

MAKING A  
GREAT  
PLACE



# Public comment report

Regional flexible funds allocation  
Proposed projects for 2016-2018  
funding cycle

June 2013

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

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## About the Joint Policy Advisory Committee on Transportation (JPACT)

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

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

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## TABLE OF CONTENTS

<b>1. Introduction and background</b> .....	<b>2</b>
<b>2. Outreach approach</b> .....	<b>3</b>
<b>3. Summary of comments received</b> .....	<b>5</b>

## APPENDICES

<b>A. Comments received</b> .....	<b>A1-301</b>
<b>B. Public notice documentation</b> .....	<b>B1-3</b>

## **INTRODUCTION: THE FLEXIBLE FUNDS PROGRAM FOR 2016-18 AND PUBLIC INVOLVEMENT APPROACH**

### **Background**

Every two years, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council decide how best to spend money from two federal funds: Congestion Mitigation Air Quality, and the Surface Transportation Program. As part of this process, Metro seeks feedback from the public to help shape projects proposed for funding. For the 2016-2018 Program Metro engaged in a collaborative process with local governments to nominate projects for 2016-2018 flexible funds. Local governments were asked to nominate projects which met the criteria of different competitive categories: 1) active transportation and 2) green economy and freight. The regional economic opportunity fund projects had been previously nominated by JPACT.

As an initial method to gain public feedback on projects, Metro publicized all the projects submitted for 2016-2018 flexible funds (29 projects along with five region-wide programs) for a 30-day public comment period that ran between May 8 and June 7, 2013. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. Metro also held a public hearing on May 30 to collect oral comments.

Comments collected have been shared with the project applicant jurisdictions for review, response and project modification if appropriate.

Following the 30 day public comment process and project applicant review of comments, county coordinating committees and the Portland City Council will conduct their own public involvement process and prioritize among competing projects to nominate a “100 percent” list of projects to JPACT and the Metro for Council approval in October 2013.

## **OUTREACH APPROACH**

The public comment outreach effort focused on notifying the communities that would be most impacted by the 29 proposed projects, with additional broader notification to the region as a whole. Staff reached out to local community groups, faith-based organizations, agencies and community media.

For this outreach effort, a web-based comment form was the primary tool used to receive public comments with comments also received via phone, email and letters. Metro held a public hearing to provide an opportunity for the public to give oral testimony before members of the Metro Council and JPACT.

The public hearing was held on May 30, 2013 starting at 5 p.m. in the Metro Council Chamber. Members of the public were invited to provide oral testimony and to submit written comments. All project materials at the hearing, including fact sheets, sign in sheets, testimony cards, and comment cards, were provided in English, Spanish, Chinese, Vietnamese, and Russian. Staff was trained to access a phone translation service to accommodate any participants requiring language translation. A total of 26 people participated in the public hearing; none requested language assistance.

### **Outreach to Limited-English Proficiency Populations**

Metro sought to include all project area residents in the comment process, including those with limited-English proficiency (LEP). Metro used 2006-2010 ACS Census data to determine the languages spoken by at least five percent of the population or 1,000 persons within a one-half mile radius of each of the 29 proposed projects. Analysis showed that Spanish, Russian, Chinese and Vietnamese were spoken in the vicinity of several projects. Metro also looked at school district data and found that LEP speakers of these same languages lived in the vicinity of some projects.

Based on this data, Metro translated program background, introductory materials, and short project descriptions for the online comment tool in the four identified languages. In areas with higher percentages of non-English speakers, Metro translated longer, more detailed project descriptions into the appropriate language(s). Members of the public were encouraged to provide comments in any language via the online tool, email or a phone call (which would be assisted by a phone translation service). Metro also created fact sheets in the four identified languages for distribution to faith-based and non-profit organizations that work with non-native English speaking communities in project areas. In addition, Metro created bilingual advertisements to notify the public about the comment period in local newspapers in the project areas that had greater concentrations of non-English speakers. A full list of this outreach is available in Appendix B.

### **Notification of Comment Period**

Metro's efforts to publicize the comment period and ways to comment included:

**Email blasts** – Metro announced the opening of the comment period to its interested persons list, which included approximately 1400 people, as well as to its local partners and coordinating committees. Local partners were encouraged to forward the email to their constituents and contacts. A second, third and fourth email reminded recipients about the comment period and announced the public hearing date.

**Email to Councilors and Metro Chief Operating Officer** – Metro announced the opening of the comment period and the public hearing date, and encouraged Councilors to forward the email to constituents and community contacts and include notice in their e-newsletters.

**Newsfeeds** – Metro encouraged public comments through several newsfeed stories, sent to media and interested parties and prominently placed on the Metro homepage. The newsfeed currently has 600 subscribers.

**Multiple-language newspaper advertising** – Advertising was placed in thirteen project area newspapers, encouraging readers to provide comments and attend the public hearing. Many of the ads were published in multiple languages, including Spanish, Vietnamese, Chinese, and Russian, based on the languages spoken in the area of newspaper distribution. A full list of newspaper advertising is included in appendix B.

**Outreach to community leaders** – Metro sent personalized emails to sixty Equity/Environmental Justice leaders in the Metro area. The emails encouraged recipients to forward the information to their contacts.

**Providing tools for local jurisdictions and partners** – Metro provided documents and tools to local jurisdictions and partners to help them invite members of the public to provide comments. This included an email template for email blasts, as well as translated materials for use in their own public meetings and hearings, translated fact sheets, sign in sheets and comment forms. Metro also offered to help jurisdictions financially in hiring interpreters, though no requests were made.

**Outreach to bilingual faith-based communities** – Metro distributed Spanish, Vietnamese, Chinese, and Russian language fact sheets to fourteen churches in the vicinity of Regional Flexible Funds projects. These churches were located primarily in the Hillsboro, Aloha, Beaverton, Gresham, and Southeast Portland areas. A full list of faith-based organizations that received fact sheets is included in Appendix B.

**Media outreach** – Metro sent a news release to media contacts announcing the public comment period and public hearing date. News releases were customized for local community media by highlighting local proposed projects. Media coverage about the process included an article in The Oregonian on May 22, available here: [http://www.oregonlive.com/commuting/index.ssf/2013/05/metro\\_asks\\_public\\_to\\_help\\_spen.html](http://www.oregonlive.com/commuting/index.ssf/2013/05/metro_asks_public_to_help_spen.html)

## SUMMARY OF COMMENTS RECEIVED

### Introduction

Metro received nearly 800 comments through the Regional Flexible Funds public comment process. The vast majority of these were received through the online web comment form (608). Additional comments came through email (30), letters (70), phone (1), and through oral testimony at the public hearing (26).

Summaries of comments for each of the 29 proposed projects are included below. The projects are organized in three categories: 1) Active Transportation & Complete Streets, 2) Regional Economic Opportunity Fund, and 3) Green Economy & Freight Initiatives. The online comment tool included a specific set of questions for projects within each of these categories. Several projects fall under more than one category, and have corresponding comment summaries based on questions asked about that category. These projects include St. Johns Truck Strategy, Phase 2; Hogan Road: Powell Boulevard to Rugg Road; and Sandy Boulevard: NE 181st Avenue to East Gresham City Limits.

No comments were received on the five region-wide programs.

The appendix to this report includes all comments submitted.

### **1) Active Transportation & Complete Streets: Project Comment Summaries (608 comments)**

#### **Clackamas County**

##### **Jennings Avenue: OR99E to Oatfield Road Sidewalk and Bike Lanes (35 comments)**

People who commented on this project overwhelmingly supported it as a project to improve bicycling and pedestrian access, particularly for area school children and transit users. Many people noted that the community has been requesting this project for years, and the community is well-organized around and supportive of the project. All comments were in support of the project except one, who felt that road funds should be spent on road improvements, not cyclists.

People generally said that Jennings Avenue is currently unsafe for biking and walking due to a lack of sidewalks which forces people to compete with fast-moving auto traffic. Many people said that the project will allow for safe bicycle and pedestrian access to the Trolley Trail, to transit (specifically to bus transit on McLoughlin and Jennings Avenue), and to local shops. Many people said the project would improve safety for children attending area schools who cannot currently safely walk or bike to school. Several people noted that there are many apartments and multi-family dwellings in the area whose residents do not currently have safe access to transit on Jennings.

A number of people noted that Jennings Avenue is the main east/west connection in the area, and there are no good bike/ped routes going east or west. Jennings Avenue is most heavily used by bicyclists and pedestrians, so it is important that improvement be made. Nine people suggested extending the project to Webster Road on the east, and ten people suggested extending the project to River Road on the west. One person suggested a phased approach. There was also a suggestion to continue sidewalks on Jennings west of 99E to give better access to Jennings Lodge.

Additional suggestions to improve the project included installing a plant buffer between the street and sidewalk, and upgrading the storm water runoff system on Jennings Avenue. Another person suggested installing safe, continuous sidewalks and bike lanes at Addie Street and Boardman to improve access to transit and to the East Side Athletic Club. One person suggested two improvements to improve access for those with disabilities: reconfiguring the sidewalks on Hull Avenue and those corresponding to Trolley Trail, and installing talking crosswalk signals at the intersection of Jennings/99E. One person suggested adding a speed bump to Jennings Avenue. The organization Oregon Walks expressed support for this project.

### **Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City (53 comments)**

People who commented on this project supported completing the Trolley Trail corridor to provide safe and scenic bicycle and pedestrian access between Gladstone and Oregon City. All comments supported the project except four. Of these, one person felt that park funds or a bike tax should be used to pay for the project; another felt that there are already enough bridges in the area and that Union Pacific should be mandated to remove this hazardous bridge; and the third was concerned about more taxes being levied on property owners for non-necessity projects. One person noted that the project only supports pedestrians and cyclists, and should instead focus on vehicles crossing to Highway 43/Kruse Woods employment areas.

Generally, people said that the project will provide a direct link for pedestrians and cyclists from Gladstone and Oregon City, and create a complete bike/ped network that will encourage more walking and biking, as well as improve health and livability. People supported extending the Trolley Trail to complete the corridor and supported rehabilitating and preserving the historic bridge as an alternative to creating a new structure. People noted that the current option of walking or biking along the OR 99E bridge is unappealing because of heavy traffic.

People supported the project because it will connect with the Springwater Corridor, creating a complete bike route. It will improve bicycle commuting to/from work. Several people felt that the project will help revitalize downtown Gladstone, and would improve businesses and the economy on both sides of the river. People noted that the project will improve access to existing trails, to area shopping (including the Oregon City Shopping Center), to transit and Amtrak, to the Willamette Falls Legacy Project, and to Clackamette

Park. A couple of people also felt that the project will prevent kids from hanging ropes from the bridge to swing into the river and other dangerous activities.

Several people suggested that the project could be improved by enhancing bike and pedestrian access on Portland Avenue, by installing better separation and signage, or designating Portland Avenue as a bike route with sharrows to encourage the connection between the Trolley Trail and Oregon City. Other suggestions included installing proper lighting and public access under the bridge, providing safe access for those with disabilities, and using red cedar instead of plastic. One person suggested putting fiber optics, power, phone, water, and sewer lines under the footbridge to better serve residents. One person suggested incorporating this project into the Regional 2040 Plan with updates to zoning and comprehensive plans between the City of Gladstone and the City of Oregon City. Another person suggested exploring ways in which the Lake Oswego-Tigard Water Project could contribute resources towards implementation of this project.

The Clackamas River Basin Council expressed support for the project, and especially supports assessment for any necessary stream bank restoration as well as structural inspections and analysis of the bridge, footings and abutments. They noted that financial support from Union Pacific Railroad and the Oregon Department of Transportation is available for any required rehabilitation work. Oregon Walks also supported the project.

#### **SE 129<sup>th</sup> Avenue Bike Lane and Sidewalk Project** *(96 comments)*

People overwhelmingly supported this project, with 91 comments in support and five comments opposed to the project. Overall, the majority of comments support the project because of the potential to improve bike and pedestrian safety in the area, including benefits to connectivity in Happy Valley. The comments in opposition generally support roadway improvements but felt that sidewalks and bike lanes are not needed, or were opposed to the cost of the project.

Suggestions for improving the project included putting a light at the bottom of Mountain Gate, adding a light or three-way stop at Mountain Gate and 122<sup>nd</sup>/129<sup>th</sup>, adding sidewalks to King Road, making improvements from Sunnyside to King, and adding landscaping maintenance for visibility. Some people also wanted to see the project extended north and south of the current proposed area. This project has the support of the City of Happy Valley, which has pledged matching funds. It is also supported by Oregon Walks.

#### **Molalla Ave – Beavercreek Road to OR 213** *(36 comments)*

All comments supported the project except three. One person opposed adding medians and widening bike lanes or sidewalks because it would narrow the already congested Molalla Avenue. One person opposed using road money for bike improvements, and another noted that there are already bike lanes in the area.

People commented that the area in general is very unsafe for pedestrians due to heavy, fast-moving traffic on Molalla and it is unsafe to cross. People supported filling the sidewalk

gaps along Molalla Avenue. Generally, many people said that the project would improve bicycle and pedestrian access; improve safety for pedestrians, transit users, cyclists, and drivers; and would promote active transportation. The project would improve access to transit and to shopping, and to the post office. A couple of people said that the project would provide better bike/pedestrian options to the new businesses and housing in the booming Hilltop area, and improve the economy.

A number of people also noted that this project is needed for equity reasons. The project will benefit the many low-income and elderly households in the area who need safe access to transit and safe pedestrian facilities. It will also improve access for students attending Clackamas Community College. Some people noted that the sidewalks are not wide enough in areas, and utility poles make wheelchair use difficult.

A few people suggested extending the project to improve all of Molalla Avenue. Some also suggested making pedestrian/bike improvements from upper Oregon City to downtown lower Oregon City. There were also some suggestions to remove some business access points to improve driver and pedestrian safety. Some suggested synchronized traffic signals, as well as pedestrian-activated crossing lights in some intersections. One person suggested eliminating or restricting left-hand turns from parking lots, which are dangerous for both pedestrians and drivers. One person suggested improving the intersection and lights at Gaffney Lane and Molalla Avenue.

Other suggestions included: making crosswalks more visible; installing ADA upgrades; new asphalt surfacing or repaving; noting 35 mph on the asphalt; and boulevard lighting and better intersection lights. Oregon Walks expressed support for the project.

## **City of Portland**

### **OR 99W: SW 19<sup>th</sup> Avenue to 26<sup>th</sup> (Portland) Barbur Boulevard Demonstration Project** *(40 comments)*

People overwhelmingly supported the project as a means to fill in the sidewalks gaps along Barbur Boulevard. They noted that currently it is dangerous to walk along or cross Barbur due to poor pedestrian infrastructure and fast moving auto traffic. The segment of Barbur Boulevard between SW 19th and 26th is especially dangerous, and is a high crash corridor with a high rate of pedestrian/motor vehicle collisions. All comments made supported the project except one, who does not want more bike lanes.

People noted that sidewalks would promote safer pedestrian travel, transit access, and access to businesses along Barbur, as well as to the many area multi-family housing developments. The project would provide safe access to nearby schools and to the trail system in Marshall Park. A few people also noted that the project will serve the disadvantaged communities in the area. People liked that the project would fill in the bike lane gaps along Barbur, which is currently dangerous because bikes have to merge with

fast-moving traffic at various points. People noted that this would improve bike commuting, and encourage new bike commuters.

Two people noted that the project leverages two nearby funded active transportation improvements: sidewalk infill on SW 19th and SW Spring Garden; and Multnomah Boulevard cycle-tracks, sidewalks and stormwater improvements. The project is highly supported by nearby neighborhood associations and coalitions.

Many suggestions for improvement were made. These included:

- Add curb extensions with greenspace and trees.
- Add a northeast-bound bike lane on 99W through project area.
- Install pull-outs for buses to assist in smooth traffic flow.
- Bicycle improvements at the northbound Barbur Boulevard from Capitol Highway on-ramp.
- Expand the project to the north and south of proposed area; or from the Burlingame Fred Meyer to 30<sup>th</sup> Avenue.
- Create a better pedestrian infrastructure to knit together PSU, OHSU, Lair Hill and the South Waterfront.
- Extend project to include sharrows along SW 19th Avenue, Capitol Hill Road, and SW 26th Avenue.
- Enhance bus stops with seating and refuge, and especially enhance the bus stop in front of Tobacco Town.
- Provide improved access at the Headwaters area and the fire station.
- Install crossings with lighted road level strips which are controlled via the crosswalk signal button, longer crosswalk times with a dual choice button for longer cross walk time for those with disabilities, and well-lit, well-signed crossings at all proposed crossings.
- Improve drainage on the bridge over I-5 at 19<sup>th</sup> Avenue and Spring Garden, which currently pools, making walking near it dangerous.
- Install medians with trees in longer open stretches.
- Second phase of project should improve the old trestle fill segment of Barbur Boulevard. between SW Evans and SW 19<sup>th</sup> Avenue.

