and their families. The message we strive to convey to all of our students is that we believe in them, that we see their strengths and that they are not alone in the pursuit of their goals. Unfortunately, this is not the message that they get from the state of their neighborhood." – Michael Rowell, assistant principal, Lane Middle School

“...Unfortunately, the Brentwood-Darlington community has not seen infrastructure and safety investments that other neighborhoods and Portland have. As a result, the routes to and from

local schools and businesses have large sidewalk gaps and are often unpaved. In fact, 2012 analysis from the Regional Equity Atlas shows Brentwood-Darlington has the lowest density of completed sidewalks in the Southeast Uplift neighborhood coalition. This lack of infrastructure creates critical safety and accessibility issues for community members, especially youth and those with mobility challenges.” – Jeff Reardon, State Representative, House District 48

"This funding for sidewalks would be wonderful. My children walk along Flavel to get to school. During the fall and winter and even spring the gravel sidewalks are filled with puddles of water. We are unable to walk on the sidewalks so I have to walk my children in the bike lane to avoid getting soaked by the puddles. Having actual sidewalks that we could use to safely get them to school would be appreciated by so many of us in the neighborhood. As a parent protecting my children is too priority. This is hard to do when we are forced to walk in the street." – Georgia Potter

"...Parents report difficulty walking with smaller children in strollers due to rutted, uneven paths and being uncomfortable allowing older students to bike or walk without an adult on roads with out a clear demarcation between drivers and children. Those students who ride the bus are often forced to wait in standing water or cross large puddles to get into busses..." – Katherine Poliozos, principal, Woodmere Elementary School

"Walk the 30 blocks through our neighborhood and you will not have a consistent stretch of pavement the whole way. Instead you will find dirt paths full of potholes, partially paved strips, grass paths, no sidewalk at all, or only an easement." – Betsy Miller

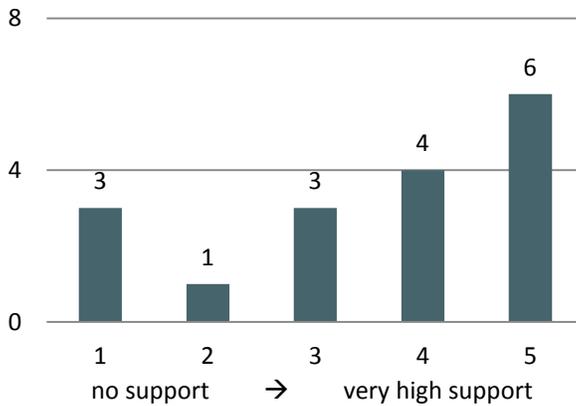
Concerns or considerations raised by participants included:

- Consider ways to improve the infrastructure that will connect to Duke Street, Flavel Street and the Knapp/Ogden greenway; for example, possibly extending this project south on 62nd Avenue.
- Other projects may serve populations with higher needs.

Complete Cleveland Street | City of Gresham | \$3,141,156

Number of web tool comments: **17**

Web tool support levels:



Comments by participants for supporting this project included:

“Gresham definitely needs support to be more walkable and bikeable!” [map tool comment]

“I think this project would be very helpful for both the residents in the area, and those who pass through during their commute. Safety improvements are always a worthy cause.” [map tool comment]

Concerns or considerations raised by participants included:

- Division likely needs investment more than Cleveland.

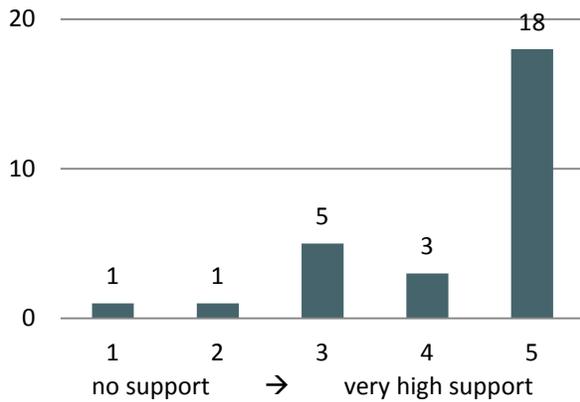
“We should not be building unprotected bicycle lanes in our region in 2016. Projects should follow best practice & separate people riding bicycles with a physical buffer, in the same way that sidewalks would be separated.” [map tool comment]

Complete Division Street | City of Gresham | \$3,459,284

Number of letter, email, voice call, hearing testimony comments in support: **2**

Number of web tool comments: **28**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Pedestrian improvements are desperately needed along this busy street.

“Improved sidewalks, crossings, signals and lighting on Division St in East Portland and safe connections near Division are essential in order for the proposed Division Bus Rapid Transit project to be a safe option for commuters.” [map tool comment]

“I've lived in Gresham for 9 years, and have always found it strange that such a busy stretch of road lacks sidewalks. Adding sidewalks and bike lanes would improve safety and add to Gresham's great "walkability". These improvements would complement the Bus Rapid Transit project that's also in the works.” [map tool comment]

"Complete Division will create a Multi-Modal main street to prepare for Division BRT Improvements where currently it is an old style death trap. Seriously, people are getting killed here." – Terry and Krystofer Dublinki-Milton

Concerns or considerations raised by participants included:

- A high-volume street such as Division should warrant buffered or separated bike lanes.

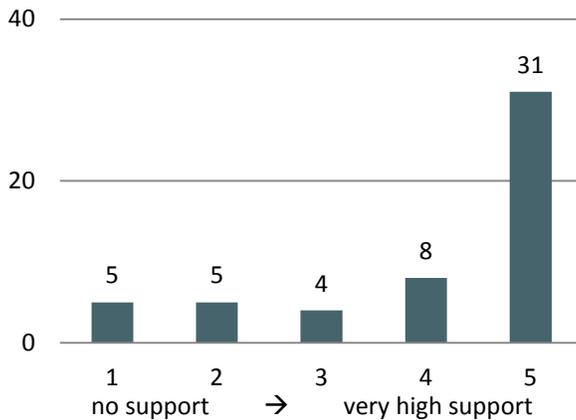
“If, but only if, the design of this project will supports the Powell Division High Capacity Transit Project, then it is a fair investment. If, on the other hand, the design does more to encourage SOV travel between Gresham and Portland, then funding should NOT be allocated.” [map tool comment]

Cornelius Pass walking and biking bridge design | Washington County | \$800,000

Number of letter, email, voice call, hearing testimony comments in support: **1**

Number of web tool comments: **53**

Web tool support levels:



Reasons given by participants for supporting this project included:

- This project would connect homes to jobs – and two schools – in a rapidly growing area.
- Car bridges over highways are exceptionally dangerous for walkers and bikers , so a separate bridge is welcome.

“This is a great project to prioritize the safety of high school students who must cross this busy roadway to get to school each day. Nearly all students attending the nearby high school live south of U.S. 26. Enhancing the pedestrian and bicyclist features will greatly help students and their families without the means to afford a vehicle, as well as easy congestion on roads by giving workers additional, safe choices to commute. Bravo!”

Concerns or considerations raised by participants included:

- It may be more cost-effective to combine the two Highway 26 bridge projects into a single project in the middle.
- Finding corporate sponsors would bring the cost down.

“Considering the fact that the Cornelius Pass interchange over US26 has recently been re-designed and paved, I feel this bridge will be a duplication of existing walking/biking pathways. I also do not think that this bridge will serve as much people as some of the other projects up for funding because this location is so close to the UGB and not near a residential/vibrant area.”

[map tool comment]

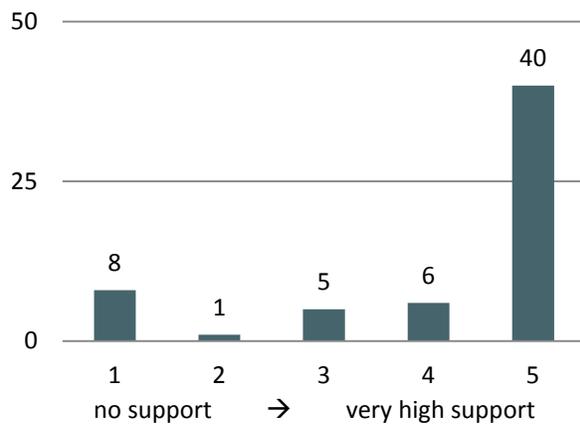
Cornfoot Road walking and biking path | Port of Portland | \$3,327,672

Number of letter, email, voice call, hearing testimony comments in support: **4**, including letters from:

- Columbia Corridor Association
- FedEx Express
- United Parcel Service

Number of web tool comments: **60**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Safe access to a big and growing jobs corridor by walking and biking is sorely needed.
- Great to see separation for bikers and pedestrians from traffic in a big freight corridor.