The following organizations expressed support for this project: City of Portland Pedestrian Advisory Committee, Willamette Pedestrian Coalition, Southwest Neighborhoods, Inc., TriMet, ODOT Region 1, Oregon Walks, and the City of Portland Bicycle Advisory Committee. They also noted that the project will fund portions of the approved Barbur Streetscape Plan. ODOT staff has also been in discussions with the City of Portland regarding the potential of including enhanced pedestrian crossings as part of the project, and will continue these

conversations. TriMet noted that its recently completed Pedestrian Network Analysis project identified high activity, need, and opportunity for pedestrian improvements in this area.

### **Portland Central City Multimodal Safety Project, Phase 2** *(6 comments)*

All comments supported the project, except one, which opposed using road funds for bicycle projects. People said that the project would improve cycling and pedestrian safety in the downtown area. Currently, the downtown area is a patchwork of bike lanes, and a comprehensive system is needed. One person suggested bike-focused traffic lights on Salmon at MLK and Grand, as well as a redesign of the 11<sup>th</sup>/12<sup>th</sup> couplet similar to the 86<sup>th</sup> Stark/Washington couplet to prevent traffic from cutting through to the neighborhood. The City of Portland Bicycle Advisory Committee expressed support for this project.

### **Southwest In Motion (SWIM)** *(17 comments)*

All comments expressed support for the project, except one who would prefer to use funding to build existing plans, rather than continue with planning. People generally stated that currently, the only safe and efficient way to get around Southwest Portland is by car, because the area has been ignored in regards to installing comprehensive bicycle, pedestrian, and transit facilities. More investment in sidewalks and bike lanes are needed to make pedestrian and bicycle travel safe, and to encourage people to walk and bike instead of drive. One person supported providing high capacity transit to help the growth of businesses in the downtown corridor. One person suggested improving all of Vermont Street and Terwilliger for bikers and pedestrians.

People generally supported a comprehensive plan that will lead to construction of projects that fill in bike lane and sidewalk gaps. The project is supported by Southwest Neighborhoods, Inc., Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee.

### **Powell/Division Corridor Safety and Access to Transit** *(22 comments)*

All comments supported the project. People said that the project is needed to improve bike and pedestrian safety in an area with very fast moving vehicles. They also noted that crossing Powell and Division currently feels very unsafe, and improvements are needed. The TriMet Frequent Service Transit lines along Powell and Division are very heavily used, and improvements are needed to improve transit access, particularly street crossings on Powell and Division. Current bike lanes in the area feel unsafe because they are too close to very fast-moving automobile traffic. There are also a number of schools and a retirement community in the area, so improvements are needed for the safety of children and seniors.

People supported adding sidewalks, especially along outer Powell, and even lowering the speed limits in areas that have no sidewalks, such as on 136<sup>th</sup> Avenue. People also supported the beautification of Powell and Division. A number of people noted the equity concerns that this project would address. East Portland has a very diverse population with

many low-income residents, and there is a huge disparity between pedestrian facilities in East Portland compared to other parts of town. The project would also benefit people with disabilities traveling in the area, especially by evening out sidewalks to make walking or traveling in a wheelchair safer.

A number of suggestions were made to improve the project. People suggested installing flashing pedestrian crossing lights at Division/168<sup>th</sup>, Division/SE 154<sup>th</sup>, Division/143<sup>rd</sup>, Division/157<sup>th</sup>, as well as near Cleveland High School (Powell/28<sup>th</sup>). Many children cross at 157<sup>th</sup>/Division from the apartments. One person noted that a traffic light at Powell/28<sup>th</sup> would allow for a seamless 20 mph greenway to be built from SE 27<sup>th</sup> and Hawthorne past Clinton south to Raymond pointing east. One person also suggested better coordinated traffic lights on Division to improve traffic flow, as well as building a park and ride there to reduce vehicle traffic.

Representative Vega Pederson, Representative Shemia Fagan, the Gresham Area Chamber of Commerce, Oregon Walks, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

### **Foster Rd: SE Powell Boulevard to SE 90<sup>th</sup> Avenue - Pedestrian/ Bicycle Phase 2** *(142 comments)*

All comments supported the project except two. People enthusiastically support the project first to provide much needed safety improvements, and second because it will help economic development and livability in the Foster area. People felt that the area is on the verge of having a vibrant heterogeneous business mix, and – with a little help - could become the next great neighborhood to live in. The project will motivate people to walk and bike, and stay in the area for services rather than just passing through. To this end, there was much support for streetscaping and lighting to help the area feel more inviting to people.

People said that wider sidewalks and crosswalks as well as bicycle improvements are needed to improve safety. The striped bike lanes are insufficient; instead, the project needs buffered bike lanes. Transit accessibility and safety are needed, including more bus shelters. People said that slower traffic speeds on Foster Road are a priority. Some comments noted that many children cross Foster Road to go to school, which is currently very dangerous. Comments generally supported reducing the number of travel lanes, though they were cautious about reducing street parking for businesses.

Commenters said that bike and pedestrian safety and accessibility improvements will incentivize walking, biking and transit use. They also said that encouraging more biking and walking will help economic development and livability, bringing more traffic to local businesses. Beautification of the area such as clean up and landscaping is also needed and

will also help bring more pedestrians. Suggestions for improvement of the proposed project include increase street trees and lighting, and extending the project east of 82<sup>nd</sup> Avenue.

Two comments in opposition to the project noted that there is not community or political consensus for this inequitable project. Another opposed reducing traffic lanes because it will increase congestion and pollution.

People noted that there is tremendous community support for Foster Road improvements as demonstrated by high turnouts at open houses hosted by the PDC. Representative Vega Pederson, OPAL Environmental Justice, the City of Portland Pedestrian Advisory Committee, and the City of Portland Bicycle Advisory Committee expressed support for the project.

### **St. Johns Truck Strategy, Phase 2** *(73 comments)*

The comments for the St. Johns Truck Strategy Phase 2 overwhelmingly support the project with only three of 73 comments in opposition. The comments in opposition felt that money should be spent improving Lombard before more money is spent on Fessenden and St. Louis, and that freight capacity should not be reduced.

Overall, those in support of the project felt that there are safety issues in the Fessenden corridor and this project will improve safety, especially for bikes and pedestrians. Many comments also noted that this project is fully supported by all stakeholders, including an advisory committee, neighbors, freight interests, and City Commissioner Novick. The project is also supported by Oregon Walks, the City of Portland Bicycle Advisory Committee, and the City of Portland Pedestrian Advisory Committee.

Many people felt that the project will greatly improve their neighborhood, improve livability, walkability and businesses. Many people also felt that the project was such a good idea that it should be expanded to other areas of St. Johns. Many were thankful that much of the illegal freight traffic had been moved off of Fessenden but felt that this project would further reduce freight through the neighborhood and, in turn, will lead to a more livable and safer neighborhood.

Some suggestions to improve the proposed project include adding a traffic light on Burr, adding a crosswalk at Oswego and Fesseden, installing red-light cameras to slow traffic, and adding greenstreet facilities to enhance beauty and slow down traffic. People want to see more street trees, better lighting, and bulb-outs and other beautification. One person suggested completing traffic calming before doing this project. Another person suggested more improvements to the designated truck route to make freight free of delays.

### **East Multnomah County**

#### **Hogan Road: Powell Boulevard to Rugg Road** *(16 comments)*

All comments supported the project. The project area is currently very dangerous for cyclists and pedestrians, and people feel that adding sidewalks and bike lanes will improve

access for pedestrians and cyclists between Gresham and Damascus/North Clackamas County. They said that the project would provide safe access to businesses and to transit stops. People liked that the project would connect to the Springwater Corridor.

A few people noted that the project will reduce freight delays and improve freight access to the Springwater Industrial Area, and will help future development of the Springwater Development Plan. A couple of people suggested extending the project to Highway 212 in the future, extending it to south of the Clackamas County line to ensure access to the east metro area. One person noted that SE 242nd Avenue is currently used as an arterial road because it is the only way to get from Clackamas/Damascus to Gresham. Yet SE 242nd Avenue is too narrow to serve as an arterial and it needs safety improvements. The Gresham Area Chamber of Commerce and East Metro Economic Alliance expressed support for the project.

### **Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits** *(9 comments)*

All comments supported the project. People generally noted that the project is needed for better bike and pedestrian access to the major employment and industrial area. Employers in the area encourage employees to seek alternative modes of transportation to work, and this project will help meet this goal. One person noted that vehicle congestion seems to be most severe at the NE 181st stop light.

One person suggested expanding the project to include all of Sandy Boulevard from 181st to 238th. Another person suggested expanding improvements to 185th, by putting a traffic signal at the 185th/Sandy Boulevard intersection, adding an additional lane on the south side of Sandy Boulevard from 181st to 185th, and moving the TriMet bus stop on the south side. One person also suggested an extension of the Gresham-Fairview trail north to Marine Drive to complement this project. The Gresham Area Chamber of Commerce expressed support for the project.

## **Washington County**

### **Canyon Road Streetscape and Safety Project** *(27 comments)*

People supported this because it will help Beaverton establish a truly walkable and livable downtown center and will improve safety for cyclists and pedestrians. All comments supported the project except two. One person wants no more bike lanes, and the other said that the neglected northern part of Canyon Road should get improvements before pursuing this project.

People overwhelmingly said that the project is needed to improve bike and pedestrian safety on the high-traffic Canyon Road. Improvements are needed to help pedestrians and cyclists cross Canyon Road. People felt that moving bike traffic off of Canyon Road and onto Millikan Way would improve bike safety and improve vehicle traffic flow on Canyon. People noted that the project will improve multi-modal access to the Beaverton Transit Center, which is currently difficult to access by walking or biking. The project would also help bring

the improvements suggested through the Beaverton Visioning process to reality, which specifically called out a need for traffic flow improvements on Canyon Road, as well as safer bicycle and pedestrian amenities. The project also has other potential funding sources, including City funding and a potential TIGER federal grant. Oregon Walks expressed support for the project.

Several people said the project would also make the area more attractive for new businesses, spurring economic development. Some people also felt that the project will improve the quality of life in Beaverton, improve aesthetics and provide a nice complement to other downtown development plans. A few of people suggested expanding the project to include more of Canyon Road to create a comprehensive bike/pedestrian corridor.

Some people suggested improved crosswalks and intersections at Watson and Hall. One person suggested putting a bus-only lane on Canyon Road to make bus transit more efficient. One person suggested that the project could also install alternative bike routes on lower-traffic parallel routes, which would include the wide shoulders of TV Highway or on Millikan to connect with existing path on 114<sup>th</sup>.

#### **Downtown Hillsboro Accessibility Project** *(6 comments)*

All comments supported the project except one who opposed the project because it would remove car lanes. People said that biking and walking in downtown Hillsboro is currently dangerous due to a lack of crosswalks. The project will improve access to and through downtown Hillsboro for cyclists and pedestrians and those accessing transit. One person suggested installing ADA-compliant sidewalks and improved lighting. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project would provide much-needed crossing improvements to help residents safely reach bus stops, schools, shopping, and homes.

#### **Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue** *(2 comments)*

Both comments supported the project, noting that it would allow for safer bicycle access in Beaverton, including into downtown Beaverton and to 158<sup>th</sup>. Suggestions were made to include benches and garbage and recycling facilities along the path.

#### **Fanno Creek Trail: Woodward Park to Bonita Road and 85<sup>th</sup> Avenue to Tualatin Bridge** *(9 comments)*

All comments supported the project. People said the project will close the existing trail gaps and provide a comprehensive trail with full access from Beaverton and downtown Tigard, with connections to Tualatin and Lake Oswego. This would improve bike commuting on off-street trails, and will provide people with a greater opportunity to choose bike commuting over automobile travel. It will also enhance health, wellness, and recreation opportunities. One person suggested including benches along the trail, and another suggested keeping the

trail at-grade as much as possible for ease of cycling. One person suggested a safer crossing on the trail at the north end of Hall Boulevard, and another suggested expanding the project to create a connection between Bonita and the existing trail in Cook Park/Durham City Park.

### **Merlo/170<sup>th</sup> Complete Corridor Design Plan** *(7 comments)*

All comments supported the project, and supported widening the road to improve traffic flow. People said that the narrowness of 170th leads to lots of traffic congestion, and is unsafe for bicycles. 170th has very heavy traffic, and is near several area schools and low-income housing developments. People said that this project will increase bike and pedestrian safety and access to area schools, small businesses, and the MAX station. One person suggested phasing the project to resolve design conflicts. The project is supported by Oregon Walks and the Greater Hillsboro Chamber of Commerce, who said that the project will help determine practical solutions to safely move people by all modes in the corridor.

### **Washington County Arterial Pedestrian Crossings** *(4 comments)*

All comments supported the project. One suggested an improvement to the intersection of SW 185th and Alexander, and the other noted that pedestrian crossings should reach schools and important destinations. One person supported extending improvements to unincorporated areas of Washington County (such as the Aloha-Reedville area) which do not benefit from municipality funding. Oregon Walks expressed support for this project.

## **2) Regional Economic Opportunity Fund: Project Comment Summaries** *(59 comments)*

### **Clackamas County**

#### **Sunrise System: Industrial Area Freight Access and Multimodal Project** *(10 comments)*

Overall, comments on this project were split with six comments supporting the project, three comments opposing the project, and one neutral comment. Those that support the project felt that it would improve safety and provide needed connections for jobs and business. Those that were opposed to the project felt that the project is not needed yet, money would be better spent elsewhere and that the project would increase the number of transportation disadvantaged people in the immediate area.

The project has support from Oregon State Representative Shemia Fagan, the Eagle Creek Barton CPO, and the Clackamas County Board of Commissioners.

## **City of Portland**

### **East Portland Access to Employment and Education Multimodal Project (22 comments)**

Twenty-one comments support the project with only one comment in opposition. Generally those that support the project stated a need for improvements in pedestrian and transit access; especially gaps in the sidewalk network are needed for ADA accessibility issues. Many comments noted that this area of Portland has been traditionally neglected and is in much need of safety improvements, especially sidewalks. Many people said that the project should be expanded to other areas because it will improve access for job opportunities and businesses. The one comment in opposition stated that roadway money should only be spent on roadways for cars.

Suggestions for specific improvements to the project included expanding the project to include SE Ellis from 82<sup>nd</sup> to 92<sup>nd</sup>, and expanding the project north of Sandy. One person suggested reducing speed limits in the area, another suggested adding playgrounds to green spaces, and another suggested more crossings on 82<sup>nd</sup> as well as on East Clinton Parkway.

The project has support from the Bicycle Advisory Committee, City of Portland Pedestrian Advisory Committee, Oregon State Representative Shemia Fagan, Representative Vega Pederson, and the Gresham Area Chamber of Commerce.

## **East Multnomah County**

### **NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project (12 comments)**

11 comments support the project with one in opposition. Generally, the comments that support the project say that it has political and stakeholder support, and that it includes many safety improvements, especially for bikes. The one comment in opposition felt that money should only be spent on moving cars, not on moving bikes. This project has support from all cities in the East Metro area, local Chambers of Commerce, and the East Metro Economic Alliance.

### **Troutdale Industrial Access Project (10 comments)**

All comments supported the project. Generally people felt that the project is needed for job growth, access to industrial land and a needed tax base, as well as improved bike connections. This project has support from the City of Troutdale, City of Wood Village, East Metro Economic Alliance, the Columbia Corridor Association, the Portland Business Alliance, and the Gresham Area Chamber of Commerce.

## **Washington County**

### **US 26/Brookwood Interchange Industrial Access Project (1 comment)**

One comment offered tentative support of the project saying that the project should only be funded if all nearby streets are not widened in the future.

### **3) Green Economy and Freight Initiatives: Project Comment Summaries**

#### ***(104 comments)***

#### **Clackamas County**

##### **Clackamas County ITS Plan, Phase 2B *(3 comments)***

Two comments support the project and one comment opposes the project. Those in support felt that the project will make the area safer for cyclists. The one comment in opposition felt that there is too much traffic already. This project has support from the Clackamas County Board of Commissioners.

#### **City of Portland**

##### **South Rivergate Freight Project *(5 comments)***

Five comments all support the project. Generally commenters felt that improvements are needed in the area to improve safety, and the speed and reliability of freight movement. Some commenters also felt that more money needs to be spent on freight movement efficiency and this project is a step in the right direction. This project has the support of the Portland Business Alliance, Columbia Corridor Association, and the Portland Freight Committee Chair.

##### **N Going to the Island Freight Project *(2 comments)***

Comments were split with one comment in opposition and one comment in support. One comment felt that the project will decrease safety in the area and the other comment felt that the project is needed to improve the safety, speed, and reliability of freight movement. This project has support from the Portland Freight Committee Chair.

##### **St Johns Truck Strategy, Phase 2 *(45 comments)***

Forty-three comments overwhelmingly support the project and two comments oppose the project. Generally, the comments discussed the unsafe barrier of Fessenden in the neighborhood saying that this project will improve the safety of the area. One member thought that "...the improvements proposed for N Fessenden, if funded, will slow still often speeding traffic, alert drivers to pedestrians, and make it easier for freight to not accidentally take the route. Most importantly though it will make the area feel like the great neighborhood it has the potential to be." Those in opposition did not like the increase of freight traffic on Lombard and that it will reduce freight operations. One opposition comment noted that no traffic calming is needed in the area and that the project has no neighborhood support. Many commenters pointed out that the project has support from all of the stakeholders, including an advisory committee, neighbors and freight interests. The

project has support from Oregon State Senator Chip Shields and the Portland Freight Committee Chair.

Other suggestions for improving the project include extending bike lanes northward along Lombard, installing a traffic signal or stop sign at Fesseden and Charleston, and installing a stop sign near Seneca. One person suggested investing in the Six Points area, and another suggested funding the bridge across Columbia Boulevard. One person suggested reducing the speed limit and including bulb-outs at crosswalks, and another suggested installing red light cameras. One person said that staff should study the results before implementation of Phase III.

## **East Multnomah County**

### **Hogan Road: Powell Boulevard to Rugg Road (11 comments)**

Eight comments support the project with three neutral comments. People noted that the project will help reduce delays and improve access to industrial lands so that the Springwater Industrial Area can be developed. The project will provide an alternative travel route for all types of travel—residential, commercial and freight, reducing overall traffic. One person suggested expanding the project to the Clackamas County line, and another suggested extending it to Hwy 212. This project has support from the East Metro Economic Alliance and Oregon State Representative Shemia Fagan.

### **Sandy Boulevard: NE 181<sup>st</sup> Avenue to East Gresham City Limits (8 comments)**

Eight comments all support the project. People noted that the project will improve access and development potential which is important for job growth. Overall, many felt that the project will improve safety, connectivity, and travel times. An additional turn lane at 181<sup>st</sup> might help reduce travel times and improve safety. The project has support from various stakeholders, including consensus from local governments, the City of Wood Village and East Metro Economic Alliance.

Suggestions for improving the project included extending the project to 238<sup>th</sup>, and installing an additional turn lane at 181<sup>st</sup> to help reduce travel times and improve safety.

## **Washington County**

### **Concept Development for Hwy 217 Overcrossing at Hunzicker Street (9 comments)**

Four comments support the project, four oppose, and one comment was neutral. Overall, those in support say that the project will improve safety and access in the area and those that oppose the project say that it will not specifically improve freight and that it is too expensive. Oregon Walks expressed support for the project.

### **Silicon Forest Green Signals (10 comments)**

All comments support the project. Generally people felt that the project will improve traffic flow, gas mileage, business access, freight speeds, and bike and pedestrian access and safety. People said that using technology to better coordinate traffic signals and adapt them to real-time traffic conditions would help to improve traffic flow. One person suggested that such signals be installed throughout Washington County, and another suggested improving all signals from Cornelius through 185<sup>th</sup>. This project has support from Washington County Commissioner Andy Duyck and the Greater Hillsboro Chamber of Commerce.

### **Tonquin Road/Grahams Ferry Rd Intersection Project (11 comments)**

11 comments all support the project. Many comments said that the project will improve safety for all users near the project area, as well as providing improved access to industrial areas. The project has support in Tualatin, including from the Chamber of Commerce, CIOs, CCIOs, and Washington County Commissioner Andy Duyck.

## **4) Other Comments (14 comments)**

### **Regional Freight Analysis and Project Development (3 comments)**

The Portland Business Alliance, the Port of Portland, and the Metropolitan Policy Program of the Brookings Institution commented on the Regional Freight Analysis and Project Development through the Metropolitan Transportation Improvement Program.

They said that other regions around North America have already begun to invest in tools and data for freight analytical capabilities that we lack in this region to support decision making. The freight industry is very dynamic and the data to support local decision making is not always readily available. Commenters said that investing in this project will help ensure the region develops the necessary tools and projects to address future challenges and support the recovering economy. This will help ground plans in reality and will help support broader economic development by reducing congestion and expanding exports.

Funds could be used to develop tools and strategies to address and analyze a variety of freight issues, including environmental and community impacts of freight movement, management and operation of the freight system, and financing of freight infrastructure. Such tools could also help provide a better understanding of freight movements and impacts in the region through development of the next generation of truck/freight models and acquisition and analysis of truck GPS data

### **Equity and Environmental Justice Concerns (2 comments)**

Housing Land Advocates (HLA) and OPAL Environmental Justice submitted letters regarding equity and environmental justice concerns of the RFFA process. HLA suggested

that Metro review block group data to analyze demographics at the tract level, and engage representatives of communities of color and underserved populations to establish a disparate impact methodology. It also noted that the RFFA process does not reflect how Metro meets the TIGER requirement that all projects include a cost-benefit analysis, including health effect impacts.

OPAL Environmental Justice commented that the RFFA process does not meet environmental justice requirements and that proposals that are predicated on vague or conclusory statements should be re-analyzed. There is not a clear indication of how proposals were developed to meet a demonstrated community need. Metro must directly engage low-income people and communities of color before doling out millions of federal dollars.

### **Other Projects** *(9 comments)*

Some comments were made on other projects that are not related to the RFFA process. These included:

- French Prairie bike/pedestrian/emergency bridge in Wilsonville
- Light rail in Southwest Portland
- Highway 26 Sylvan overpass
- Intersection at SW Beaverton Hillsdale Highway and SW Oleson Road
- Suggestion to add a lane to east-bound I-84
- TriMet funding to restore daytime service on Route 51, Vista
- Right turn project at Union Mills and Highway 213
- Pedestrian sidewalk along SW 103rd Avenue, East Butte Heritage Park in Tigard
- Proposed apartment complex at SE 23rd Avenue and Tacoma Street

## APPENDIX A | PUBLIC COMMENTS

### A

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Sam	Adams
Brooks	Adcock
Darren	Aevermann
Tiffany	Agetdy
Joan	Albertson
Mike	Albin
Catherine	Albrecht
Sylvia	Allen
Chris	Allen
Mary	Allen
Annie	Allerdice
Li	Alligood
Barbara	Anderson
Bruce	Anderson
Bryan	Anderson
Reggie	Andrews
Beverly	Anslow
Roger	Anthony
Roger	Anthony
Rich	Arnold
Lisa	Arrington
David	Aulwes
David	Aulwes
Linda	Austin
Roger	Averbeck

### B

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Andrea	Bainbridge
Nathan	Baisch
Carol	Balch
Lindsey	Ball
Rachel	Baron Holmes
Dhai	Barr
Kevin	Bartholomew
Ben	Basom
Steve	Bauer
David	Baumgarten
Jeffrey	Beedy
Kristin	Bennett
Josh	Berezin

Susan
Bill
William
Susan
Cristina
Michelle
Sue
Holly
Rebekah
Jared
Erica
Susan
Luke
Mark
Carol
Stan
Bernie
Gloria
Arne
Bryon
Stacey
Sue
Travis
Nancy
Victoria
Theo
Max
Shea
Brian
Juanita
Nathan
Nate
Darilyn
Bruce
Karin

### C

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Louise	Calder
Dan	Campbell
Jessica	Campbell
Elise	Cannon
Justin	Carinci

### Index of Names

Berg
Berg
Berk
Bessmay
Bezzaro
Bickley
Birdwell
Blrman
Birt
Birt
Bjerning
Bonamici
Bonham
Borrayo
Bosthworth
Botkins
Bottomly
Bouchor Luzader
Bowman
Boyce
Branch
Bridwell
Brooks
Brown
Brown
Brown
Brugger
Burdiaz
Burke
Burns
Burton
Burton
Busch
Butler
Butler



## APPENDIX A | PUBLIC COMMENTS

### F

---

Shemia	Fagan
Nick	Falbo
Mark	Fenerboar
Marilyn	Fergus
Chory	Ferguson
George	Fetzer
Patrick	Finney
Marianne	Fitzgerald
Dan	Flanagan
Kenneth	Fletcher
Curtis	Flusche
Clark	Foerster
Jan	Foley
Nicole	Forbes
Jim	Forney
Lindsay	Freedman
Lori	Freiley-Salinas
Jason	Frick
Judy	Froemke
Sarah	Frumkin
Mark	Fryburg
Shawna	Fuller
Patrick	Fuller

### G

---

Seth	Gallant
Patricia	Garringer
Pat	Garvin
Diane	George
Madeline	Gibson
Terry John	Gibson
Terry	Gibson
Leanne	Gilles
Michelle	Giuffre
Crystal	Glanz-Kreutz
David	Gleason
David	Goldbay
Ralph	Goldstein
Ralph	Goldtein

David  
Peter  
Tim  
Rachel  
Jeremy  
Elizabeth  
David R  
George  
Joseph  
Mary  
Ed  
Emily  
Dana

### H

---

Bonnie	Hadley
Laurie	Hagar
John	Haid
L	Hamann
David	Hampsten
Calvin	Hamreus
Paul	Hanrahan
Jennifer	Harding
Gail	Hare
Craig	Harlow
Michael	Harris
David	Harrison
Alison	Hart
Ted	Hartzell
Susan	Hashem
Bethe	Hayes
Holly	Hein
Dena	Hellums
Carolyn	Hemmer
Zach	Henkin
Natalie	Herbst
Marcel	Hermans
Michael	Hernandez
Luis	Herrera
Christina	Hersey
Jessica	Hightower
Bon	Hill

### Index of Names

Golobay  
Goodkin  
Gottgetreu  
Gottgetreu  
Grand  
Graser-Lindsey  
Gray  
Green  
Greenetz  
Greer  
Gronke  
Groth  
Gyllen

## APPENDIX A | PUBLIC COMMENTS

### Index of Names

Mark	Hill
Josh	Hinerfeld
Rio	Hio
Jerry	Hise
Michael	Hitchcock
Jerem	Hoff
Laura	Hoffar
Michael	Hoffar
Marj	Hogan
Beyth	Hogue Greenetz
Amber	Holveck
Brett	Holycross
Kevin	Hoover
Danielle	Horn
Dan	Howard
Craig	Howe
Sharon	Huffman
Meghan	Humphreys
Eleanore	Hunter

### I

Ramona	Ilea
Jan	Indermill
John	Ingrem
Sally	Irwin
Kenneth	Itel

### J

Judy	Janowitz
Ethan	Joes
Jessamyn	Johns
Veronica	Johnson
James	Johnson
Linda	Johnson
Sue	Jones
Dick	Jones
Kelly	Jonson
Brian	Jordan
Janel	Josephson
N/A	jwr833@aol.com

### K

Pat	Kaczmarek
Frederick	Kahn
Rick	Kappler
Stephen	Keating
Sally	Keefe
Dennis	Keepes
Vera	Keller
Bob	Kellett
Robert	Kellogg
Pat	Kennedy
Pat	Kennedy
Thanadeth	Keoprasith
Ryan	Kersey
Blake	Kincaid
Phil	Klein
Bill	Kroger
Rocky	Krokus
Jan	Kuhl-Urbach
Rachael	Kwiecinski

### L

Bob	La Salle
Toby	LaFrance
Kathy	Lamorille
Lance	Larson
Karen	Laszewski
Alan	Lehto
Sheila	Lehto
Gerri	Lent
Peter	Lent
Jill	Leonetti
Ed	LePlante
Marcia	Leslie
John	Lewis
Dawn	Lianna
Mark	Libby
Keith	Liden
Kathleen	Logemann
Brian	Long
Linda	Long

## APPENDIX A | PUBLIC COMMENTS

			Index of Names
Kate	Lopresti	Kendra	Meinert Hodson
Alan	Love	Kristen	Meyers
Matt	Lowes	Rebecca	Micciche
John	Ludlow	Sherri	Michl
		Karol	Miller
		James	Miller
		Justin	Miller
		Arlene	Miller
		Mark	Miller
		Kathy	Mitchell
		Gordy	Molitor
		Jeremy	Montz
		Derrick	Moon
		Derek	Moon
		Amanda	Moore
		MaryAnna	Moore
		Eavan	Moore
		Tonya	Moore
		Kelly	Moosbrugger
		Karen	Morey
		Sandra	Morrell
		Michael	Morrow
		Rachel	Mortimer
		Zoe	Moskovitz
		Paul	Muller
		John	Mulvey
		Edward	Mundrick
		Rian	Murnen
		<b>N</b>	
		Kim	Nagel
		Naga	Nataka
		Fred	Nelligan
		Liliana	Nelson
		Donna	Nelson
		Matthew	Nenninger
		Janel	Nesbit
		Joan	Newhouse
		Linda	Niles
		Tricia	Noble
		Kristi	Norton
		Rusty	Norton

## APPENDIX A | PUBLIC COMMENTS

Commissioner Steve  
Jennifer

Novick  
Nye

Leslie  
Carol  
James

Index of Names  
Poul-Kosbau  
Powers  
Pritchard

### O

Jacob	O'Brien
Sue	O'Halloran
Karen	O'Neal
Gloria	Obuchowski
Kevin	ODonnell
Victoria	Oglesbee
Sue	O'Halloran
Anne	Oneal
Jeff	Ong
Jose	Orozco
Jonathan	Ostar
Kimberly	Overhage

### P

Deanna	Palm
Kari	Palmer
Daniel	Papkin
Maureen	Parkin
Carol	Pauli
Rita	Peacock
Representative Vega	Pederson
Heather	Perason
GW	Perkins
William	Peterson
William	Peterson
Brianna	Piazza
Nicole	Pierson
Joshua	Ping
Shannon	Planchon
Susan	Poe
Leslie	Pohl-Kosbau
Robert	Polk
Les	Poole
Lindsey	Popov
Delores	Porch
Cora	Potter
Cora	Potter

### Q

Barbara	Quinn
Brenda	Quint Gaebel

### R

Matthew	Rafferty
Lidwien	Rahman
Nancy	Ramirez Arriaga
Sarah	Ranney
Joe	Recker
Julie	Reed
Rebecca	Regello
Erik	Reynolds
Jamie	Rhodes
Tom	Richards
Chris	Richards
Philip	Richman
Brandon	Ricke
Janice	Riggs
Leah	Robbins
Jed	Roberts
Wilton	Roberts
Roy	Roe
Emily	Root
Sandra	Rose
Kathy	Roth
Eric	Rouleau
Beth	Rousseau
Allan	Rudwick
Matt	Rudy
Carol	Rulla
Judy	Russell
Amber	Ruth