“The area will increase in traffic with the addition of the new USPS at the east of Cornfoot Rd. Cornfoot Road is currently too dangerous for most bicycle and pedestrian traffic; the south side does not even have a shoulder to ride on. If you're forced off the road, you end up in the slough.” [map tool comment]

“I would like to bike to the airport more often, but the area lacks safe connections to PDX that aren't miles out of the way. Adding this path would be a big help to people traveling to the airport and for those who work there too.” [map tool comment]

“...There are approximately 90 employees that could benefit from either using the new path to stay off the road or create a better driving situation when they drive their personal vehicles... Used for business access, as well as a cut through for those traveling to I-205 north, more than 9,000 trips a day occur on the road. Of those trips, nearly ten percent are coming from heavy vehicles. The absence of a shoulder on either side of the roadway forces pedestrians and

bicyclists to either be in the street or in the grass adjacent to the roadway..." – Deanna Burger, district air manager, United Parcel Service

Concerns or considerations raised by participants included:

- There is a lack of connection to shopping and residences, but it may be possible to connect to a MAX line.

"On the one hand, this route could be on the way of my daily commute, so being able to bike here in theory is good. But, I wouldn't use it, only because, I am too scared to cross Columbia and Lombard on my bike. I think this project should only be pursued if it includes a safe connection south into the neighborhoods." [map tool comment]

Cully walking and biking parkway | City of Portland | \$2,998,153

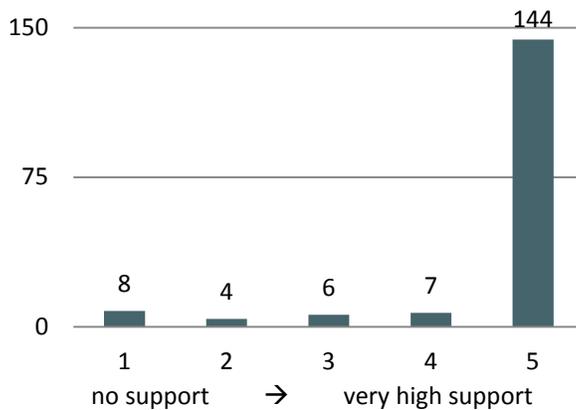
Number of letter, email, voice call, hearing testimony comments in support: **12** (one of which supportive from Killingsworth to Prescott but not Prescott to Sandy), including letters from:

- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee
- ROSE Community Development

Number of signatures on petition in support: **151**²

Number of web tool comments: **169**

Web tool support levels:



Reasons given by participants for supporting this project included:

- The northern end of Northeast 72nd Avenue is incredibly unsafe for walkers and bikers, but it is a vital connection to local community services.

² This report was originally published on Nov. 29, 2016 without the petition with 151 signatures supporting the Cully walking and biking parkway. The report was updated to include the petition on Dec. 2, 2016.

- Sidewalks and bicycle infrastructure will complement Cully Park that opens in 2017.

“I have watched older adults drag their grocery cart over the dangerous gravel shoulder. I have watched families navigate this dangerous street trying to access their homes. I have feared for my own families safety crossing or walking along this street. This is the location of the NE Emergency food center, the gateway to the soon to be opened Cully Park, and is in desperate need of sidewalks and lighting. Please fund this project, it is a critical project in this neighborhood, long overdue, and a critical piece of infrastructure to help improve regional equity in the transportation network.” [map tool comment]

“I have used this street for years, as a driver who wants to get from Roseway to the highway interchange of 205 and 84. I constantly see people walking and biking, often children or elderly people, who are physically challenged. They are often hauling groceries in flimsy carts that they drag behind them. These groceries came from the Albertson's or Safeway, as these folks don't have cars and walking is their only mode of transport. I have also volunteered at the NE Emergency Food Pantry on this street, for the past 5 years, and know for a fact that most of the folks traveling this street on foot or on bikes are terribly underserved and extremely poor. They need this project more than any other group in the city.” [map tool comment]

“As I bicyclist and as a resident of Cully I think this project would improve my neighbors and my safety and encourage more active forms of transportation. For example, I would be more inclined to visit the Gregory Heights Public Library with a complete route across Prescott and along 72nd.” [map tool comment]

“Es una ruta para caminar muy importante para los jovenes que usan el transporte publico para asistir a la escuela. Conecta las avenidas donde estan los parques y servicios publicos.” [map tool comment]

Concerns or considerations raised by participants included:

- The project serves Roseway too, but it is unclear if that community was consulted.
- A safe crossing across the 72nd/Sandy/Fremont intersection will be needed.
- Thirteen comments were concerned about a paved path down the 72nd Ave park blocks.

“This is already a park.... isn't it?... Spend the money where there is no pedestrian/cycling infrastructure on busy roads. At the most, just put some bark chips down on the path in this park. Don't add pavement where it's unnecessary. Thanks.” [map tool comment]

“How about some more creativity in design, rather than straight down the middle of the park blocks? People use the green space of the park blocks to sit in the shade, play catch, etc.” [map tool comment]

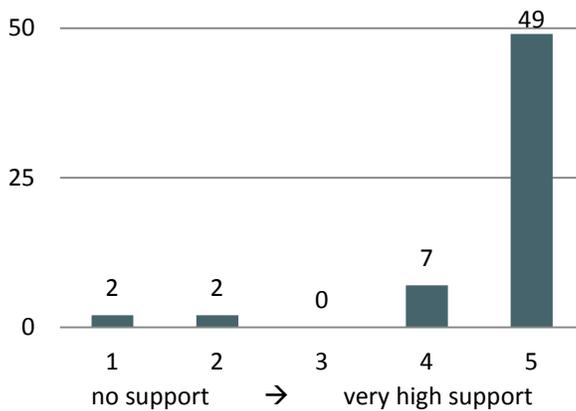
David Douglas safe routes to school | City of Portland | \$3,048,000

Number of letter, email, voice call, hearing testimony comments in support: **3**, including letters from:

- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee
- ROSE Community Development

Number of web tool comments: **60**

Web tool support levels:



Reasons given by participants for supporting this project included:

- It is essential to provide children with a safe way to walk or bike to school.
- This part of East Portland is higher density, so the impacts will be felt more broadly.

“As a community member who serves David Douglas students I have heard their concerns about safe routes to school and missing school because of transit issues. This is project that not only protects safety but supports equity and better educational outcomes.” [map tool comment]

“It's hard to deny safer routes to and from one of the largest school districts in the metro area. The improvement of this infrastructure also helps seniors needing safer streets and access to public transportation.” [map tool comment]

“Safe routes to school is critically important if we want to encourage our kids to have healthy and productive days in the classroom. What a way to start your day, worrying you might get run over!” [map tool comment]

"The David Douglas School District is one of the most diverse communities within the Portland Metropolitan Region yet it is deficient in active transportation facilities. This project will close sidewalk gaps, create safe bicycle facilities and most importantly has strong support from the residents, David Douglas High School and political representatives in the area." – Heather

McCarey, Roger Averbeck, Rithy Khut; Portland Bicycle Advisory Committee and Pedestrian Advisory Committee

Concerns or considerations raised by participants included:

- Including bioswales with this project is important.

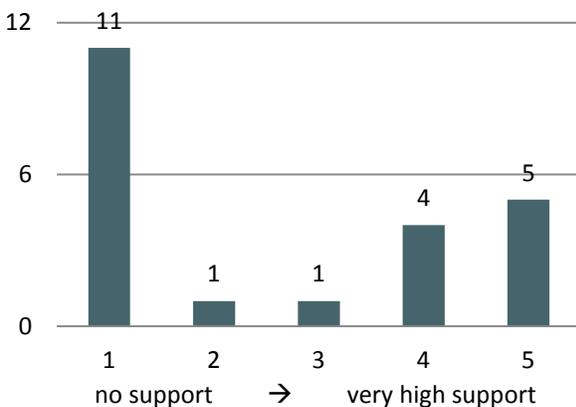
“This school district needs the safe routes. I do however, feel it is not as important as Brentwood-Darlington or Cully because of the 2040 bike mode share goals are much higher in those neighborhoods.” [map tool comment]

Designing Highland Drive/ Pleasant View Drive/ 190th Avenue | City of Gresham | \$8,487,054

Number of letter, email, voice call, hearing testimony comments *not* in support: **1**

Number of web tool comments: **22**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Increased traffic is coming to this area, so active transportation investments will be needed.

“Increased traffic from major developments in Pleasant Valley is increasing demand for biking and walking safety. Better traffic control is needed as well as sidewalks and bike lanes.” [map tool comment]

“Our support for already-underserved communities shouldn't stop at 162nd Ave; supporting infrastructure in Gresham, especially when it serves EJ communities, is critical.” [map tool comment]

Concerns or considerations raised by participants included:

- A designated freight route should have buffered or protected bicycle lanes.

- Very few people would likely benefit from this project, at least in the short term.