### S

S	Safford
Cosmo	Salibello

## APPENDIX A | PUBLIC COMMENTS

			Index of Names
Victor	Salinas	Annie	Stockbridge
Joseph	Santos-Lyons	Wesley	Stoller
Ron G	Sarsten	Christine	Stone
Tim	Schmidt	Travis	Stovall
Matthew	Schoenblum	Jocelyn	Streng
Karen	Schouten	Cicely	Sullivan
Luka	Schrock		
Julie	Schultz	<b>T</b>	
Mhari	Scott		
Chris	Scott	<hr/>	<hr/>
Ronald	Se	C	T
Erin	Seale	Kristen	Tabor
Philip R.	Selinger	Scott	Tabot
Fran	Shafer	Kelly	Tadlock
Tim	Shannon	Christopher	Talarico
Alison	Shapiro	Jim	Taylor
Marshall	Shapiro	Irene	Tegeler
Elise	Shearer	Gordon	Teifel
Elise	Shearer	Erin	Telford
Jacob	Sherman	Eliana	Temkin
Senator Chip	Shields	Kyle	Tenzeldam
Adam	Simmons	Gary	Thompson
Kerri	Simonson	Jenn	Thompson
Michael	Sisler	Philip	Thornburg
Susie	Sloan-Karsten	Klayton	Tietjen
Hannah	Smiley	Dana	Tillman
Kelly	Smith	Mark	Titus
Aarisa	Smith	Tracy	Todd
Tim	Smith	Deirdre	Totten
Tuesdai	Smith	Liza	Trammell
Rob	Solomon	Jason	Tuck,
Kurt	Sommer	Jim	Tucker
Lee	Sousley	Douglas	Twedt
Sha	Spadey	<b>U</b>	
Steph	Span		
Victoria	Spock	<hr/>	<hr/>
Ryan	Stabler	Marty	Urman
Adam	Stadtlander	<b>V</b>	
David	Stein		
Carol	Stein	Rick	Van Beveren
Tammy	Stempel	Dorothea	Van Brockel
Christian	Stemple	Baldwin	vanderBijl
		Terah	Varga
		Susan	Veaudry

## APPENDIX A | PUBLIC COMMENTS

Andy  
David  
Paul

Veenstra  
Vernier  
Von Bergen

### W

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Michael  
Anne  
Leonard  
Rodney  
Brian  
Mason  
Matthew  
Craig  
Matthew  
Andrea  
Heidi  
Matt  
Tom  
Leslie  
Kristina  
Pia  
Peter  
Kate  
David  
Eriv  
Olivia  
Mary  
George  
Nancy  
Linda

Wagner  
Wagner  
Waldemar  
Walker  
Walker  
Walker  
Walker  
Ward  
Ward  
Watson  
Watts  
Weatherly  
Weaver  
Weaver  
Weis  
Welch  
Welte  
Weltner  
Wenz  
Werner  
West  
Wheeler  
Whitley  
Whitley  
Wiese

Brad  
Jason  
Amy  
Molly  
Bruce  
Bess  
Susan  
Vicki  
Rian  
Scott  
Sue`  
Katrina  
Lyla  
Lesley  
Stephanie  
Kim  
Don  
Cynthia

### Z

---

Carlos  
Diane  
April

Zamora  
Zhitlovsky  
Zohn

### No Last Name Provided

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Adam  
Gina

Index of Names

Wiley  
Wilkening  
Willhite  
Williams  
Williams  
Wills  
Wilson  
Wilson  
Windsheimer  
Winter  
Wiswell  
Woltze  
Wood  
Woods  
Woods  
Wright  
Wright  
Wyatt

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

2015-18 RFFA Public Comment

#### Active Transportation & Complete Street Projects

- Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes
- Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City
- SE 129<sup>th</sup> Ave- Bike Lane and Sidewalk Project
- Molalla Ave – Beaver Creek Rd. to OR 213
- OR 99W: SW 19<sup>th</sup> Ave to 26th (Portland) Barbur Blvd Demonstration Project
- Portland Central City Multimodal Safety Project, Phase 2
- St. Johns Truck Strategy, Phase 2
- Southwest In Motion (SWIM)
- Hogan Rd: Powell Blvd to Rugg Rd
- Sandy Blvd: NE 181<sup>st</sup> Ave to East Gresham City Limits
- Powell/Division Corridor Safety and Access to Transit
- Foster Rd: SE Powell Blvd to SE 90<sup>th</sup> Ave - Pedestrian/ Bicycle Phase 2
- Canyon Rd Streetscape and Safety Project
- Downtown Hillsboro Accessibility Project
- Beaver Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave
- Fanno Creek Trail: Woodward Park to Bonita Rd and 85<sup>th</sup> Ave to Tualatin Bridge
- Merlo/170<sup>th</sup> Complete Corridor Design Plan
- Washington County Arterial Pedestrian Crossings

**Question 1:** How well would this project help people get to where they need to go in the community without a car? (Examples: get to work and services, access transit more easily, improve walking and biking, etc.)

**Question 2:** Would you recommend this project for funding in this round? Why or why not?

**Question 3:** Is there anything else you would like to tell us about the project?

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Roger Anthony

**Organization:** ODOT

**Zip Code:** 97206

**Project:** Powell/Division Safety and Access to Transit

**Question 1:** Powell and Division have long been the two key arterials for Southeast Portland, extending from the Willamette River as far east as Gresham (and, really, beyond). Both are classically urban and suburban streets. They each have housing zones, commercial zones and educational centers. Both streets have done yeoman work for more than half a century – an era dominated by passenger cards.

Outer Southeast Portland is changing rapidly: According to the US Census, between 2000 and 2010, the Outer Southeast population of African-Americans tripled, the Latino population doubled and the Asian population increased by more than 80%. The Portland Development Commission and the city's Bureau of Planning and Sustainability have embraced the need for change in Outer Southeast by adapting policies designed to provoke the small, one-stop neighborhood clusters known as 20-Minute Neighborhoods.

**Question 2:** To propel the district forward, it is crucial that our transportation options mirror this diversity and innovation. While the proposal put forth by TriMet, sadly, does not include an increased level of service, it does streamline operations and accessibility while increasing safety.

In particular, I would call your attention to the plan to improve crossing locations on outer Powell. While the primary traffic load east of 92nd flows to Division, Powell still carries a significant volume of traffic on a roadway designed for what was once a rural, even agricultural area. As the application submitted by TriMet's Alan Lehto illustrates, pedestrians in Outer Southeast already face hazardous and discouraging conditions due to the region's lack of sidewalks, even on heavily traveled streets such as Powell.

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**Name:** Kristen Meyers

**Organization:**

**Zip Code:**

**Project:** St Johns Truck

Strategy Phase 2

**Question 3:** I am writing as a 6 year resident of the St John neighborhood to request that you continue to support the RFF plan to improve the safety of N Fessenden/N St Louis. I have lived for 3 years at the N New York/N St Louis intersection and the last 3 years we have been living at the N Polk/N Fessenden intersection.

First, I want to say that crosswalk installed at N New York/N St Louis and the re-routing of large truck traffic off of Fessenden have been serious improvements to the safety and walkability of the road. However, I feel that these improvements are only the beginning to a much more thorough project that

can ensure safety along this entire corridor.

We are a family of 4, with two young children. We are always on foot, usually with the dog, the stroller, and one kid on a bicycle. We frequent Pier Park, the tacqueria down the road, and the convenience store for snacks. We have friends that live near George Middle School and friends on N Columbia Way. I also catch the bus to and from work on this road. We are on this section of the road a lot and still have serious concerns about the safety of this road. Please consider the following issues we continue to deal with as we navigate the road with our families:

1) More crosswalks. There are simply not enough for the amount of foot traffic on this road. Drivers who are trying to be kind often stop to let us cross but we refuse to cross. This is because all too often cars will route around the stopped car via the bus/parking lanes and we fear they will not see us. The other concern is that the stopped car is stopping with little notice and so we have seen too many close calls for rear end accidents.

2) More sidewalk transitions. It is hard to walk with a stroller and a toddler on a bicycle because there are not enough transition from the sidewalk to an intersection. We often have to swing out into the bike/park lane until we come to a transition to re-enter the sidewalk.

3) Complete sidewalks on N Columbia Way between N Smith and N Fessenden. There is a good section of this road where there is no sidewalk. We end up walking in the bike/park lane until we get to the Shell Gas Station.

We love this neighborhood and really look forward to more improvements to the area. Thank you for your time, consideration and support of the RFF plan. We ask that you continue to fund this plan as an important safety initiative for all the residents in this North Portland neighborhood.

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**Name:** Sylvia Allen

**Organization:** Ebisu Assoc

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I read the RFF and I am in favor of the N Fessenden/N St Louis/N Lombard St safety changes.

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**Name:** Gordy Molitor

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26th (Portland) Barbur Blvd Demonstration Project

**Question 1:** Barbur is a major transit corridor for SW Portland and Tigard. It is still basically an old highway that the urban area has grown around. Hence it has many gaps needed to allow safe and efficient pedestrian, bike and mass transit. The Barbur Demonstration project will help to fill in some of the major gaps on the Boulevard. Much more remains to be done.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Gordy Molitor

**Organization:** Zip Code: 97219

**Project:** Southwest In Motion (SWIM)

**Question 1:** SW Portland transportation was built only with a car in mind. We need better bike, pedestrian and mass transit options. I try to bike as often as I can, but many trips are difficult or dangerous, due to the lack of planning for cycles.

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**Name:** William Peterson

**Organization:** City of Wood Village

**Zip Code:** 97060

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** Completion of the pedestrian and bicycle facilities on this segment of Sandy will provide direct non-vehicular access to major employment lands, including the Boeing manufacturing facilities as well as other employment facilities adjacent to Sandy Blvd.

**Question 2:** This project will complete a roadway and eliminate unsafe features. If additional Connectivity could be provided to north-south access points, additional safe routes would be created for access to employment lands, and specifically to EJ housing areas.

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**Name:** Thomas Christian

**Organization:**

**Zip Code:** 97123

**Project:** Downtown Hillsboro Accessibility Project

**Question 1:** I don't ride my bike in Downtown Hillsboro because of the one-way streets and lack of northbound protected crossing of OR 8. Walking is a bit safer, but it can often be hard to see traffic and there is always a fight with drivers making turns - they won't even yield for green walk signals. This is Hillsboro's best neighborhood for active transportation and yet it's too dangerous. No crosswalks at most

**Question 2:** Look at crossings on Main and Lincoln from 1st to 10th as well. There are only a couple a protected crossings and no northbound protected crossings for cyclists – bikes are banned from sidewalks in downtown Hillsboro. The area is a whole, people travel to and through downtown Hillsboro. It would be good to allow people from north of Lincoln safer access to Shute Park or light Rail connections.

**Question 3:** PLEASE support this project! My life depends on it!

---

**Name:** Nick Christensen

**Organization:**

**Zip Code:** 97266

**Project:** Downtown Hillsboro Accessibility Project

**Question 1:** This project could make it more difficult to get around Lents and the Foster Road corridor without a car. If the city approves a lane reduction as part of this project, spillover traffic – anticipated at a more than 100% increase in cars in some areas – will discourage biking and walking on those streets. Furthermore, if the lane reduction project occurs west of 88th, the passing lanes in the Lents Town Center will become the only places for cars to pass along inner Foster Road. This will encourage speeding and reckless driving in a commercial district, discouraging development of the Lents Town Center. Fewer people will bike and walk in these Concentrated areas of Aggressive driving.

Lastly, the project is inequitable. For example, in Foster- Powell, which is 76% white and 9% Latino, the project would include wide sidewalks, abundant street trees and more sidewalk cafes. In Lents, which is 60% white alone and 15% Latino, the project will have narrow sidewalks and sparse street trees. There will be no room for sidewalk cafes.

**Question 2:** The project should focus strictly on Pedestrian safety and not road reconfiguration. Staff from the Portland Bureau of Transportation Steadfastly refuses to consider in-street flashing beacons at crosswalks, or asking for a lowered speed limit, or more streamlined bikeways through surrounding areas in an effort to encourage bicycling. Furthermore, this project threatens the economic vitality of East Portland. For people who live in East Portland and work in Washington County, Foster Road is a critical link in their long Commutes across the region. For freight, Foster Road represents a Regional corridor linking under-utilized industrial sites near I-205 and Foster to the port and rail yards. Lane reductions and narrowing threatens their ability to do business. We need more crosswalks, better lighting and improved sidewalks. Foster Road should be a safe place to walk and congregate. It also should continue to serve as a regional arterial.

**Question 3:** This project is not ready to be funded. A master plan for the project has not yet been decided upon by community members, nor the Portland city council. The steering committee Considering this project Was originally entirely white; one Latino member was added after that was pointed out at the first meeting. Little outreach has been done on this project to diverse communities.

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**Name:** 05/13/2013 Chory Ferguson

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I am writing to oppose the St John's Truck Strategy Phase II as it is currently designed. The plan favours too heavily the wealthier, whiter side of our neighbourhood while routing as many as an additional 600 gigantic trucks through Lombard St. north of St. Louis.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Lombard St. north of St Louis has one crosswalk in a mile of roadway, is missing segments of sidewalk, is identified as a through bicycle corridor yet lacks bicycle lanes, serves two high capacity frequent-service bus lines, and fronts a major area park. The posted speed is 30 mph, but is regularly exceeded by trucks going 45 and vehicles approaching 60 mph. We have zero speed enforcement.

I realize that ODOT prefers to wait until there are corpses in the roadway to address these types of issues, but this is a tragedy waiting to happen.

Fessenden/St Louis have already received huge quantities of dollars in roadway and traffic-calming improvements including new crosswalks/signage, green-streets, bicycle lanes, roadway narrowing, and new signals. I oppose any further spending on Fessenden/St. Louis without an equal expenditure plan for improving the safety of Lombard north of St. Louis.

The city and ODOT may have chosen to route a truck route through this residential area, but that does not alter the fact we are a residential area populated by living, breathing, walking human beings who deserve not to be crushed by speeding meth-addled freight-haul truck drivers in service to the billionaires at Schnitzer Steel.

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**Name:** Madeline Gibson

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** Please consider the proposed safety changes to the Fessenden / St. Louis intersection in St. Johns. As a resident of the area and a mother of a small child, I strongly support any initiative that improves pedestrian safety, slows traffic, and adds aesthetic appeal to our neighborhood.

---

**Name:** Joan Newhouse

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I am writing to say that I support the plans that the Citizens for a Safe and Attractive Fessenden/St. Louis have developed, especially the plans to calm traffic on St. Louis and make it easier to cross St. Louis while on foot or bike. We live in St. Johns on the north side of St. Louis (near Pier Park), and we like to walk and bike into St. Johns, and the most difficult and scariest part of our walk or bike ride is crossing St. Louis. The traffic tends to be moving fast and seems to be hell-bent on getting to where they're going quickly without paying much attention to pedestrians or bicyclists.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Leslie Pohl-Kosbau

**Organization:** Zip Code: 97219

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** This dual set of roads Division Street and Powell Blvd. comprise the major ways that people move through SE Portland to access schools businesses and services. I traveled both streets for 40 years and have a working knowledge of the improvements and challenges. Pedestrians and bicyclists have safety challenges due to parked cars turning cars speeding cars and trucks and lack of safe refuge areas. Vehicles are challenge by the slowness of Division Street. Better coordination of traffic lights would help. Building a car park in the business areas to take cars off the street would also help.

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**Name:** Brooks Adcock

**Organization:** Sunnyside Foursquare Church

**Zip Code:** 97015

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project will greatly improve safety along a heavily travelled section of 129th. Not only is the section currently without sidewalks or shoulders it is very curvy reducing site distance considerably.

**Question 2:** The proposed improvements for a sidewalk and bike lanes help to connect north and south residential sections of Happy Valley.

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**Name:** Chris Allen

**Organization:**

**Zip Code:** 97266

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** I am all for what needs to be done when it comes to improving pedestrian/bike access on this street. However my only comment/concern is that when working on it it would be helpful if one side of the street were open for pedestrian access. During the recent improvements there was a couple of days where both sides of the street/sidewalk were effectively blocked so I had to ping pong through heavy traffic from one side of gutter to the other until an open spot of protected sidewalk was available. With the volume of traffic constricted to one lane with few breaks along with construction/ripped up streets/sidewalks it was not the most ideal situation to be in the middle of on foot.

---

**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Stop wasting road money on things other than roads. Tax bikes if you want more bike lanes.

---

**Name:** Patricia Garringer

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This would be a huge improvement. As it is for us now to get to the bus on McLoughlin is taking your life in your hands to get up Jennings. My son is 19 and plans to always use public transport but hates walking up Jennings due to the speed of traffic and lack of any place to get out of the road.