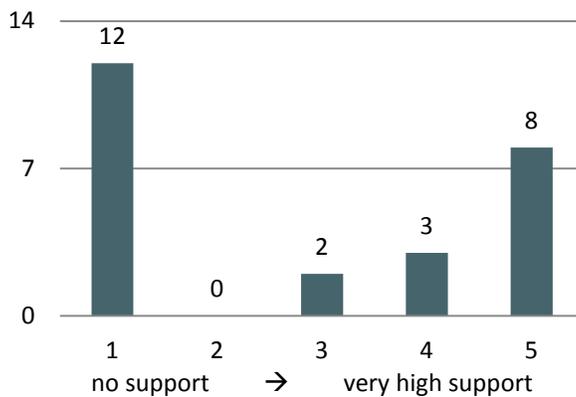
“This would be a VERY expensive use of limited public capital that would primarily benefit real estate developers. It would also support exactly the kind of obsolete "suburban" development the region has abandoned.” [map tool comment]

Designing Hogan Road | City of Gresham | \$9,633,428

Number of letter, email, voice call, hearing testimony comments *not* in support: **1**

Number of web tool comments: **25**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Gresham is not friendly for walking or biking, and this project is a step to progress.

“Gresham overall is not very friendly to cyclist and pedestrian traffic. I think this project is important and well over due for an area that has had increased traffic due to new development but no infrastructure improvements.” [map tool comment]

Concerns or considerations raised by participants included:

- This is the most expensive project among the entire group, and it only serve a handful of users.
- This is a road widening project, not an active transportation project.

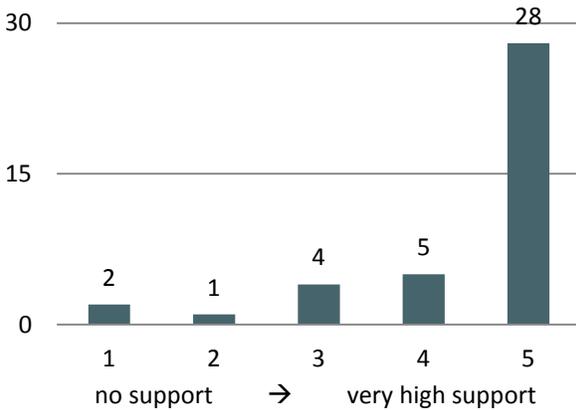
“If the region is going to spend \$9.6 million on adding bicycle infrastructure in any area, it should focus funding on the Rose Quarter to the Gorge trail project. We need to finish building the spine and major arteries of our regional bicycle network before blowing our wad on some tiny out-of-the-way connection that will only ever serve a handful of local users. This may be a good project, but it's not the right time for it. Focus on the major bicycle mainline infrastructure first, get it right, get it connected and finished, then grow at the edges.” [map tool comment]

Fanno Greenway Regional Trail | City of Tigard | \$6,700,600

Number of letter, email, voice call, hearing testimony comments *not* in support: **1**

Number of web tool comments: **40**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Having dedicated space away from automobiles for bicyclists and pedestrians is a positive.
- The Fanno Greenway Regional Trail has already received a lot of investment recently.

“This is the missing link between Hall Boulevard up in Beaverton and downtown Tualatin. This would be beneficial to downtown Tigard, because the new Tigard Heritage Street basically connects to Fanno Creek Trails in Beaverton. This would be a great corridor for teenagers who can't drive yet, because they can reach many destinations with a bicycle.” [map tool comment]

“I am a resident of Tigard and I bike the Fanno Creek Trail often. This trail spans 4 suburbs of Portland promoting walking and biking in the community. Keep the connectivity between city to city and help keep our residents moving and enjoying the outdoors.” [map tool comment]

Concerns or considerations raised by participants included:

- Option A takes people well out of their way and puts people on high-volume streets. Option B is much more direct and safe route as proposed.
- The financial request is a large one, and there is not enough local match or other local tradeoffs for regional investment at this time.

“This trail has already seen way too much regional investment at the expense of other regional trails.” [map tool comment]

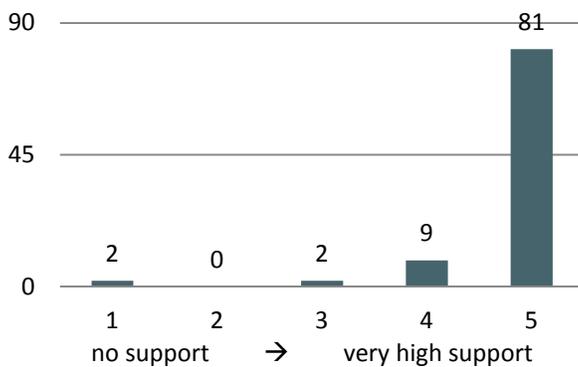
Halsey Street safety and access to transit | City of Portland | \$2,992,800

Number of letter, email, voice call, hearing testimony comments in support: **7** (including one that also raised a concern), including letters from:

- 82nd Avenue Improvement Coalition
- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee
- ROSE Community Development

Number of web tool comments: **94**

Web tool support levels:



Reasons given by participants for supporting this project included:

- There are many underrepresented residents here, so safer streets and improved transit access are necessary.
- Cars speed on Northeast 82nd Avenue and Halsey Street – better and safer active transportation investments are needed.
- This area – if not quite in East Portland – is a gateway to this critically underserved part of the city.

“I lived only a few blocks away from here last year. Crossing the highway, crossing, 82nd, and interacting with the MAX on my bike was always terrifying. I regularly rode on the sidewalk, something I don't do almost anywhere else in the city. This is extremely important to make biking more relevant in this neighborhood” [map tool comment]

“Though all of these projects are worthy, one non obvious thing to consider on this one is that the two MAX stations that would get substantially better access are not just any MAX stations ... they're two of the best served in the region, because the trunk MAX line means trains are arriving every 2-3 minutes in rush hour and every 5 all day. That's extraordinary transit quality and it means that the TOD and mode shift potential here is far greater than at other transit

locations in the region. Also, the areas around here are zoned for TOD and almost ready to redevelop.” [map tool comment]

“This project would be transformative for underserved east Portland. We need a connected city not just an inner and outer city, this project helps bring the two sides closer together and provides for more accessibility to walking and biking, two very important things to improving health which is even more important in lower income areas.” [map tool comment]

"Using the suite of tools, which include signal improvements, intersection redesigns, pedestrian improvements and bicycle facilities, this project will alleviate deficiencies in the transportation network and better connect the growing population to the developing economic centers in this area." – Brian Wong, chair, 82nd Avenue Improvement Coalition

Concerns or considerations raised by participants included:

- The project should extend west toward Hollywood and east to Gateway, if possible.
- Adding a protected bike lane here, and greenways nearby, would be beneficial
- Investments off of Halsey – such as along Tillamook and Sacramento – could improve safety in the region.
- Concern that first neighborhood seeing improvements along 82nd is the relatively well-off Montavilla.

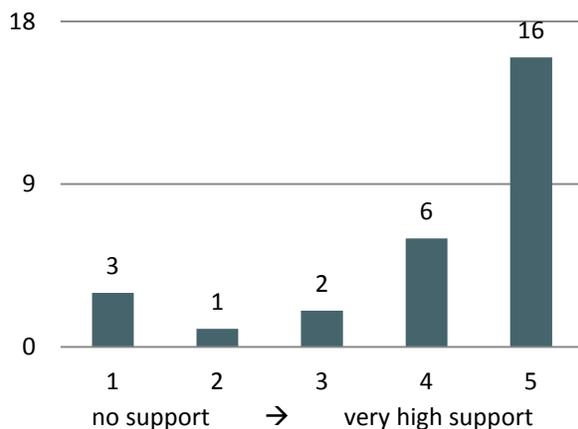
“A road diet along Halsey is needed. However it would be great if this segment is not considered in isolation, and are extended further to provide greater connections further east and west.” [map tool comment]

Herman Road walking and biking improvements project engineering | City of Tualatin | \$625,000

Number of letter, email, voice call, hearing testimony comments in support: **4**

Number of web tool comments: **29**

Web tool support levels:



Reasons given by participants for supporting this project included:

- There's a clear safety issue – the road is generally impassable for pedestrians and bicyclists with heavy freight use.
- Suburban communities have fewer resources – and often more need – than Portland.

“Of all the roads I have traveled on in the South Portland area, this is by far the most dangerous. There is a good number of industrial businesses in this area with trucks traveling this road as well. The fact that there is drop off drainage ditch directly off of the west bound lane coupled with frequent bikers creates a recipe for disaster. This should be a high priority project. Not for convenience purposes but for safety” [map tool comment]

"..The proposed improvements to Herman Road are a major step in the City developing a Complete Streets Plan while at the same time providing a safe corridor for Pedestrians, Bicyclists and providing transit stops for the Ride Connection existing 'last-mile' transit shuttle service serving a portion of Tualatin's major employment area and adjacent residential district..." – Joseph Lipscomb

"The area serves about 6500 businesses with some 20,000 employees in the western industrial part of Tualatin... We know the congestion and the delays on Tualatin-Sherwood Road . We also know that Herman Road is a parallel route that many people are unable to take... from a bike and ped standpoint... anyone not driving a Hummer or some armored vehicle. Literally, it's a 12-foot wide pavement section each direction, and from there, there is no shoulder. It drops off to basically a 6-foot rocky ditch on each side. So no one in their right mind and any understand any level of desperation would attempt to walk or bike that. But people do." – Mayor Lou Ogden, City of Tualatin

Concerns or considerations raised by participants included:

- The portion west of Teton Avenue already has infrastructure and does not serve homes.

“This funding source should be for highway mitigation planning or shovel ready projects. This is a great project, that they should one back for a funding request after they have paid or the engineering themselves.” [map tool comment]

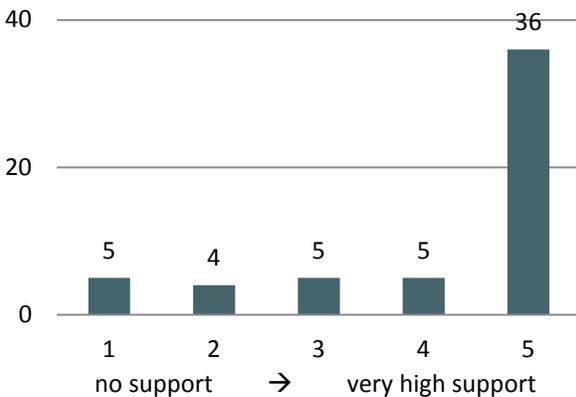
Highway 43 walking and biking improvements | City of West Linn | \$3,400,000

Number of letter, email, voice call, hearing testimony comments in support: **12**

Number of letter, email, voice call, hearing testimony comments not in support: **2**, including a letter from the Columbia Academy

Number of web tool comments: 55

Web tool support levels:



Reasons given by participants for supporting this project included:

- Safe walking routes and access to transit are in critical need of updates along this corridor.

“The protected bike lanes would be a huge asset to the community and greatly improve the aesthetics of the area. This is one of the few flat roadways in West Linn and a great location for multi-modal transportation improvements.” [map tool comment]

“I represent the congregation of Emmanuel Presbyterian Church, which is one the properties most affected by the Hwy 43 proposal. We are broadly in support to the changes West Linn looks to bring to Hwy 43, including increased safety measures for pedestrians, bicyclists, and motorists. The City of West Linn has been very upfront with us as property owners and excellent in their communication. We are excited to be their partners in this project and hope that Metro will seriously consider this proposal and the significant positive change it will bring to all of us who utilize Hwy 43 on a daily basis.” [map tool comment]

Concerns or considerations raised by participants included:

- The planned improvements between Mary S. Young Park and Kenthorpe Way leave users a little too close to traffic.
- Old River Road may be a better alternative for bicycling.

“The congestion in this area is vehicle related, and multimodal funding will not ease the congestion. This location is a not a good use of the funding to alleviate locals traffic related concerns.” [map tool comment]

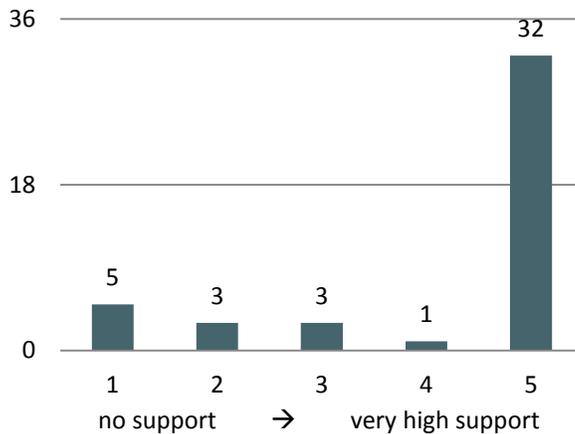
"If this project moves forward as proposed, Hidden Springs would be continued through the church’s property – right through our open play area and fenced playground..." Michelle Wittig, Columbia Academy

Highway 99W sidewalk safety improvements | City of Sherwood | \$2,168,000

Number of letter, email, voice call, hearing testimony comments in support: **2**

Number of web tool comments: **44**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Sherwood is growing north of Hwy 99W, so paths along and across the highway are needed.
- This highway is narrow for bicyclists and pedestrians and dangerous with high car speeds.

“This stretch of highway sees a lot of pedestrian traffic including families with strollers. There is no other direct route to our shopping district because of the Cedar Creek corridor. I drive this stretch of highway frequently and worry about fatalities.” [map tool comment]

“This is the same area where a motorcycle police officer had a car pulled over and was hit by another vehicle. If it's dangerous for a police officer with his lights on than it's definitely dangerous for someone trying to walk or ride their bike to work/school. I see people walking along here all the time from Wal-Greens or Safeway bags. Adding a sidewalk and landscaping would provide more room to help keep those pedestrians safe.” [map tool comment]

Concerns or considerations raised by participants included:

- Ensure that this improvement connects to the Tonquin Cedar Creek Trail.

“Important project for an ODOT controlled facility. They should pay for this.” [map tool comment]

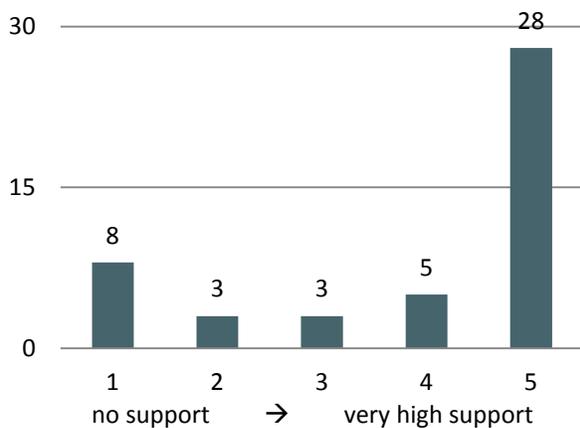
Hillsdale Town Center pedestrian connections | City of Portland | \$2,346,000

Number of letter, email, voice call, hearing testimony comments in support: **1**, a letter from:

- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee

Number of web tool comments: **47**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Cars speed because the road runs downhill, which makes it that much more unsafe.

“If Hillsdale is to become the town center Metro and Portland say they want, it needs to be much more pedestrian and bike friendly. Much progress has been made, but bike/ped access to and from the west is very poor (technically okay for cyclists if you like riding next to 35-50 mph traffic). This project would be a huge step in the right direction.” [map tool comment]

“SW Portland NEEDS more infrastructure that supports biking and walking, or it will continue to experience swelling traffic and unsafe walking and biking conditions. Hillsdale is a vital hub in SW and increasing its walkability, bike-ability, and access to public transportation will bring consumer money to the area without the increase in automobile traffic.” [map tool comment]

“This project has strong community support and will improve access to an underserved community with many children and seniors adjacent to a High Crash Corridor.” – Heather McCarey, Roger Averbek, Rithy Khut; Portland Bicycle Advisory Committee and Pedestrian Advisory Committee

Concerns or considerations raised by participants included:

- Additions or improvements include putting sidewalks on Sunset Blvd, connecting Hillsdale with Terwilliger Blvd, and along Southwest 30th Avenue.

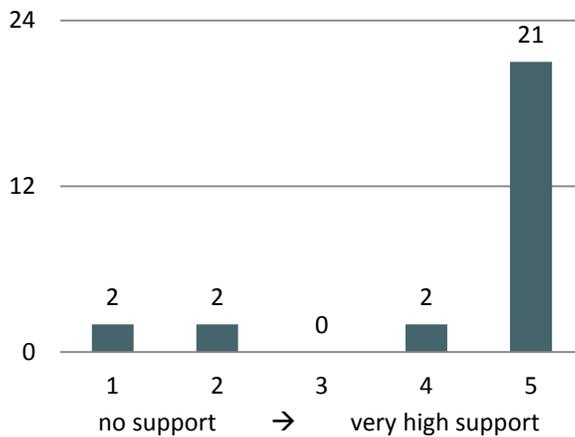
“Sidewalks do not belong along highways. Find alternate routes for pedestrian travel and bike traffic that is safer.” [map tool comment]

Interstate 5 walking and biking bridge | City of Wilsonville | \$2,250,000

Number of letter, email, voice call, hearing testimony comments in support: **1**

Number of web tool comments: **27**

Web tool support levels:



Reasons given by participants for supporting this project included:

- This bridge would easily connect the town center with the transit center.
- This is a good way for children to get around town away from unsafe auto traffic.

“Wilsonville is bisected by the I-5 and the West side is expanding rapidly; the town center area on the East side is expected to redevelop soon so this connection is a very important element of connectivity for the community.” [map tool comment]

“Fully support. Funding active transportation decently should not be limited to big-city areas. Suburban areas are overrun by cars, and need some funding to make active transportation a sane and reasonable choice.” [map tool comment]

“Wilsonville has set up an annual fund so they are saving a \$500,000 a year to self fund construction of a \$6.7 million bridge. That shows initiative that needs to be rewarded” – Terry and Krystofer Dublinki-Milton

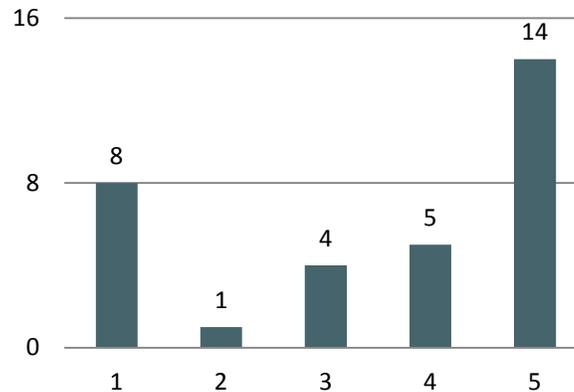
Concerns or considerations raised by participants included:

- This bridge needs to connect with the Tonquin Cedar Creek Trail and the proposed bicycle bridge across the Willamette River.