**Question 3:** I think this is fantastic. We love the Trolley Trail and this would allow for us to reach it safely. Right now we tend to drive and park for safety reasons rather than walking from home (on Kennedy Court off Cook) because of the challenges of Jennings. We could go up Boardman but then there is no safe crossing of McLoughlin. Please fix Jennings this would be a dream come true!

---

**Name:** Peter Goodkin

**Organization:** Clackamas County Ped/Bike Advisory Committee

**Zip Code:** 97034

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This project would do a good job of connecting neighborhoods along SE Oatfield Rd to the 6 mile Trolley Trail.

**Question 2:** Extending to Webster would make an even better extension.

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**Name:** David R Gray **Organization:** OGCC

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This proposal may not directly affect the majority of the residents of the area in the short term but we must keep in mind that 1) biking will become even more popular in the metro area and 2) the more

people get on bikes the fewer cars trips and the greater the environmental and health benefits. The metro area has a national reputation as a bike friendly city. Let's enhance it!

**Question 2:** No changes I can think of other than to add such a project to a very similar road a bit impracticable right now.

---

**Name:** Ed Gronke

**Organization:** Jennings Lodge CPO MAP-IT

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This project would be extremely helpful to residents of the area in accessing the main transit

route (Hwy 99E). More importantly it would greatly improve the ability of children not always accompanied by their parents to reach the two grade schools in the area Candy Lane (near Jennings between Oatfield and McLoughlin) and Jennings Lodge (just off Jennings west of McLoughlin at River Road). These are both Title I schools and many of the students come from single parent homes where the parent is employed and unavailable to accompany them.

**Question 2:** The project as proposed is one which the community has been requesting for a number of years.

**Question 3:** This project is one of those recommended in the list of priorities submitted to the Board of County Commissioners Clackamas County by the McLoughlin Area Plan Implementation Task Force.

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**Name:** Eleanore Hunter

**Organization:** MAP\_IT

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This portion of Jennings has been identified in public meeting after public meeting as crucial to safe and effective pedestrian and bike travel for the area. High School students people seeking to access the Trolley Trail accessing public transit on McLoughlin - this is a key piece in the community wide McLoughlin Area Plan.

**Question 2:** A plant buffer between street and sidewalk is always preferred to help protect pedestrians and to provide opportunities for trees greater sense of safety etc. - but in the case of Jennings a sidewalk and bike paths are a huge step forward.

**Question 3:** How soon can you start!

---

**Name:** Sue Jones

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Sidewalk and bike lanes would help people get to transit work the store school the Trolley Trail etc. And do so in a much safer way.

**Question 2:** Would love eventually to see the Jennings Avenue project extended all the way to Webster Road but from McLoughlin Blvd. to Oatfield Rd. is a great start.

**Question 3:** My husband and I live on Oatfield Road 300 feet north of the Jennings intersection. We drive this stretch of Jennings daily sometimes several times a day and have done so for over 35 years. Jennings Avenue's shoulder is so narrow that it is extremely dangerous for people to walk or bike there.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Especially for the kids who use the two school crossings. Daytime is bad and nighttime is even worse. And the number of people walking and biking here has increased significantly in the past few years. For some I am sure it is a conscious choice. For others it is surely out of necessity.

---

**Name:** Pat Kennedy

**Organization:** self + Oak Grove CPO member

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Without question this project would assist my neighbors to enjoy/access several neighborhoods schools and new Trolley Trail (hiking/biking) MORE SAFELY-- not to mention other commercial services on 99E. It is long overdue in an area largely w/o sidewalks. The improvement would also complement/increase access to the Boardman Wetlands Project now being studied collaboratively by several community orgs + Rex Putnam HS.

**Question 2:** Continuation of sidewalks on Jennings WEST of 99E (if they are not already in place) would complement this project-- to better access Jennings Lodge school and take advantage of a safe hwy crossing at a stoplight. Jennings Lodge and Oak Grove to the north are communities that have long histories of being sliced in halves by the separating presence of McLoughlin Blvd.

**Question 3:** It is tremendously TIMELY as multiple parts of the community gain momentum enthusiasm experience and success in working together to effect needed changes and upgrades.

---

**Name:** Carol Mastrona

**Organization:** Jennings Lodge CPO

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** We have three school districts in the area with three schools within walking distance one elementary two high schools. Jennings Ave is narrow on a slope and is the only east west connection between McLoughlin Blvd and I-205 so there is a lot of traffic most of it exceeding the speed limit. There is no shoulder to speak of. People walking along Jennings are very close to the traffic lane and in it for part of the route. Having walkways and/or bike paths would increase kids' safety and reduce driver anxiety. It is badly needed by the community

**Question 2:** The proposal looks adequate to me. I'd like to see it extended to River Rd on the west and Webster Rd on the east but will settle for these more congested portion first.

**Question 3:** This project has been on the "planning" list for 20+ years for the county. they have never been able to come up with the funds. Now the community is voicing a desire to get it done. Your help would be greatly appreciated.

---

**Name:** Tricia Noble

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** The Jennings Avenue sidewalk and bike lane project would provide great improvements to the community by promoting pedestrian and bike use in this high traffic byway between Hwy 99E and Oatfield Road. As things currently stand citizens currently feel they have to resort to automobile use to traverse this area because the sheer lack of clear shoulder space makes foot and bike travel risky at best. We live on Jennings Avenue and we refer to this stretch of road as the gauntlet. The student drop offs at the three closest schools are packed because parents won't allow their children to attempt getting to school via the risky Jennings Avenue routes. Additionally what should be a thriving bike and pedestrian area due to the existing bike lanes on Oatfield Road and bike/ pedestrian areas on HWY 99e sits largely untapped on Jennings because safety and access are truly problematic. I have never commented on any proposed improvement project in my 40+ years as a Clackamas County resident but I hope the merit of this project that local citizens and neighborhood groups applaud will come to fruition.

---

**Name:** James Pritchard

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 2:** This needs to be extended to go all the way east to Webster Rd. I am 38 and grew up on Jennings closer to i205 on the other side of that hill. My mom worked and I had no car to get to and from sports practices at Rex Putnam HS (Oatfield and Roethe). I would not allow my kids to walk let alone ride a bike over Jennings because of the danger it poses. I chose to ride south a mile or two and go through Gladstone rather than go over Jennings and that was 20 years ago. It has not gotten any better. I now live in Oak Grove and wouldn't mind seeing it extended to River Rd.

---

**Name:** Lee Sousley

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This would connect a nice neighborhood to the trolley trail. Many bicyclists use Oatfield and having a safe spur to get down to the trolley trail would increase ridership. From a personal perspective this upgrade would give us a full bike path from our house to my kids grandparents house. This would give us more opportunity to bike year round. The upgrade to the storm water runoff in Jennings would be better for auto traffic as well.

**Question 2:** This would connect a nice neighborhood to the trolley trail. Many bicyclists use Oatfield and having a safe spur to get down to the trolley trail would increase ridership. From a personal perspective

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

this upgrade would give us a full bike path from our house to my kids grandparents house. This would give us more opportunity to bike year round. The upgrade to the storm water runoff in Jennings would be better for auto traffic as well.

---

**Name:** Leonard Waldemar

**Organization:** Oak Grove Community Council

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** I drive Jennings Avenue regularly and there are places where people can safely walk. This project would greatly improve safety and the possibility more people would use this improvement to get to TryMet.

---

**Name:** Tom Weaver

**Organization:** JLCPO

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Jennings Ave is the only direct east//west link between I-205 and McLoughlin Blvd and is thus a high traffic roadway. Jennings Ave is also a primary connecting street to two grade schools Candy Lane and Jennings Lodge. It is a very dangerous street for pedestrians and bicyclists alike as there are a multitude of areas along Jennings Ave where pedestrians and bicyclists much venture onto the roadway to complete their trip between McLoughlin and Oatfield Road. Pedestrian and bicyclists safety along this route presents a real and ever present danger.

**Question 2:** It would be a huge compliment to the above project to continue this sidewalk effort along Jennings Ave to River Road as this short 2-3 block area contains the same pedestrian and bicycle safety issues as Jennings Ave east to Oatfield Road. It is also a major link to Jennings Lodge grade school and the Trolley Trail.

**Question 3:** Please please oh please make this project a very high priority. The safety issues alone call for the earliest completion of this project as possible and a very huge portion of our Community would be forever grateful to have to see it completed.

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**Name:** David Baumgarten

**Organization:** BTA Tigard's Ped/Bike Subcommittee

**Zip Code:** 97224

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Currently cyclists travelling NE on 99W must move into the traffic lane at several spots. Traffic is moving fairly fast and motorists often take right turns (which means they will cross in front of cyclists) at a few intersections notably those proceeding to the I-5 northbound ramp off of Spring Garden

Road. This is dangerous and unnerving for cyclists. I use this route to commute to work but others might not want to risk travel through this section.

**Question 2:** Add NE bound bike lanes on 99W through this section.

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**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** NO MORE BIKE LANES!

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**Name:** Jeremy Grand

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 3:** Looks like a perfect project -- well defined not too expensive or difficult people will use it. So let's get it done asap.

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**Name:** Craig Harlow

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

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**Name:** Pat Kaczmarek

**Organization:**

**Zip Code:** 97035

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** The project to build missing gaps in sidewalks and bike lanes and make enhancements to existing intersections along Southwest Barbur Boulevard is critical to creating a safe transit route from multiple neighborhoods in SW Portland. Bike riders are thrust out into traffic moving 40 to 50 miles an hour in dangerous locations like bridges that have no bike paths. Sidewalk safety is also in need of improvement. Barbur Blvd provides a very moderate grade for walkers and bikers into downtown Portland. Enhancements to this route would increase bike and pedestrian use and minimize vehicle traffic and congestion.

**Question 2:** Emphasis should be on providing a safe and enjoyable bike and pedestrian commute experience along Barbur Blvd. Right now it is like a dangerous suicide ride with cars rocketing by within a foot of bike riders. Bike lanes are often clogged with leaves and tree branches that force bikers away from the curb and into traffic. Please ride or walk this route during commute times before making your

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

final decision.

**Question 3:** It is long overdue and would greatly enhance bike and pedestrian access in Southwest Portland.

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**Name:** Bob Kellett

**Organization:**

**Zip Code:** 97214

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** It would be a vast improvement over what exists now. Without sidewalks bike lanes and safe crossings very few people are going to feel comfortable along Barbur in anything other than a car. This is a big project for improving a big safety problem.

---

**Name:** Leslie Poul-Kosbau

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Housing infill has increased in the area and more people are taking public transportation either to PCC or to the downtown area. They have difficulty walking safely to the bus stops where Barbur Blvd has no sidewalks. In order to build up the businesses in this area people from the neighborhoods need to be able to walk safely to obtain services and to support new business locating on Barbur Blvd as it is improved. Bike lanes will help to increase commuter biking in an area that was originally designed for the automobile.

**Question 2:** Part of the infrastructure is greenspace improvements that would also link to the surrounding neighborhood. Some curb extensions with greenspace and trees will make this thoroughfare more pleasant to spend time walking through and as a destination for new businesses.

**Question 3:** An incentive program for businesses to replace some of their asphalt parking with trees and shrubs and water catchment systems would also enhance the effectiveness of stormwater catchment and make pedestrian and bicycle transportation modes more pleasant.

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**Name:** Elise Shearer

**Organization:** Tigard CCAC

**Zip Code:** 97223

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** This location is an important area within the SW Corridor Study that will enable close-in neighborhoods to safely utilize alternative transit modes. This is a very busy auto traffic corridor that needs to close the gaps for ped/bike safety and enable transit buses to pull out of traffic to load and

unload passengers allowing auto traffic to continue flowing.

**Question 2:** Pedestrian safety in this location should be of highest priority as there are two schools in the immediate vicinity. If children cannot safely cross Barbur Boulevard to walk home from these schools then the project is not a success!

---

**Name:** Jason Wilkening

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** I currently bike along this stretch of Barbur for commuting to work. Filling in the missing bike lane gaps would help separate bike from car traffic and establish a heightened sense of safety.

**Question 2:** The bridges along barbur are imo not wide enough to accomodate bikes. Furthermore the asphalt street transition ramps to reach the bridge curb level are in disrepair and unsafe at speed. The raised curb on the bridge should be widened to at least accomodate a bike passing maneuver around a pedestrian without risk of falling off the very high curb into the roadway. Additionally there is a on-ramp that joins with NB Barbur from Capitol Hwy 10 that is treacherous to cross by bike. A crossing light or at least better bike lane awareness signage and striping is needed for safety purposes.

---

**Name:** Carlos Zamora

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Better safety for riding a bike and/or walk/run

**Question 2:** Extended all of Barbur Blvd should be safe to ride

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**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** Portland Central City Multimodal Safety Project, Phase 2

**Question 1:** Trails should be funded through parks fund - not road funding!

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**Name:** Allan Rudwick

**Organization:** Eliot NA AROW

**Zip Code:** 97212

**Project:** Portland Central City Multimodal Safety Project, Phase 2

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** Downtown is lagging. With the onset of bikeshare and improvements to some roadways this will make bicycling around the central city safer and more comfortable for riders of all ages.

**Question 3:** Fund it!

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**Name:** S Safford

**Organization:**

**Zip Code:** 97282

**Project:** Portland Central City Multimodal Safety Project, Phase 2

**Question 1:** Hello Metro I encourage you to use a survey format similar to the survey that the Oregon Department of Transportation is using to obtain public comment (through 05/31/13) about the Mt. Hood Multimodal Transportation Plan (see <http://www.oregon.gov/ODOT/HWY/REGION1/pages/MHMTP.aspx>). There was no apparent method to submit this as general comment related to all of the particular projects so I am submitting it this way.

**Name:** Annie Allerdice

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** More soft landscaping trees lighting not just high level lighting but street lamp posts (historical) to soften area. Flowers mediums for kids to cross safe. Design review with St. John's residents to help the historical nature of upgrades being accomplished with St. Johns Main Street. More cross walks park areas. Less industrial hard scraping. More restoration of historical landmarks. Help us restore a neighborhood feel to area so we can attract more upscale family friendly businesses. Help TriMet better light stops. Police to clean up tweezers and other nightly clientele that haunts some of the areas. Design review for apartments so street views look clean kept up and inviting. Soften Columbia Industrial with trees sidewalks. Safe Emergency areas for bus passengers. The area needs to become more pedestrian friendly. Especially in evening. In order to attract investors to area. Bump outs. Street cleaning repair. Park like setting. So birds and flowers flourish.

**Question 2:** Pair up with friends if trees to add mediums and street side trees to soften area. Sidewalks crosswalks better lighting at TriMet bus stops shelters. Phones street Lampposts historical plant or clean up parking strips. Better cross walks for neighbors. Neighborhood watch. Restore historical locations less Mini mart feel. Clean up parking lots side areas. A design over view for existing landlords to improve street overall look cleanliness and safety. Especially for apartments and industrial bug box buildings.

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**Name:** Michelle Bickley

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** There are many details of this plan that if implemented fully and with thought for the surrounding small streets would greatly help safer movement throughout the area. The ability to cross Lombard and Fessenden more easily will improve pedestrian and bike safety and access into the Main Street business area of St. Johns.

**Question 2:** The only part of this plan that I'd like to emphasize is that ALL surrounding small streets should be considered as potential cut-through problems once traffic increases along Lombard (truck's keeping to this route overall traffic increases over time etc.). We have already had to ask for help encouraging trucks NOT to use Reno/Ivanhoe as a cut-through recently. This is a smaller neighborhood street and without some intersection discouragements at Reno/Lombard and Ivanhoe/St.Louis this section will be used by trucks and auto commuters trying to avoid Lombard backups. PLEASE keep the design ideas to narrow these intersections so trucks and speeding cars will avoid our smaller streets protecting our neighborhood for slower local drivers bicycles school kids and the many elderly and disabled folks who use this route for bus stop access.

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**Name:** Terry Dublinsky

**Organization:** C.O.P.I.N.G with Bikes: "Center of Portland Integrating Neighborhood Greenways with Bikes"

**Zip Code:** 97215

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** It looks like a great plan overall that would improve access but connecting up the bikelanes north of Reno with those existing bike facilities on N Lombard and the employment terminals is of PARAMOUNT importance as this is a very dangerous gap. One major gap in a busy commuter bike route and it will not be used by most.