Interstate 205 walking and biking trail | City of West Linn | \$2,778,873

Number of letter, email, voice call, hearing testimony comments *not* in support: **6**

Number of web tool comments: **32**



Web tool support levels:

no support → very high support

Reasons given by participants for supporting this project included:

- Bicycle commute options in West Linn are poor, and this would help build out a regional system.

“Terrific project. With Willamette Falls Dr being so narrow and cars driving 5ph on it, it's not safe to walk from the Willamette neighborhood into the rest of West Linn. This trail will help a lot.”
[map tool comment]

Concerns or considerations raised by participants included:

- This proposal is an orphan path that will only benefit a small number of people.
- Site designated as high risk for both fire and landslide.
- Three web tool comments mentioned future plans that could impact this project, from access to Willamette Falls to possible I-205 widening.

“The decisions on what this whole area will become in the future are still being debated. Something will be happening in the Willamette Falls area and the old West Linn police building area. It seems prudent to wait and confirm the big picture of development for this area before putting in this current proposed project.” [map tool comment]

“The amount of local money that would need to be spent to slightly improve bike path does not even begin to offset the potential safety concerns of neighbors whose back yards are adjacent to this proposal as it pertains to mobile transients who pass through the corridor. Additional property protection would be necessary to implement such a plan and frankly far more costly than any actual benefit.” [map tool comment]

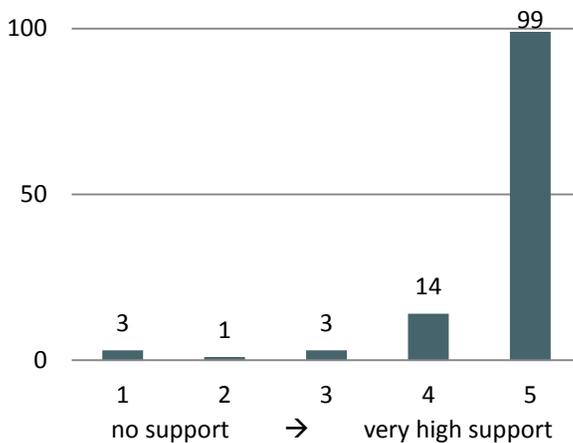
Jade and Montavilla connected centers | City of Portland | \$3,941,500

Number of letter, email, voice call, hearing testimony comments in support: **3**, letters from: letters from:

- 82nd Avenue Improvement Coalition
- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee
- ROSE Community Development

Number of web tool comments: **122**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Navigating these communities on foot or by bicycle is currently a challenge – this will help.
- Increased growth is on its way, and walking and bicycling investments will help manage growth.
- Safer crossings are needed along Division Street, Powell Boulevard and the Springwater Corridor.

“This is a brilliant place to invest money. An emerging cultural district, a huge employer/educator (PCC), and existing conditions that are terrible for those on foot and bike. Please fund this project!” [map tool comment]

“82nd continues to be a giant canyon running through our community. Improvements in accessibility and safety will better connect the communities around 82nd and help its surrounding neighborhoods realize the tremendous potential 82nd represents.” [map tool comment]

"These improvements will promote safety along a high crash corridor, address climate change and health through the creation of a walkable and bikeable network and serve diverse communities of color." – Heather McCarey, Roger Averbeck, Rithy Khut; Portland Bicycle Advisory Committee and Pedestrian Advisory Committee

Concerns or considerations raised by participants included:

- Spot improvements at 82nd Avenue and Burnside Street and Springwater Corridor crossings would be great for bicyclists.
- While active transportation is important, do not ignore transit improvements here either.

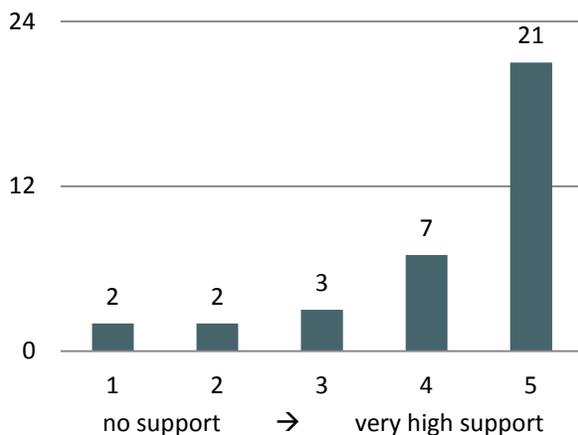
“Could this project extend through to the other side of I-205 as well? Kelly Butte has the opportunity to be something more for the neighborhoods, and the intersections of I-205, Powell, Division, and the cross-streets are all very high traffic/congested areas.” [map tool comment]

Johnson Street access to school | Washington County | \$4,700,000

Number of letter, email, voice call, hearing testimony comments *with a suggestion for this area*: **1**

Number of web tool comments: **36**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Students must always have a safe walk to walk and bike to school, which does not currently exist on Johnson Street.

“I support the fact that this project will improve walking and biking conditions around a school and the nearby neighborhood. This will help get school students out of their parents' personal cars and out in the open exercising in the fresh air. The greatest danger to children below the age of 15 are motor vehicles and I really hope this project tries to reduce the conflicts between the younger members of our community and the ones behind the wheel of a 3000lb machine.” [map tool comment]

Concerns or considerations raised by participants included:

- The junction of Cornelius Pass and Germantown roads is dangerous, suggestion of a roundabout at this intersection.
- There are 120-year-old black walnut trees between 198th and 214th avenues that need to be preserved in this plan.
- This proposal could do more to make thing safe for bicyclists.

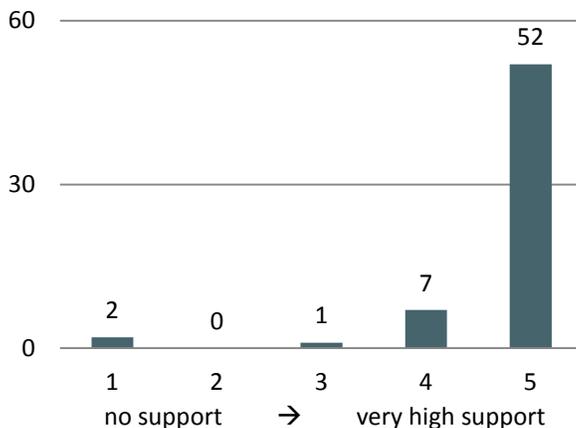
“Although this street is definitely in need of improvement, and the project would be of benefit to the neighborhood, is this really a project of regional significance? What is the relationship of this project to the needed bike/ped improvements along TV Highway? More local funding should be applied to this project.” [map tool comment]

Molalla Avenue walking and biking improvements | City of Oregon City | \$3,985,379

Number of letter, email, voice call, hearing testimony comments in support: **4**

Number of web tool comments: **64**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Molalla Ave separates large commercial businesses from low-income housing.
- Safety is needed – there is a community college and several nursing homes along this corridor.

“Public safety is the most important reason for this project to be awarded funds. There are at least two nursing home facilities along this route that desperately need safe pedestrian access and sidewalks. It's a commercial area with much traffic in & out of parking lots, and the traffic has increased dramatically in recent years due to additional business and shopping development. Molalla Avenue has not kept up with the changing environment, and improvements in bike and pedestrian access and traffic flow are a must for safe travel. Please grant the approx \$4M in funds to Oregon City for this project.” [map tool comment]

"Molalla Avenue in Oregon City is a crazy quilt of partial sidewalks, partial bike paths and inconsistent street widths. Along its path lie Fred Meyer, Bi-Mart, a fire station, the US Post Office and a large apartment complex – among many other businesses. The section of Molalla Ave from Beaver Creek Road to the entrance of Clackamas Community College has needed improvements for at least a decade, if not more. It is a vital link in the vitality of upper Oregon City. I would appreciate your serious consideration of this road as a candidate for improvement funding." – Robert Malchow

Concerns or considerations raised by participants included:

“Glad to see 10 foot wide continuous ADA compliant sidewalks, street trees and pedestrian level street lighting. Roadways should be required to separate people riding bicycles with a buffer, in the same way that sidewalks would be separated. This is a high-freight roadway -- we should not be building unprotected bicycle lanes in our region in 2016.” [map tool comment]

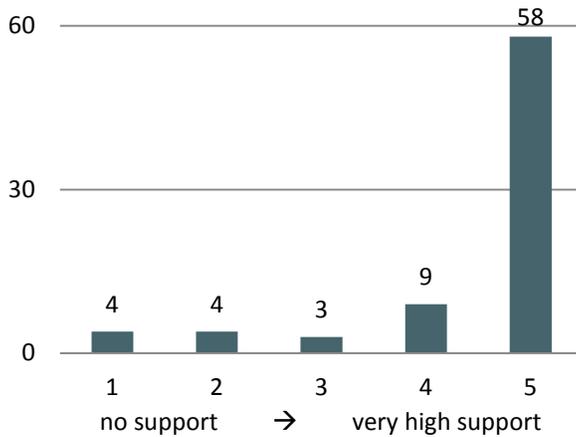
Monroe Street neighborhood greenway | City of Milwaukie | \$2,320,000

Number of letter, email, voice call, hearing testimony comments:

- in support: **2**
- *not* in support: **2**
- *with a suggestion for this area*: **1**
- *with a question about the information*: **1**

Number of web tool comments: **78**

Web tool support levels:



Reasons given by participants for supporting this project included:

- This greenway will create connections between homes, jobs, schools, and downtown Milwaukie.
- Highways and railroads limit transportation choices in Milwaukie.

"This is an incredibly important regional project. It provides a good east-west connection between the Trolley Trail and the 205 corridor. It will also give the people living in the area excellent access to the new orange line on the west end and important shopping and job areas to the east. Clackamas County has very limited bike infrastructure, this would be a good start towards fixing that." [map tool comment]

"This area does not have a connected Street grid and desperately needs an Orange to Green line bikeway. I would like to see Milwaukie come up with the other \$7 million to build it on top of the \$1.7 million for engineering." – Terry and Krystofer Dublinki-Milton

Concerns or considerations raised by participants included:

- Seven comments (five web, one letter, one email) were concerned about limiting auto access in an area with few through streets; specifically, the plans for the intersection at Linwood and Monroe will adversely impact school pick-up traffic.

"The Monroe Street Neighborhood Greenway (Milwaukie) project will significantly and negatively impact the residents of Monroe Street and the surrounding streets if this project is approved for funding with the Linwood/Monroe Streets diverter included. This diverter will not allow west bound drivers on Monroe Street to turn left on to Linwood, continue straight through into Miwaukie and drivers coming down Linwood from King Road will not be allowed to left onto Monroe Street." – Dan and Kathleen Cleary

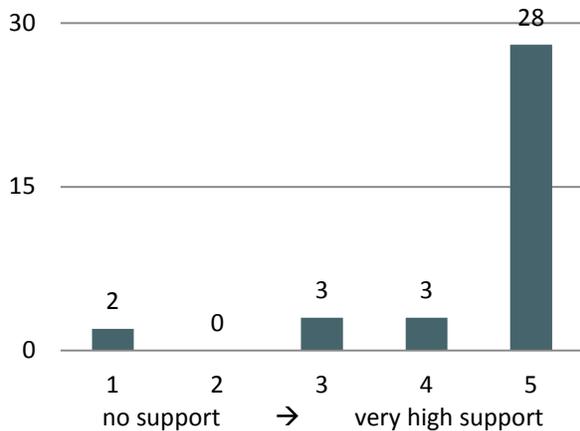
Monroe Street walking and biking improvements | Clackamas County | \$3,000,000

Number of letter, email, voice call, hearing testimony comments:

- in support: **1**
- *not* in support: **2**

Number of web tool comments: **37**

Web tool support levels:



Reasons given by participants for supporting this project included:

- This will help improve access to Clackamas Community College.

“Clackamas Town Center is a hallmark of our region and a destination for Oregonians as well as non-Oregonians. We should look towards enhancing its features and accessibility particularly with regard to its local accessibility. Such a project will have a multiplying effect with regard to property values and livability in and around the area and will strengthen the business, large and small, that call the Town Center their home.” [map tool comment]

“This is a critical street for the community. People are always trying to bike, jog, or walk their pets on this street. But the heavy traffic and ongoing vehicle are not pedestrian friendly. Hope we can receive the funding and attract more young families to this community.” [map tool comment]

Concerns or considerations raised by participants included:

- Protected bike lanes should be emphasized as much as possible in this project.
- Two comments expressed concern for diverting auto travel at Linwood and Monroe.

“Need to maintain access to Linwood ave from Monroe St. headed east. This idea only diverts to nearby neighborhoods which potentially creates unsafe conditions for walkers and bikers from those in a hurry to make up time due to diversion. Consider a 4-way stop.” [map tool comment]

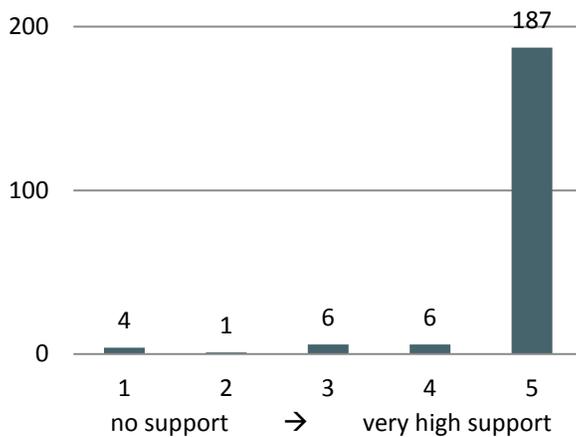
North Portland Greenway Trail | City of Portland | \$2,909,680

Number of letter, email, voice call, hearing testimony comments in support: **9**, including letters from:

- Cathedral Park Neighborhood Association
- North Portland Neighborhood Chairs Network
- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee

Number of web tool comments: **207**

Web tool support levels:



Reasons given by participants for supporting this project included:

- North Portland needs a safe and direct bicycle connection to downtown Portland.
- In addition to safe commuting, this project improves nature and recreation access.
- Trail will connect with lots of employers, as well as the University of Portland and Roosevelt High School.

“Yes, please! This completes a critical link in the Greenway, which will eventually connect St Johns to the Rose Quarter with a quality multiuse trail! The more sections that are completed, the more pressure will mount to close the gaps and finally complete the entire Greenway.” [map tool comment]

“The peninsula sees high levels of auto use largely due to lack of safe and viable alternatives. A connected trail will likely encourage the 'interested but concerned' folks to go by bike, not to mention the increased recreational opportunities.” [map tool comment]

“The current bike route connection between Pier Park and Cathedral Park is not clearly marked and lacks basic safety improvements. The route crosses heavy truck traffic flowing between the bridge and Rivergate. The neighborhood would be greatly improved by increasing safety and linking important public assets together.” [map tool comment]

“This is one of the lowest-income areas in Portland, and it is vastly underserved by this kind of infrastructure. It's also likely that an investment in the NP Greenway will help fuel the completion of the entire trail.” [map tool comment]

“I marked NoPo Greenway trail high because many of my friends, both young and old, are moving to North Portland as one of the last, fairly affordable, parts of Portland, not too far out. A walkable, bike able, Greenway would be a realistic way for them to get to other parts of Portland and for me to get up there to see them.” [map tool comment]

"I used to bike commute downtown for work. And almost every time I did it, I would feel like I was taking my life into my hands. It's flat-out dangerous. I no longer bike to work, and it breaks my heart to say that. If the North Portland Greenway were completed, I would use it in a heartbeat." – Angel York

"...I'd like to weigh in and ask you to please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs..." – Marny Moore

Concerns or considerations raised by participants included:

- Commenter thought this project would be routed along Decatur Street instead of Edison Street.

“I don't support any portion of the NPGreenway Trail. This is exactly what other trails such as the Springwater Corridor. It is a capital intensive project designed for a micro portion of the tax payers who will ultimately have to pay for maintenance, upkeep and security. How about a toll that will have those who benefit actually pay for the privilege instead of forcing every portion of society to pay. How about licensing bikes, together with insurance for bicyclists and other fee structures that promote their agendas rather than taking endless monies from those who can't possibly benefit.” [map tool comment]

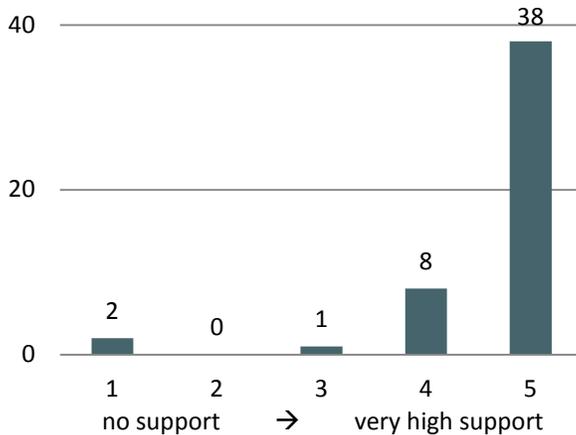
Outer Stark/Halsey complete streets | City of Portland | \$300,000

Number of letter, email, voice call, hearing testimony comments in support: **2**, letters from:

- Portland Bicycle Advisory Committee and Pedestrian Advisory Committee
- ROSE Community Development

Number of web tool comments: **49**

Web tool support levels:



Reasons given by participants for supporting this project included:

- These two important arterials in East Portland need active transportation investments.
- This project will complement the work being done at Gateway Green.