**Question 2:** There needs to be an improved Multi-use width over-crossing of Columbia Way from Mears. This would allow for Bicyclists and walkers to get to the Peninsular Trail via the already wide enough south sidewalk on Columbia Bl. This connection would allow future greenway construction northwestward all the way to Pier Park. This is the missing link to a family friendly low auto volume greenway/multi-use path from Pier Park and the future NP Greenway trail to the Yellow MAX Line in Kenton. If designed and built like the one at Lombard by Kelly Point park with the same cost per square foot this would be about \$250000.

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**Name:** Crystal Glanz-Kreutz

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** As a car free family living in St John's increasing the walk-ability and safety of roads like Fessenden will help to improve our quality of life and the livability of the area. Transit would be safer walking & biking would be improved and the connectivity of the neighborhood would be enhanced.

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**Name:** Bethel Hayes

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** There is only one crosswalk to cross my street St. Louis and it is 4 blocks away. I live on the corner of St. Louis and Seneca and there are many times I am afraid to cross because the traffic is like a freeway with no concern for pedestrians I see children darting through traffic trying to go to the park and the pool. It is very dangerous to walk on Fessenden and St Louis. The car traffic mostly Washington commuters considers this street their personal freeway. It is a barrier between the neighborhood downtown St. Johns and Pier Park. This project would alleviate all of the access and usability issues we have on St Louis/Fessenden.

**Question 2:** The street needs to be narrowed and the speed limit reduced. There needs to be more crosswalks and an acknowledgement that this is a neighborhood not shortcut to the I-5. Crosswalk beacons speed reader boards and planted medians would help encourage people to feel safe crossing the street and walking in St. Johns. This project addresses all of these issues.

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**Name:** Christina Hersey

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This would dramatically improve the walkability of Fessenden. People are scared to cross now or let their kids walk along the street. It could be made much more pedestrian-friendly.

**Question 2:** I just think redevelopment money needs to go to the entire stretch from Lombard to Columbia. Fessenden could look just like Lombard Street in downtown St. Johns but with a nice mix of residential and commercial. I don't know how to achieve a nicer atmosphere but I'm sure an urban developer could come up with good ideas.

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**Name:** Laura Hoffar

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This project would be wonderful for our community! St Johns is the furthest neighborhood

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from the city and people rely on local stores and businesses to support their needs none of which can be utilized without safe routes to and fro.

**Question 2:** The community needs safe streets that are attractive to business and pedestrians. In addition to the plans above I would like to see additional beautification to our streets. Ideally that would include more trees better lighting and/or additional trash receptacles. St Johns struggles with littering problems and there are not enough trash bins in our community to help start address this problem.

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**Name:** Marj Hogan

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This is a crucial change at a crucial moment. Trucks and cars treat this residential street like a highway; the enforcement of the real truck route and the proposed medians and signage will help to slow traffic overall. Children returning from school and people who currently live right across the street from their bus stop have to brave traffic or walk blocks to find a crosswalk. The changes make it easier to access the bus and help to make Fessenden a more attractive bike and pedestrian option.

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**Name:** Jessamyn Johns

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This would be so amazing and helpful for all of us on the other side of Fessenden/St Louis get

to Downtown St Johns(grocery stores library post office stores restaurants) and bus stops in a safe manner. As it is I(with my toddler in tow) have to risk our safety by stepping out into street(It is so wide people just will not stop for you if you wait on sidewalk also they are usually speeding) to get cars to stop.

Alternatively we could wait for a break in traffic and hurry across but personally I like to know that the person in the car knows I am there and stops for me. The only crosswalk(thank you for that last year!) is 2 blocks away we can use that but getting there requires walking down the sidewalk on St Louis that is so badly in need of repair that it is hard to push a stroller down it. So yes All of these improvements would help us as well as all of my fellow community members who live on the "wrong" side of a busy street.

**Question 2:** I think it is pretty well planned. Although I would have liked a crosswalk at our block Smith(maybe that is happening?). It is a busy intersection the street continues on both sides for a long time so people use it a lot bikes too(there are bike lanes on the other side) bus stops on both sides of the street. It is one of the streets that the blocks do not line up so it takes a lot longer to cross than a normal lined up intersection. As long as we have something that makes it easier to cross(I do not remember what exact treatment is happening on our intersection) bump-outs and a marked crosswalk would be amazing here I think.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Veronica Johnson

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Currently there are 4 safe places to cross between the intersection of St. Louis/Lombard & Fessenden/N Columbia Way. The local community center library supermarkets and downtown businesses are located south of this corridor. With limited crosswalks it is very dangerous to cross during peak travel times. With additional improvements the many residents (including many low income families) will be able to better utilize alternative methods of transportation (walking & biking). Already the cross walk at St.Louis/Central is being used often and is the main crossing point for the local elementary school that often takes walking field trips to the local library.

**Question 2:** The project should focus on the dangerous St. Louis/Fessenden curve. I've seen many near misses as transit riders dart across the road during rush hour. Also I've seen drivers swerve around stopped cars driving in the bike lane to bypass them. This too has caused near misses to pedestrians.

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**Name:** Frederick Kahn

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Fessenden divides the north part of St Johns residential community and is often a high speed street with only one stop light that presents a danger to children and older people who do not drive. Improvements are very much needed on this street.

**Question 2:** We need stop signs probably some stop lights crosswalks etc... throughout the entire corridor.

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**Name:** Derek Moon

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 2:** The St. Johns area is a growing and vibrant community. The major problem the area has is increased traffic via the St. Johns Bridge from Germantown rd. and Hwy 30. With the increase in freight and car traffic the area at the end of the bridge leading to downtown St. Johns has become unsafe. This goes all the way to the intersection of St. Louis and Fesseden. With more and more people walking to Peir Park this intersection is just not safe. I'm not a traffic planner but I do believe it there was some sort of turn signal at this intersection it could improve safety.

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**Name:** Susan Poe

**Organization:** Zip Code: 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This project will open access to the residents north of the Fessenden corridor to the St John's services including the Library Community Center and Post Office as well as the local businesses in the St John's town center area. Currently the Fessenden corridor has fast busy traffic that causes a dangerous crossing along most of its length for any pedestrian especially children older citizens and people with disabilities. The proposed improvements would allow the residents on the North side to access services events and shopping on foot and make access to transit options more safe.

**Question 2:** I think the project as outlined is very vital and has been well-conceived. I think the Phase 2 strategy is an essential step to enhancing community involvement of the residents North of Fessenden. Once the traffic calming enhanced crossing safety measures and essential reconfiguring of difficult intersection are in place those residents may venture to walk across the street and in the future additional services and shopping opportunities may be drawn to the increased pedestrian traffic.

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**Name:** Brandon Ricke

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** The community is plagued with a constant fear in this corridor for walking and biking. I for one am less likely to attempt to take public transportation and ride with my child on a bike from our home (that backs onto Columbia) to downtown St. Johns. I have been in an accident as recently as one month ago on the corner of Fessenden and Charelston because of oncoming traffic speed cars passing turning cars on the left and the blind curve that exists. Walking and Biking has been regulated to our area of two blocks that I feel safe for myself and my family. Crossing Fessended on Charleston is something that I fear in a car let alone on foot or on a bike. I attempted it once last summer with my child and I won't do it again. It's unfortunate as it would be so nice to be able to ride (reasonably safely) to the downtown St. John's Plaza Library or even to be able to participate in a "ride to school day"....explaining that we can't because the traffic is too dangerous... his response is "why don't we move"... and that is starting to cross my mind. It's really unfortunate and this would assist this community a great deal.

**Question 2:** Project is a decent step in the right direction as is. The pedestrian crossings are vital.

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**Name:** Elise Shearer

**Organization:** Tigard CCAC

**Zip Code:** 97223

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This is primarily a residential area fringing an industrial zone. Allowing freight to traverse this

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

neighborhood means safety is a priority for the ped/bike and local traffic citizens.

**Question 2:** Install red light cameras at the intersections to curb traffic accidents.

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**Name:** Jocelyn Streng

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Fesseden Street is very unsafe to cross near Charleston and Iris. There's quite a lot of foot traffic buses cars and bikes that use Fesseden. Having more crosswalks signs better bike paths and preventing trucks from using Fesseden will improve the overall safety and constructive use of bus routes

---

**Name:** Pia Welch

**Organization:**

**Zip Code:** 97035

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** We truly wish there was excellent transit service in Industrial area. This would greatly improve overall safety for bikes pedestrians cars trucks and the sidewalks.

**Question 2:** This is what the community is asking for.

---

**Name:** Bob Kellett

**Organization:**

**Zip Code:** 97214

**Project:** Southwest In Motion (SWIM)

**Question 1:** Getting around SW Portland is anything other than a car is a nightmare. Everyone knows the challenges: topography land use existing roadways. But the biggest challenge has been a lack of attention. It is time to take a serious approach to addressing the needs of the people who live work and play in this part of the region. This project will do that.

---

**Name:** Phil Klein

**Organization:**

**Zip Code:** 97007

**Project:** Southwest In Motion (SWIM)

**Question 1:** I grew up in Multnomah 30 years ago and rode my bike to work NW Portland on the waterfront. I quit riding because there wasn't a safe route. Barbur Blvd Capitol Hwy Multnomah Blvd all still have areas of inadequate lane width no shoulder etc. Terwilliger just took too long. My preferred route was Barbur Blvd because it has the best grade.

---

**Name:** Elise Shearer

**Organization:** Tigard CCAC

**Zip Code:** 97223

**Project:** Southwest In Motion (SWIM)

**Question 1:** These are some the closest SW residential neighborhoods to downtown Portland. Providing HCT to these neighborhoods is very important to the continued growth of business in the downtown corridor. If citizens cannot easily access the city center in various multi-modal methods then businesses will continue to push out of the city center and look for suburban centers to locate in. This is the one corridor that has been ignored in the past as there has typically been less need for HCT here. The past recession has demonstrated that these neighborhoods are now changing demographically as young people move in and older people attempt to stay.

**Question 2:** Investment in purchasing ROW now and extended planning for investment in HCT modes besides BRT in the future as efficiencies increase is extremely important.

**Question 3:** Do not let the current politics of anti-light rail "derail" the excellent transportation planning that Portland is known for and studied by other cities across the nation. We must find ways to continue investing in these more efficient modes of transport for all the citizens in the future.

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**Name:** Christine Stone

**Organization:**

**Zip Code:** 97219

**Project:** Southwest In Motion (SWIM)

**Question 1:** Please please give our SW neighborhoods some attention. Barbur and Capitol Hwy. area is a mess. The Arnold Creek neighborhood has no sidewalks -- not even between Jackson Middle School and Stephenson Elementary. You can't walk anywhere. It is too dangerous. We need sidewalks. We would walk more if it were safe.

---

**Name:** Barbara Anderson

**Organization:**

**Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** It will extend the regional trolley trail creating further options for getting around the area.

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**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** No road dollars should be used for this. Tax bikes and use parks dollars. If it doesn't create/improve roads for cars then stay out of the road funds!

**Question 2:** No road dollars should be used for this. Tax bikes and use parks dollars. If it doesn't create/improve roads for cars then stay out of the road funds!

---

**Name:** Peter Goodkin

**Organization:** Clackamas Cty Ped/Bike Adv Committee

**Zip Code:** 97034

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This would go a long way toward extending the Trolley Trail to Oregon City

**Question 2:** Ped/Bike only. No autos on that bridge. This would have been a big help a few years ago when the pedestrian /bike bridge (about 10.6 mi east of here) was closed for 2 years.

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**Name:** Rick Kappler

**Organization:**

**Zip Code:** 97225

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City **Question 1:** They can exercise on a daily basis more easily with this bridge. **Question 2:** It needs safe access for those with disabilities.

**Question 3:** Please use western red cedar instead of the ugly plastic stuff

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**Name:** Pat Kennedy

**Organization:** self + Oak Grove CPO member

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** Restoration of the Clackamas River trolley crossing would complete the original Trolley Trail as well as the historic ride we all once knew in taking the interurban between Milwaukie or Oak Grove and

OC-- to go to work at the mills to visit the Carnegie library on Saturday or a doctor or dentist as needed. For me it was also my path to take accordion lessons and in time to catch a Greyhound bus to Salem or Corvallis. I realize now that by that bridge we connected not just to the street car's southern terminus but to the world of books and music and the entire Willamette Valley!

**Question 2:** I am not an engineer-- but since the Trolley Trail follows sidewalks all the way through Gladstone I think restoration of the the bridge's pedestrian/bikeway could stir greater interest in 'old downtown' Gladstone and its quaint nearby neighborhoods as a DESTINATION PLACE. The town's early history and housing stock is an intact treasure yet to be discovered by greater numbers.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** GO FOR IT! It's a NATURAL GATEWAY to the Trolley Trail's southern end and could easily LINK TO THE BIKEWAY ALONG I-205. It could easily become a place to stop and re-fresh oneself-- to the benefit of the Gladstone community!

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**Name:** Brooks Adcock

**Organization:** Sunnyside Foursquare Church

**Zip Code:** 97062

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project will greatly improve safety along a heavily travelled section of 129th. Not only is the section currently without sidewalks or shoulders it is very curvy reducing site distance considerably.

**Question 2:** The proposed improvements for a sidewalk and bike lanes help to connect north and south residential sections of Happy Valley.

---

**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Add road lanes not bike lanes! Unless this is funded entirely by cyclists - don't add ANY bike lanes.

**Question 2:** Add road lanes not bike lanes! Unless this is funded entirely by cyclists - don't add ANY bike lanes.

---

**Name:** Louise Calder

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** A connection completing the sidewalk connection thru the bad curves is a huge safety need. I sometimes see school kids using the side of the road to get places and those curves are very unforgiving if a car comes around a curve and suddenly a pedestrian is in the road. Please help us fix this safety problem on 129th curves.

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**Name:** Todd Carpenter

**Organization:** **Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** This project would be awesome. I frequently ride my bike through this area and it is very dangerous... even walking through the curvy area is very dangerous as there is no room to move out of the way of cars and they don't always slow down for walkers or bikes. The impact to my family would be huge... I would be able to take my kids on bike rides down 129th where I won't take them today because it is not safe. thank you.

**Question 2:** Having at least one sidewalk and two bike lanes on 129th from King to Sunnyside would be excellent.

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**Name:** Jennifer Carpenter

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project would open up a major artery in our city to bikes and pedestrians. I will not walk or ride my bike on this road as it is because it is just too dangerous. My family likes to walk run and bike together and there just aren't many acceptable paths down from the Happy Valley Elementary area to the Sunnyside Road area. This project would allow my family to more safely get around Happy Valley without our car.

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**Name:** Anthony Domenigoni

**Organization:**

**Zip Code:** 970867

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** As a biker and driver on this road it would help safety TREMENDOUSLY. I commonly avoid this road on my bike because it is not safe (no shoulder curves etc) and would never think to walk along this section of road.

**Question 2:** sidewalks and bike lanes will be a vast improvement. additional landscape maintenance of trees/ shrubs and brush that are near road would improve visibility

**Question 3:** Thank you for consideration.this is a very dangerous section

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**Name:** Craig Howe

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This road is extremely dangerous. Being able to walk or bike would greatly improve the access to the core of Happy Valley.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 2:** This project would have a positive impact on the city of Happy Valley. This area would no longer be a bottleneck of cars trying to avoid bikers and/or walkers along the curves. As it stands the visibility is very poor and is a hazard for all who access Happy Valley.

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**Name:** James Johnson

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This area is particularly dangerous to any of us what want to use it for walking. It has been this way for to long. It is time to make the walkability of the area safer. I have walked that stretch of road for years and do not dare bring my dogs with me on that stretch of road as it is not wide enough. If two cars meet it is dangerous enough but with a walker in addition to two cars someone is going to have to go off roading or be hurt.

**Question 2:** Personally I believe the entire stretch of road from Sunnyside to King should be widen where there are no sidewalks. Sidewalks should be added the entire stretch.

**Question 3:** In addition the safety of all residents is at stake. Walkability should be a factor for all neighborhoods. With the school on that stretch of road it is additionally unsafe.

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**Name:** Michael Morrow

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** 100 % improvement. You cannot safely walk or ride on this street and driving is ever a challenge. It is especially difficult for Emergency vehicles. This protect would connect the residential areas of Happy Valley with mass transit retail and health care areas along Sunnyside road.

**Question 2:** Need a safe passage for pedestrian and bike travel.

**Question 3:** This is a connectivity issue. Currently there is no safe passage for pedestrian or bike travel

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**Name:** Tim Shannon

**Organization:** Tim Shannon Realty Inc.

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is a very important project for improving the accessibility of services by Happy Valley residents. I travel this route daily and can verify that it is a very dangerous route for pedestrians and cyclists. Even with the posted speed limit there exists the potential for serious injury especially at the

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

curves in the road. Many times I've had to abruptly stop due to a pedestrian or cyclist in the road in curve as there is little shoulder for them to travel on. It is quite dangerous. I would never let my children walk along that route however I see many do so. It's unthinkable. This main route to shopping and freeway access is vital to Happy Valley. With the growth that has occurred in recent years its unimaginable that this route remains virtually as it was 20 years ago. It's safe to say that the population of Happy Valley has doubled in that time and continues to grow. While few incidents have occurred so far it's only a matter of time before someone is critically or even fatally injured.

**Question 3:** My family and I thank the Mayor and City Staff of Happy Valley for addressing this very important project. I commend you.

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**Name:** Kerri Simonson

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** I REALLY think there needs to be a light or 3 way stop at the bottom of Mountain Gate at 122/129th!

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**Name:** Rodney Walker

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** 129th is the only reasonable 'flat' non-hilly route in and out of the Happy Valley 'bowl'. It is also the closest and most direct route to 122nd & Sunnyside commercial center. No one can safely walk or bike ride that section. It is too dangerous. Driving is the safest. This project would create a much needed non-motorized corridor and offer something people living in 'the bowl' have never had.

**Question 2:** If nothing else is done the north end of the project needs a safe crosswalk for SE Scott Creek Lane crossing 129th. This street has a jog across 129th that leads to a walking/bike path to Rolling Meadows Dr. This is a good west-east connection to bike riding to Clackamas Town Center on SE William Otty Road. While it is steep west bound I often take this route on my bike eastbound downhill into the 'bowl'. This route is the ONLY way into the 'bowl' if you don't wish to bike ride the higher speed Sunnyside road.

**Question 3:** There is no where along this section for police to stop vehicle or car breakdowns.

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**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** Stop wasting road dollars on bike projects! Tax bikes for bike lanes or STOP building them!

**Question 2:** Stop wasting road dollars on bike projects! Tax bikes for bike lanes or STOP building them!

---

**Name:** Brian Burke

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** Molalla ave us currently dangerous for bikes the only way around this is a road several miles away. I have seen people in wheel chairs have a very difficult time getting around some of the poles in the sidewalk. The sidewalk is not wide enough in some parts and a lot of people walk in this area.

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**Name:** Erik Carr

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** Molalla Avenue is a transit corridor that connects heavily used commercial and employment areas. Clackamas Community College and the Clackamas County Red Soil campus bookend the project site. In between are several businesses (Fred Meyer Safeway restaurants) and services (post office county offices theater). With streetscape improvements these amenities could easily be within a 10 to 15-minute walk or bike ride for employees students and local residents.

**Question 2:** Left hand turns from parking lots should be eliminated or restricted. The sprawl-type development of this neighborhood has created numerous parking lot access points along Molalla Ave. The closely-spaced parking lot driveways combined with the center suicide lane create a very dangerous driving situation when drivers attempt to exit the parking lots and make left hand turns onto/across Molalla Ave. In addition pedestrians must be extra cautious as vehicles quickly pull off of Molalla from both directions to enter the parking lots.

**Question 3:** The Oregon City hilltop/Molalla Avenue area was selected as a top ten focus area by TriMet's Pedestrian Network Analysis Project with the greatest pedestrian and transit needs in the Metro area. It has been noted that TriMet has three transit stops in this section of Molalla Avenue. These stops are in TriMet's top 25% for ridership in the Portland metro area. Based on those statistics it is obvious that this area is heavily used by pedestrians. However the current street design is completely car-focused with few features that address the safety and comfort of pedestrians.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Charles Carter

**Organization:**

**Zip Code:** 97023

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 3:** Get rid of your Race/ethnicity question. What does that have to do with this

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**Name:** Maureen Cole

**Organization:** Oregon City Public Library

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** Get rid of your Race/ethnicity question. What does that have to do with this

**Question 3:** There is an amazing amount of traffic at the Fred Meyer intersection and the Post Office. I encourage all efforts to make improvements there no matter how small in addition to the other improvements mentioned.

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**Name:** Douglas DeHart

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** Oregon City lacks sidewalks and bike paths in many parts of the city. This project will link Clackamas Community College and the business district along Hiway 213 with the primary business district of upper Oregon City.

**Question 2:** This project is an important step in the right direction. A companion project to better link pedestrian and bicycle routes in upper Oregon City to the downtown core in lower Oregon City is badly needed.

**Question 3:** A system that links together is the key. The value of any one piece increases exponentially when linked with sidewalks trails and paths in other parts of the city.

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**Name:** Marilyn Fergus

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** There are so many college students and senior citizens with low incomes who live in the apartments and the Clairmont mobile home court SW of Beaver creek Road that would benefit from bike lanes and safer walking paths heading to Clackamas Community College. Traffic is very heavy in this area as it is the main road to the post office.

**Question 2:**

**Question 3:** Having been involved in three car accidents in this area in the last 20 years I would like to see these improvements to the traffic flow.

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**Name:** Zach Henkin

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** Without sidewalks or a bikeway now it is a challenge and dangerous traversing Beaver creek rd on foot or using any mode of transport that is not a car. Have improvements installed would help facilitate more walking biking and help encourage neighbors to use local businesses. The transit at Clackamas Community College could be better accessed by the neighborhoods and safety for the community would be improved. It is not safe now and I know from experience that people do not walk the road because of perceptions of the roads danger.

**Question 2:** New bike lanes side walks curb treatments and stormwater management would greatly benefit the area.

**Question 3:** This is a busy road and many people use it either on the way to another destination or because they live locally. Improving the roadway to support bike/ped traffic should be a priority for funding.

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**Name:** Bob La Salle

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** Improves walki and biking and gives those people a sense of greater safety.

**Question 2:** Istallation of synchronized traffic signals dependent on traffic volume and frequency would help traffic flow. Example: Washington Street at Abernethy signal.

**Question 3:** Bus pullouts would help despite Tri Mets objections. At some time the general motoring public interests have to out-trump those of Tri Met.

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**Name:** Sheila Lehto

**Organization:** Gaffney Lane Neighborhood Association

**Zip Code:** 97045

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** Greatly improve safety using bicycles--CCC has students who commute by car bike and foot. Improving the pedestrian crossings/sidewalks would definitely add to the safe use of this area.

**Question 2:** Improving the intersection lanes and lights at the Gaffney Lane/Molalla Ave would also be a safety improvement. Have witnessed too many near misses and a few hits at that intersection.

---

**Name:** Stephanie Marcinkiewicz

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** I think it would help. I had a friend hit and killed on this stretch of Molalla and I don't think locals realize it's not a highway (highway speeds) anymore especially with college kids walking or biking near by.

**Question 2:** Crosswalks on that stretch need to be more visible. Especially when people drive so fast on that section. Again locals that have driven it for years still speed at highway speeds.

**Question 3:** No

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**Name:** Richard Marlowe

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** At this point it seems that most new businesses are in the so called Hilltop area and that most new housing is also in that area. Therefore providing transport routes that allow for both biking and walking makes good sense not only for business but also for those providing other services.

**Question 2:** This project is a natural extension of the improvements made to the lower part of Molalla Ave.; therefore the proposed improvements would go a long way toward offering a more comprehensive updating. The proposal would also seem to provide not only a more pleasing visual plan but one that in

long range terms will boost the economic atmosphere of the area. If anything I would opt for extending the plan to leave no section of Molalla Ave. untouched.

**Question 3:** In my estimation the City is moving in a thoughtful and important direction.

---

**Name:** Denyse McGriff

**Organization:** McLoughlin Neighborhood Association

**Zip Code:** 97045

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** This portion of Molla Avenue is not pedestrian friendly at all. The sidewalks are narrow and utility poles are in the sidewalk making it hard to walk or roll a wheelchair in this area. There are no bike lanes. This portion is a direct route to the Community College and needs an upgrade

**Question 2:** The proposed improvements would directly meet the needs of the community by providing multi-modal access. Now it only provides access to motor vehicles.

**Question 3:** This project would fill in the missing link from the existing Molalla Avenue improvements and provide a safe way for pedestrian and bicyclists to get around.

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**Name:** Kathy Mitchell

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** It will improve walking and biking in the area.

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**Name:** Kelly Moosbrugger

**Organization:**

**Zip Code:** 97214

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** There are many services along this corridor that are within walking and biking distance of homes and workplaces. The area is currently unsafe and unpleasant for pedestrians and bicyclists which deters people from using active transportation. This project would greatly increase the safety, comfort and convenience for pedestrians, cyclists and transit users and would allow for a greater shift away from car use in the area.

**Question 2:** Greater traffic calming could be used.

**Question 3:** There are many low income families and older adults in the area that would benefit from the project. They could safely walk to services including grocery stores if this project was completed. Equity is a key issue to consider.

---

**Name:** Karen Morey

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** Very well - Provides bike lanes and sidewalks in an area that currently does not have

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

complete walk/bike access.

**Question 2:** None - excellent plan. Has been fully vetted by the public through multiple meetings and presentations.

**Question 3:** A high priority for the community.

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**Name:** Roy Roe

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** It would increase vehicle safety with new turn lanes pedestrian safety with sidewalks where there are none and bike safety with bike lanes. This is a very heavily traveled area for vehicle bike and pedestrian traffic. Also safer transit pickup areas.

---

**Name:** Fran Shafer

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** Currently sidewalk travel is very limited in this area. Updated sidewalks throughout the area will greatly improve the walking experience as well as safety for pedestrians. Improving the bus stops ADA upgrades adding 3 crosswalks medians and street trees will not only make this section aesthetically pleasing for the citizens in general but will make them much safer also.

**Question 2:** I think this project is the final phase of improvements to Molalla Avenue in hilltop Oregon City and should be done just as proposed. It will finish off nicely this last section of Molalla Avenue all the way to Clackamas Community College.

**Question 3:** One of the destinations in this section of Molalla Avenue is the US Post Office which is accessed by all citizens of Oregon City. The many businesses along this section are also the workplaces for many people who need viable access to their companies whether they walk bus or drive each day.

---

**Name:** Tim Smith

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** Somewhat. I use a bike for business services in this section. Currently the shoulder bike path is full of hazards such as rough pavement catch basins and manholes in the path. Type 3 catch basins (under sidewalk) would be safer. Also all the business access points make it hazardous. The

access points should be reduced combined to improve safety. There is a lot of pedestrian access needs in this section.

**Question 2:** Paving was not mentioned. New asphalt surfacing should be included. Combining access to businesses would improve safety of drivers bikes and peds. It is a free for all right now trying to get out of the uncontrolled access points.

**Question 3:** Landscaping is proposed. This should stay in the project. Storm drainage should be carefully evaluated for condition and possible replacement. Encourage ped crossings at signals. Interconnect signals for smooth efficient traffic flow.

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**Name:** Tim Smith

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 3:** Put power phone cable underground and remove old wood power poles.

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**Name:** Sha Spadey

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** Traffic on this section of Molalla Avenue has become heavier/more congested for more and more hours of the day. It has become nearly impossible to cross Molalla Ave. without a stop light or pedestrian crossing area. Both are lacking for much of this section of the road. Improving pedestrian crossing is much needed

**Question 3:** It is challenging for an older city like Oregon City to make infrastructure upgrades that accommodate the tremendous growth it has experienced in recent years. It is no longer safe to cross this section of Molalla Ave. (unless you are a good sprinter) most hours of the day. For those with children the elderly or the less than athletic it is downright dangerous. Because of the close proximity of Clackamas Community College there is actually quite a bit of pedestrian traffic.

---

**Name:** Mark Titus

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** It will improve walking probably not biking.

**Question 2:** Almost that whole stretch needs to be repaved except for what was done last year. Please put 35MPH on the asphalt too. People can't seem to drive over 25mph most of the time.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** Let's get started.

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**Name:** Amy Willhite

**Organization:** Gaffney Lane Neighborhood Association

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** This project would be extremely helpful to provide safer access to shopping and bus lines for those who do not have cars. There are a large number of lower income and elderly residents in that area due to nearby apartments retirement living centers and a mobile home park that rely on walking and bus transportation to get to work shopping doctor visits etc. Almost every day I see near miss accidents involving bicyclists headed to the nearby college. This project would help provide safer passage for those bicyclists.

**Question 2:** I am hopeful that the project will include changes in traffic flow coming out of the area businesses (ie Fred Meyer). Traffic flow and congestion as well as pedestrian safety in this area is always a hot topic at our Neighborhood Association Meetings.

**Question 3:** As Chair of the Neighborhood Association in which this project falls I would highly recommend awarding Oregon City the grant. It is an area that desperately needs attention and the city has lacked funds to address the essential safety concerns.

---

**Name:** Lesley Woods

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** This project sounds like it would greatly improve this roadway to accommodate walkers and bikers and promote a "greener" community.

**Question 2:** The entire length of Molalla Avenue could use improvements as suggested. I happen to be an early morning walker and access Molalla Avenue near the Newell Creek area and travel down to Washington Ave. The lighting is poor the sidewalks need improvement as do the biking lanes.

**Question 3:** I would be in favor of these improvements to our beautiful City.

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**Name:** Don Wright

**Organization:** Barclay Hills Neighborhood Assn.

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** Our neighbors depend on access to Hy 213 for work mainly. Many times the connecting intersection along Beaver Creek Road are plugged with traffic. And pity th poor pedestrian trying to cross even with lights. Improvements are vital to this city and all who visit us.

**Question 2:** I notice a lot more foot traffic along this roadway. Overpasses are pretty expensive but I would think pedestrian-activated flashing lights at certain intersections would be welcomed.

**Question 3:** Do it!

---

**Name:** Bob Kellett

**Organization:**

**Zip Code:** 97214

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** Powell Blvd is a huge barrier to people getting around in ways other than cars. This project will compliment the ongoing transit study and help to tame a "wild" road. The number of people who live work and play along Powell is significant. They deserve a road that unites them instead of separates them.

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**Name:** Sandra Morrell

**Organization:**

**Zip Code:** 97236

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** The amount of auto and foot traffic continues to increase on both SE Powell and SE Division as well as auto/bike/pedestrian accidents and deaths. I see this project as improving quality of life for those who walk or bike.

**Question 2:** I would love to see changes made to improve safety for anyone traveling along SE Powell and SE Division. I want to see ways to slow down traffic and also install sidewalks and crosswalks. I strongly feel that the crosswalk at Division and SE 154th(?) needs a flashing light. Pedestrians need to feel and be safe when crossing.

**Question 3:** I feel that there have been too many accidents and fatalities along SE Powell and SE Division. Please approve the improvements you have listed in the proposal above. We are long overdue for improvements. Thank you for asking for our input.

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**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** Canyon Rd Streetscape and Safety Project

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

#### Question 1: No more bike lanes!

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**Name:** Mike Dahlstrom

**Organization:** Zip Code: 97005

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Please consider one of two alternatives for bike specifically that could also improve ped projects:1) extend the bike lane on the north side of Canyon as well from its terminus at Lombard to Hocken to pick up the wide shoulders on TV Highway to go west. Currently this ride is tight with heavy traffic (including trucks and buses). This is in addition to south side improvements (bike and sidewalk.) Ideally both sides of Canyon would be separated facilities - but that's a lot of private property to purchase for right-of-way. Or2) Secure limited right-of-way (10'?) behind the hotel and Ford dealership to continue a bike/ped path east on Millikan to connect with existing bike/ped path adjacent to MAX tracks to 114th.

Sign Millikan all the way to Murray (great lower traffic bike lanes) as a bike boulevard in both directions. This could eliminate or minimize the need for bike lanes on Canyon and the potential conflicts. 5th Avenue serves well as the parallel bike route south of Canyon/TV Hwy. Granted Center St serves a similar purpose on the north side - but it terminates onto Hall (which then enters into traffic lanes west-bound - a separate issue.)This eastern Millikan connection also would provide additional connection to the Beaverton TC.