“This is a low cost / high value solution to increase the ability of people in east Portland to use these two important arterials for active transportation. There is an opportunity here to expand the "livable" parts of the city well beyond the historic 82nd Avenue boundary.” [map tool comment]

“Outer East Portland has been neglected for decades and that neglect has taken a profound toll on this area and its residents. That being said, this area represents an enormous opportunity for Portland to walk its talk and be the truly forward thinking and equitable city we have the reputation of being. Sidewalks are not a luxury; they encourage walking, help create human interaction and build community.” [map tool comment]

"This project will add bicycle and pedestrian facilities for an area that is highly dependent on single occupancy vehicles thereby giving the residents greater choice in their transportation options and modes. These updates will also serve a diverse community that is low-income and has a high percent of immigrant/refugee or identify as people of color." – Heather McCarey, Roger Averbeck, Rithy Khut; Portland Bicycle Advisory Committee and Pedestrian Advisory Committee

Concerns or considerations raised by participants included:

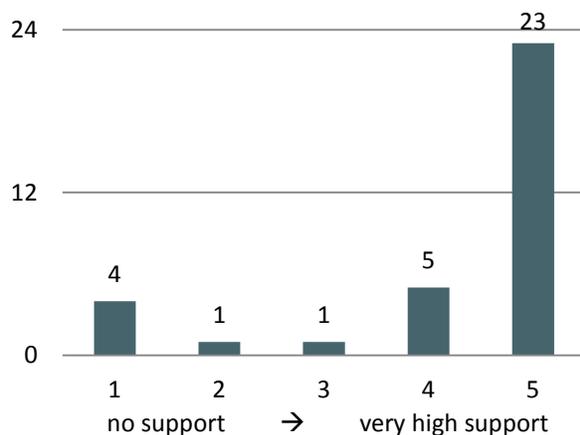
- Comfort through lower speed limits and transit movement need to be prioritized.
- These are important transit corridors which also need improving.
- Completing the 102nd Avenue streetscape improvement project will improve lighting and safety.

“Please try for physically separated bike lanes as these streets are very fast and stressful to many riders.” [map tool comment]

Sandy Boulevard walking and biking improvements | Multnomah County | \$5,319,631

Number of web tool comments: **35**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Project will serve vulnerable populations living in trailer parks along Sandy Boulevard.
- Sandy Boulevard is a freight route and bicycle parkway, but it does not work for the latter mode.

“East County needs this improvement. This section of Sandy Boulevard serves as an important connector for the residents and businesses of Fairview and neighboring Gresham, Wood Village, and Troutdale in addition to its regional importance. There is a high concentration of historically underserved and underrepresented populations that will benefit from completion of this gap in the pedestrian and bicycling network.” - Doug Daoust, Mayor of Troutdale

“The Sandy Blvd Project between Fairview Parkway and 223rd is extremely important to Fairview because of the gap in pedestrian and bicycle facilities along Sandy Blvd. There needs to be sidewalk connections and bike paths as the current conditions are unsafe for pedestrians and bicyclists to walk and ride without having to go into traffic. Sandy Boulevard is designated in the Regional Active Transportation Plan as a Pedestrian Parkway and a Bicycle Parkway. Sandy

Boulevard is also designated as a Regional Freight Route. Completing active transportation facilities on Sandy Boulevard is a priority project in the Fairview Transportation System Plan, Multnomah County Capital Improvements Plan and Program, and the Regional Transportation Plan.

“This project would also allow a connection from one of our largest RV Parks and a senior citizen manufactured home park and a local mini market that is used by adjacent neighborhoods along Sandy Blvd. This section of Sandy Boulevard serves as an important connector for the residents and businesses of Fairview and neighboring Gresham, Wood Village, and Troutdale in addition to its regional importance. There is a high concentration of historically underserved and underrepresented populations that will benefit from completion of this gap in the pedestrian and bicycling network and a new planned multi-family project which is in the planning stages to be located just West of 223rd and North of Sandy Blvd. There are many regional and city parks and multi-use trail facilities that could be accessed more easily by area residents and employees if there were consistent and complete pedestrian and bicycle facilities along Sandy Boulevard.

“Tri-Met Bus Line #21 provides frequent transit service that connects residents to major commercial centers, such as Wood Village Town Center, as well as health and social services at the East County Health Center. Bus stops in the project area are not connected by sidewalks or crosswalks and the bus stations need shelters to protect the citizens from the rain and East wind in the winter.

“Fairview Elementary and Reynolds Middle School serve the project area and are designated Title 1 schools, scoring 14 and 15, respectively, out of a highest possible score of 15 in the region for equity based needs. These schools have been working to develop a Safe Routes to School program but infrastructure deficiencies present major obstacles. Historic Old Town and Bridge Street are streets where students walk to and from school on roads that do not have sidewalks. The Fairview City Council has stepped up to the plate and is working on a project to put sidewalk and curbs in these areas funded by a bond or levy. Getting the Sandy Blvd completed will help all of East County.” – Ted Tosterud, Mayor of Fairview

“The combined jurisdictions of Gresham, Fairview and Wood Village have been working together for over a decade to complete the improvements identified in the Columbia-Cascade River District plan for this critical portion of our economic region. In conjunction with improvements made by Portland, the Sandy Blvd corridor has been upgraded for pedestrian safety and freight reliability in significant portions of the total length of the roadway on the easterly side of the region.

“In the Gresham, Fairview and Wood Village segment, significant improvements have been authorized in Gresham to permit improvement of the roadway up to the Fairview Parkway (207th). This project will complete the street for the segment from 207 to 223. Work in 2017 is completing the pedestrian and roadway improvements on Sandy from 242nd westerly to near

the creek crossing for No Name Creek. When complete, this portion of project 10399 will leave the gap from 223 to No Name Creek as the final segment to complete this project.

“The statistical information shows the project serves significant underrepresented residents, and enhances the potential for freight reliability to the significant areas of Townsend Industrial Park as well as interconnecting via 223rd to the TRIP industrial areas. As important as these statistical data pieces are to evaluating projects, the continued mutual commitment from multiple municipal corporations is the most astounding part of this project. Multnomah County is the applicant, Fairview, Gresham and Wood Village all identify this project in their respective comments and support.

“Sandy has taken decades of improvement expenditures to date, and it will take additional funding to bring the roadway to full pedestrian, bicycle and freight reliability standards. Each of our jurisdictions has indicated Sandy is a major priority for our communities, and we are dedicated to working together to achieve this goal. Serious gaps remain in the system even when this project is complete. The pedestrian and bicycle facilities and crossings under railroad facilities are very poor on 223rd north and south of Sandy, and the gap from 223rd easterly through the area over No Name Creek will remain a significant safety and reliability concern in our area.

“We need to increase safe, non-auto trips for the underserved populations in our area, and to provide increased freight reliability to major employment locations in our region, and this work will be another step toward achieving that outcome.” - Tim Clark, City Council President, City of Wood Village

Concerns or considerations raised by participants included:

- A high cost project that will build an island of infrastructure that does not connect to very much.

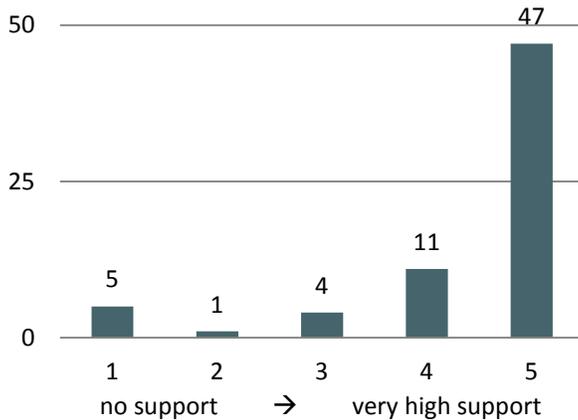
“The improvement here needs to connect to the Fairview-Gresham trail. Right now, that connection between Sandy and the Trail is too dangerous on bike.” [map tool comment]

Westside Trail walking and biking bridge design | Washington County | \$800,000

Number of letter, email, voice call, hearing testimony comments in support: **2**

Number of web tool comments: **69**

Web tool support levels:



Reasons given by participants for supporting this project included:

- This bridge would help connect local residents with job opportunities.
- A critical link in the THPRD trail network would be completed with this project.

“It's a long distance between Murray Rd and Cornell on a bike. A bridge can make the difference between having a commute option or a dangerous ride. Freeway interchanges are notoriously dangerous for people not driving because of inattentive drivers rushing to squeeze onto a freeway onramp at high rates of speed. Freeway onramps are generally designed for high-speed access and automobile throughput rather than safety which makes them dangerous for people on foot or on bike.” [map tool comment]

“The population North of Hwy 26 is growing at a rapid pace. There are many people who like to ride bikes in this area, but 26 is a great barrier for active transportation. This connection would create a really good connection for people looking to walk and bike to jobs and shopping in the Tanasbourne area. Plus, commuters looking to connect with Max stations to the south.” [map tool comment]

Concerns or considerations raised by participants included:

- A bridge between this one and Cornelius Pass would connect more homes with the Tanasbourne shopping area.

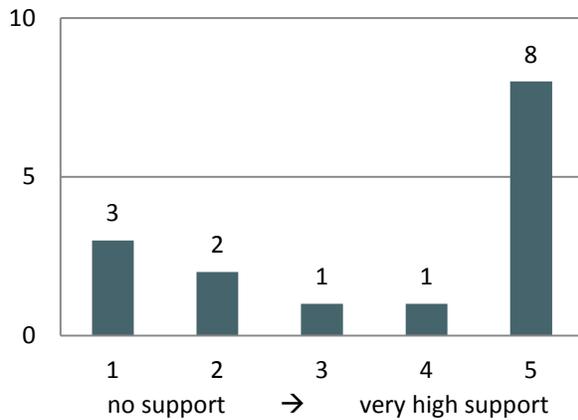
“Continuing the trail to the north may be a problem due to long-standing neighborhood opposition and the fact the area is outside the boundaries of the logical trail operator, THPRD. Additionally the trail connection from the south is not built. This project may be premature.” [map tool comment]

Summary of comments on freight project proposals

Basalt Creek Parkway extension | Washington County | \$3,000,000

Number of web tool comments: **15**

Web tool support levels:



Reasons given by participants for supporting this project included:

- This is a much-needed project that will improve traffic flow

“High freight corridor due to Tonkin quarries as well as a likely connection from 99W to I-5. This connection is regionally significant for freight and also for the wellbeing of communities of Sherwood, Wilsonville and Tualatin by keeping freight to the most appropriate routes” [map tool comment]

Concerns or considerations raised by participants included:

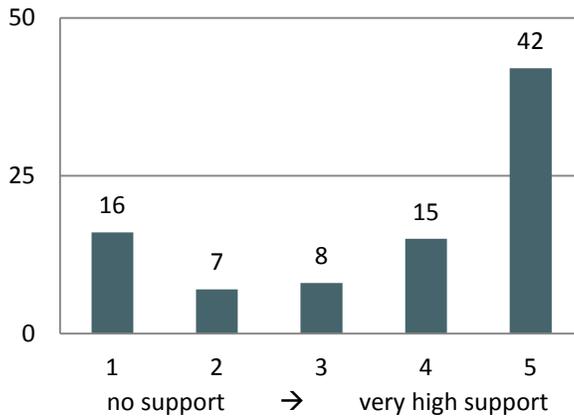
- This proposal appears to do little to make active transportation safer along a freight corridor.

Central Eastside access and circulation improvements | City of Portland | \$3,002,433

Number of letter, email, voice call, hearing testimony comments *with cautious* support: **1**

Number of web tool comments: **89**

Web tool support levels:



Reasons given by participants for supporting this project included:

- The new traffic signals will make movement of all modes safer through this dynamic area.
- The 11th Avenue/Sandy Boulevard/Ankeny Street intersection is dangerous, and the improvements are needed.

“Improving cycling connections and safety in this area is critically important given the high volume of motor vehicle and bicycle traffic in the corridor. As a witness of crashes and near misses in this area the improvements in the proposed project will improve safety while also reducing freight delays.” [map tool comment]

“I both drive and walk through the area often. It seems the project would serve freight traffic and thereby help preserve the "industrial sanctuary", which I fully support. (I want Portland to continue to fend off complete loss to condos and retail shops!) It seems a few more signals, though inconvenient as a driver, would help me to cross Grand/MLK securely at a few additional intersections. As a driver and having learned what a "protected left" is, I certainly appreciate any intersection that gives me that ability. Overall, because the project seems a package of small, incremental improvements that can serve freight, car drivers, and walkers and not interfere with the sanctuary, I support it.” [map tool comment]

“Congestion in this area is getting very bad, and is hampering economic growth and success. Improving quicker and safer interactions between economic producers (light industrial and commercial) and office jobs and residents and people who are accessing the stores and restaurants in the area.” [map tool comment]

Concerns or considerations raised by participants included:

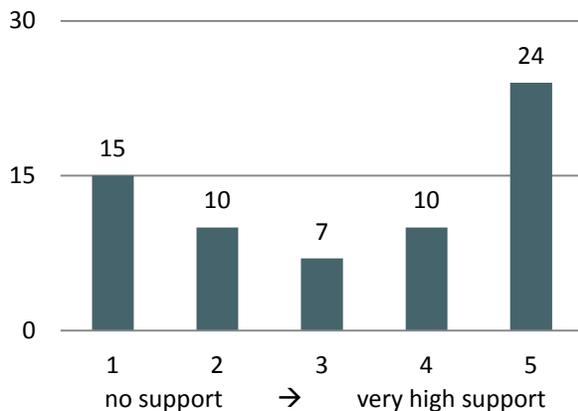
- There is a greater need for sidewalks and bicycle infrastructure here as well as rebuilding an overpass along Division Street by the Orange Line.
- One email expressed a belief this should be funded through a different source, but supportive if a freight project had to be chosen for these funds.
- Washington should not be turned into an arterial.

“Please prioritize active transportation over freight movement in this project. There are already adequate freight connections but with the boom in employment in this neighborhood transportation options are severely limited.” [map tool comment]

Columbia Boulevard intelligent transportation system | City of Portland | \$600,000

Number of web tool comments: **67**

Web tool support levels:



Reasons given by participants for supporting this project included:

- Columbia is a safety nightmare, and any improvement there will be welcomed.
- Moving freight traffic off of Lombard onto Columbia will free up roadway opportunities.

“As a regular traveler on this road and resident of the adjoining neighborhood truck and freight traffic is a huge safety and pollution issue that we worry about. As a witness to so many accidents the hills and poor areas of visibility, coupled with the poor drainage areas situated on the eastbound side of Columbia make for serious safety concerns for drivers/bicyclists and commuters of all types. Please consider adding improved drainage and increased lighting, as well as the possibility of decreased speeds.” [map tool comment]

“Simple and foundational improvements to support our freight network will benefit both commercial activities and community safety by allowing efficient joint use of our street network.” [map tool comment]

Concerns or considerations raised by participants included:

- The needs of the community – safety most notably – must be met through this project.
- Unless this plan works to reduce auto traffic, any gains for freight will be negated shortly.

“This project serves business & employment objectives well, but fails to include an improvements for walking, biking or transit. If this project stays this narrowly defined, it would be more appropriately funded by an association of the property owners; perhaps working with the Port of Portland.” [map tool comment]

“The obvious concern and/or opportunity is for our neighbors who live along or across Columbia and those who navigate the hairy intersections. Where Columbia slices residential communities, people should be prioritized at freights expense; not the other way around. We constantly see trucks barreling down Columbia Blvd at 60+ mph w/ zero regard for other vehicles and pedestrians.” [map tool comment]

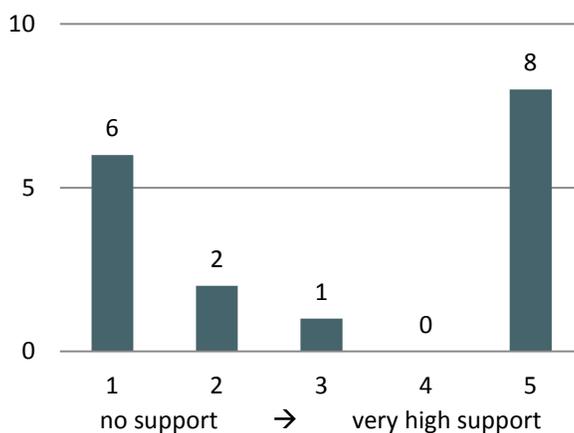
“I occasionally have to go to the Boulevard for work and I am a bike commuter. There is NO place to safely walk or bike. The sidewalk is discontinued in may places and there is no space to walk and bike. All the more troubling because a major social service agency (NAYA) is housed here.” [map tool comment]

Hunziker Road industrial area transportation infrastructure | City of Tigard | \$1,851,740

Number of letter, email, voice call, hearing testimony comments *not* in support: **1**

Number of web tool comments: **18**

Web tool support levels:



Reasons given by participants for supporting this project included:

- This project meets local and regional freight needs.

“This project improves the freight infrastructure for the area and would encourage the development of currently undeveloped industrial property” [map tool comment]

“This would open up industrial land, creating good, high paying jobs in Tigard with benefits. Tigard is in need of more high paying industrial jobs to diversify its income and tax base, and this project provides a high return on investment unlike most other recent projects.” [map tool comment]

Concerns or considerations raised by participants included:

- Question of whether there other ways to fund roadway and freight improvements.

NEXT STEPS

On Nov. 10, 2016, drafts of the summary of comments above and Appendix B: Summaries and key quotes from emails, letters, testimonies and phone calls were provided to the City of Portland and the three county coordinating committees, as the four sub-regional bodies, for their conversations regarding prioritization recommendations to the Transportation Policy Alternatives Committee, Joint Policy Advisory Committee on Transportation and the Metro Council.

The drafts were also provided to members of the Transportation Policy Alternatives Committee to allow the committee to begin its deliberation, which will include consideration of these public comments, the technical evaluation, regional and federal policy regarding these funds and sub-regional priorities.

The Transportation Policy Alternatives Committee advises the Joint Policy Advisory Committee on Transportation, which advises the Metro Council. Deliberations will continue through December 2016 and January 2017, with the Joint Policy Advisory Committee on Transportation and the Metro Council adopting a final list of projects to receive funding in early 2017.