**Question 2:** Additional bike enhancements are outside the study area - but consider coordinating with ODOT to extend the bike lanes east on Canyon - that is where the residential areas exist that could utilize safe connections. (Canyon is currently a scary commute with posted 35 but actual 45+ mph speeds deep storm water basins and no place to go except tight to auto/truck/bus traffic.)Consider extending bike/ped treatment to at least 217 underpass and make connection to extended Millikan / MAX line bike/ped path more convenient. It exists at 114th MAX line now. Maybe signage would help direct users?

**Question 3:** The improvements you've identified are all important. The congestion and curb-tight sidewalks that do exist make walking/biking along Canyon a very unpleasant experience. I think the few of us that do bike now are reasonably confident riders - but the existing conditions are likely not enticing to others. Please consider the parallel routes as lower speed lower congestion signed alternatives. There exists a good backbone already to separate modes - doesn't that seem more inviting than trying to throw everyone in the same narrow stretch. I don't know how the bike/ped improvements can be made on Canyon without some healthy investment in purchasing right-of-way from property owners. I don't think there is any room for a road diet and there are still many potential access point conflicts for bikes (another advantage of Millikan....)Last please examine your goals for Canyon Road bike/ped improvements. This particular section of town currently doesn't serve many residences directly other than by car. Adding a bike lane and more curb tight sidewalks may still not entice nearby residents. If your goal is to encourage more walking/biking to services retail and transit please consider expanding your study area enough to look at parallel alternatives.

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**Name:** George Fetzer

**Organization: Zip Code:** 97321

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** This project is important for pedestrians to safely navigae downtown Beaverton. The traffic is so heavy in this area it feels very unsafe to walk anywhere thus encouraging people to drive their cars even for short distances.

**Question 2:** The scope of the project is appropriate. If anything it should be extended up Canyon Road to West Slope as there are many more pedestrians there now and few safe crossing places on Canyon Rd between Walker Road and Canyon Lane.

---

**Name:** David Harrison

**Organization:** Beaverton Committee for Citizen Involvement

**Zip Code:** 97007

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Crossing Canyon Road is currently very dangerous and deters pedestrian traffic. People will get in their cars to cross the street. If funded the Canyon Road Safety and Streetscape project would add the first phase of improvements envisioned for Canyon Road primarily safety measures for pedestrians at intersections and crossings.

**Question 2:** I like the proposed plan as is.

**Question 3:** This project will make the area more attractive to businesses which will spark further investment in the area. Funding the improvements will be money well spent.

---

**Name:** Kevin Hoover

**Organization:** Beaverton Committee for Citizen Involvement

**Zip Code:** 97007

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** As one of the founding members of the Beaverton Visioning Advisory Committee I have been involved with the process of gathering input from the citizens and helping the community to realize their goals. The Beaverton Community Vision and the 5000 citizens whose ideas helped develop our plan. As you know the visioning action plan talks specifically about Canyon Road improvements. We heard of a fix traffic on Canyon so often during visioning outreach that it made it into our action plan by name: Action #47 Canyon and Farmington Traffic Improvements. Citizens told us they wanted safer routes for bicycles and pedestrians better traffic flow and less congestion.

**Question 2:** This project will meet the needs of making the area a more pedestrian and bike friendly area and promote new business along the route.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** The Beaverton Visioning process supports the Civic Plan and Urban Renewal and this project will be a major milestone in the overall process of improving the community and how it deals with this area of the city.

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**Name:** Judy Janowitz

**Organization:** CERT

**Zip Code:** 97006

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** This problem area has been here as long as I have lived here...48 years. With the huge growth in population over time people now more than ever need to be able to travel from the MAX line to jobs in Beaverton by bike and foot much safer.

**Question 3:** As a Realtor for 18 years in the Beaverton area I heard the comment so many times of the frustration of new homeowners of the congestion and danger of the Canyon Rd/Beaverton area. It is time to really make a change that makes us safer.

---

**Name:** Rob Solomon

**Organization:**

**Zip Code:** 97008

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** The improvements at the identified intersections improve walk ability and include a needed component of SAFETY.

**Question 2:** Beaverton invited the community to with in on city priorities. Canyon Road improvements were rated a priority by a majority of the 5000 residents who responded partly due to the road traffic delays and partly out of concern for safe walking.

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**Name:** Klayton Tietjen

**Organization:**

**Zip Code:** 97007

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** It is too scary to navigate downtown Beaverton by foot or bike. These improvements would change that.

**Question 2:** The traffic congestion on this corridor is horrendous too. This plan could also address solving that problem better.

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**Name:** Paul Von Bergen

**Organization:** Attorney in Beaverton

**Zip Code:** 97005

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Improves walking and biking as well as safety.

**Question 2:** It has been well thought out and addresses our current needs as well as future ones.

**Question 3:** This improvement was sought by Beaverton Community Vision and the 5000 citizens whose ideas helped develop the plan. Fixing traffic on Canyon became 'Action #47 Canyon and Farmington Traffic Improvements. ' Citizens' told us they wanted safer routes for bicycles and pedestrians better traffic flow and less congestion.

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**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** Downtown Hillsboro Accessibility Project

**Question 1:** Use bike taxes to fund bike lanes. Neither should EVER be funded by roadway dollars. Build/repair real road lanes! Remove car lanes!?!?! Are you insane!

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**Name:** Jose Orozco

**Organization:** Cornelius City Councilor

**Zip Code:** 97113

**Project:** Downtown Hillsboro Accessibility Project

**Question 1:** ADA compliant sidewalks improved lighting...will take after Cornelius's Adair/Main Street project. We've seen a significant increase in foot-traffic and handicap persons. I think it would be great if Hillsboro's downtown revitalization project continued. Please select this project for your funds consideration.

---

**Name:** Toby LaFrance

**Organization:**

**Zip Code:** 97223

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** This project would help close some of the gaps in the Fanno Creek Trail allowing neighborhoods north of Pacific Highway to have trail access to downtown Tigard and the Tigard Library.

**Question 2:** Project could be extended to connect the southern terminus to Cook Park and the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

pedestrian bridge that connects to Tualatin

**Question 3:** I run on Fanno Creek Trail and would definitely enjoy extending my runs to include this southern section.

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**Name:** Erik Reynolds

**Organization:**

**Zip Code:** 97008

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** Both of these trail sections would complete a missing links in the Fanno Creek Trail. This would provide links to get to both downtown Tigard and also to Tualatin.

**Question 2:** Everything I've seen and read about the project is great. It seems like it has been well thought out to be a long-term asset to the community.

**Question 3:** The Fanno Creek Trail is a great feature of the Beaverton Tigard Tualatin corridor. I frequently meet people from outside the area that have come to visit and have questions how to connect where these trail connections stop. If you have any doubts visit the trail during normal work commute hours or on any weekend even when not sunny and you'll see significant trail use. Thank you for considering this and for all those that have worked to put together this proposal.

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**Name:** Elise Shearer

**Organization:** Tigard CCAC

**Zip Code:** 97223

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** This trail is one of the key bike/ped corridors in the area allowing citizens access from as far as

Beaverton to downtown Tigard to the employment corridor off of 72nd Ave in Tigard near I-5.

**Question 2:** We need CWS to get their funding in place in order to complete the remainder of Fanno Creek between the Main to Hall section before this section of the trail can be completed.

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**Name:** Kristen Tabor

**Organization:**

**Zip Code:** 97223

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** This project would make it far easier for me to get to my work using off-street pathways avoiding some of the bike lane gaps in Tigard's network. It would also improve the connectivity of the Cook Park-Durham City Park-Tualatin Park trifecta making it easier for residents to get to each park and

the shopping/entertainment opportunities available without having to drive.

**Question 2:** Project should be expanded to create a connection between the Fanno Creek Trail where it dead-ends on Bonita to the existing trail network in Cook Park/Durham City Park. This would mean a person could walk or bike from Beaverton to Tualatin on a very nice trail network off-street.

**Question 3:** I really hope this gets built!!

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**Name:** Philip Thornburg

**Organization:** Cinty Center Advisory Council Tigard/ Owner Winterbloom Inc

**Zip Code:** 972274

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** This would allow bikers to come south from Beaverton and access downtown Tigard and eventually downtown Tualatin. I have 3 employees who use the Fanno Creek Trail now to come to work in downtown Tigard from Beaverton. Creating a better safer access lane would be superb.

**Question 2:** This improvements get my vote.

---

**Name:** Chris Allen

**Organization:**

**Zip Code:** 97266

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** I am all for what needs to be done when it comes to improving pedestrian/bike access on this street. However my only comment/concern is that when working on it it would be helpful if one side of the street were open for pedestrian access. During the recent improvements there was a couple of days where both sides of the street/sidewalk were effectively blocked so I had to ping pong through heavy traffic from one side of gutter to the other until an open spot of protected sidewalk was available. With the volume of traffic constricted to one lane with few breaks along with construction/ripped up streets/sidewalks it was not the most ideal situation to be in the middle of on foot.

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**Name:** Nick Christensen

**Organization:**

**Zip Code:** 97266

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project could make it more difficult to get around Lents and the Foster Road corridor without a car. If the city approves a lane reduction as part of this project spillover traffic anticipated at a more than 100% increase in cars in some areas will discourage biking and walking on those streets. Furthermore if the lane reduction project occurs west of 88th the passing lanes in the Lents Town Center will become the only places for cars to pass along inner Foster Road. This will encourage speeding and reckless driving in a commercial district discouraging development of the Lents Town Center. Fewer people will bike and walk in these concentrated areas of aggressive driving. Lastly the project is

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

inequitable. For example in Foster-Powell which is 76% white and 9% Latino the project would include wide sidewalks abundant street trees and more sidewalk cafes. In Lents which is 60% white alone and 15% Latino the project will have narrow sidewalks and sparse street trees. There will be no room for sidewalk cafes.

**Question 2:** The project should focus strictly on pedestrian safety and not road reconfiguration. Staff from the Portland Bureau of Transportation steadfastly refuses to consider in-street flashing beacons at crosswalks or asking for a lowered speed limit or more streamlined bikeways through surrounding areas in an effort to encourage bicycling. Furthermore this project threatens the economic vitality of East Portland. For people who live in East Portland and work in Washington County Foster Road is a critical link in their long commutes across the region. For freight Foster Road represents a regional corridor linking under-utilized industrial sites near I-205 and Foster to the port and rail yards. Lane reductions and narrowing threatens their ability to do business. We need more crosswalks better lighting and improved sidewalks. Foster Road should be a safe place to walk and congregate. It also should continue to serve as a regional arterial.

**Question 3:** This project is not ready to be funded. A master plan for the project has not yet been decided upon by community members nor the Portland city council. The steering committee considering this project was originally entirely white; one Latino member was added after that was pointed out at the first meeting. Little outreach has been done on this project to diverse communities.

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**Name:** Monica Emerick

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Easier connection to the 205 bike path.

**Question 3:** Seems to be a lot of accidents involving pedestrians along Foster so anything that could help to make the crosswalks more visible / safer to use for bikes and walkers would be fabulous.

---

**Name:** Nick Falbo

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project adds bike lanes to a street that desperately needs it and at practically no negative impact to people driving. Pedestrian crossings will be far safer and hopefully the improvements will help the business environment as well.

**Question 2:** The project should explore using a cycle track bikeway design rather than a conventional bike lane. This requires significant added cost but it is so worth it! While we're spending the money we

should do it right.

**Question 3:** This project has been a long time coming and to see it funded would mean a lot to the community.

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**Name:** Patrick Finney

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** The area has so many young families moving to the last affordable area in the SE. Foster is so dangerous to cross and not a nice walk with young. We need a cycle lane to replace a car lane plus lower the limit to be 25 like other streets in the SE.

**Question 2:** It needs the start NOW.

---

**Name:** Shawna Fuller

**Organization:** mt. scott-arleta neighborhood association

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** it would improve safety for bicyclists and pedestrians! This is such a dangerous corridor!!!! Improvements have been talked about at length for at least the last ten years and it's time to see some action!!!! Also Foster road is a visual wasteland.....ugly ugly ugly. Proposed improvements would do a lot to improve this.

**Question 2:** I would just like to see the proposed plan be implemented I don't need to suggest any changes.

**Question 3:** Please fund it. And DO IT!!!!

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**Name:** Patrick Fuller

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project has great potential for the whole neighborhood. This particular stretch of Portland can frequently feel like a series of mini highways as there are an abundance of large streets that are heavily used by cars. In looking at the bike maps of the city this portion of southeast is in stark contrast to the rest of the city especially northeast and north in terms of bike paths and greenways. The emphasis frequently feels to rest heavily on improving access for cars rather than pedestrians or bikes. Sometimes people create the critical mass that makes it obvious something needs to change on a given street to

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

improve biking and walking conditions and sometimes the city should step in because it is clear an area needs improvements before people feel comfortable enough to take full advantage of those alternatives modes of getting around. I think the project will finally give the area what it needs: improved access to bike routes and walking routes.

**Question 2:** My only concern is that the project will invite people who would otherwise drive down Foster to take one of the residential streets such as Harold instead. Harold is already heavily used by non- neighborhood drivers and I hope measures are taken to protect our residential streets. In particular I worry since the point where Harold Street feeds onto Foster/82nd already gives Harold Street the appearance of

a major street like Holgate (even though it is not). I would in fact (and I know of many neighbors who live on Harold who have expressed this desire to the city) love to see Harold treated like Clinton or Lincoln when they run in the intersection at Caesar Chavez. A semi-diverter blocking cars from coming off Foster onto Harold would be a boon for the neighborhood and would not obstruct the driving route of the 10 Harold bus that uses Harold Street since the bus already enters from 80th Avenue. In addition the side numbered streets such as 74th and 77th and 80th are extremely wide again giving the perception they are major streets. I hope the city takes this as an opportunity to improve a stretch of the city which was originally platted for more farm-land type settings and trolley lines to one that takes into account how people get around today. This could be a great future-forward moment where the city envisions a time where people get around by bike rather than car and positions the streets and avenues to reflect that.

**Question 3:** Again I think this project has high potential to re-shape this section of Portland and create a wonderful multi-modal vision for the entire city as east is one of the first areas left for the city to truly grow and densify. I truly deeply hope the city also takes this as an opportunity to help the other streets that might be affected by the changes to Foster and not allow the fix to one problem create a slough of problems for more residential streets.

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**Name:** Tim Gottgetreu

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would vastly improve access along foster road. Right now walking and biking on Foster feel dangerous. Safety improvements are needed to improve the ability of those without cars to access need services. I feel bike lanes and reducing the number of traffic lanes would offer an exponential increase in the community value of foster road. This area has vast potential to become a great Portland neighborhood and changing the transit focus from cars to buses foot and bikes is key to realizing this potential.

**Question 2:** I think the project scope is heading in the right direction. Making Foster safer to cross would really help both foot and bike traffic. Adding bike lanes would make biking possible. Right now biking on foster feels like you're playing Russian roulette and since Foster is diagonal it is very difficult to get from

any two points without encountering Foster or going a long distance out of your way. If you could bike down Foster it would make a commute so much faster. Reducing the number of car lanes would slow down traffic increase safety and offer the space to bike freely!

**Question 3:** I strongly support this project and I urge Metro to fund it. Since this would be coinciding with the street-scape plan the possibilities of getting more "bang for your buck" through efficiencies of scale should be noted. Foster is a great neighborhood with a road that's not neighborhood friendly or conducive to building community. If we can change the focus from cars to public/manual transportation the neighborhood is going to flourish. Please fund this project.

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**Name:** Holly Hein

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Making a diagonal road like Foster bike and pedestrian friendly is HUGE! The distance and exertion saved by taking the diagonal is noticeable when you're on a bike or walking.

**Question 2:** Think road diet-- parking right on Foster is not nearly as important as ample bike and ped facilities.

**Question 3:** So excited about this so THANK YOU!

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**Name:** Marcel Hermans

**Organization:** Mt. Scott - Arleta N'hood Association

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** For this community Foster Road is currently a busy wide and scary barrier. It's not just unpleasant and unsafe to walk along this busy road or ride your bike on it but it's also hard and dangerous to cross Foster Road. Therefore those negative impacts radiate out around Foster Road. By making crossing Foster Road safer and easier for pedestrians and bicyclists it will improve the neighborhoods around it as well. Suddenly the library a park a store school or friend's house will become a feasible location to walk or ride your bike to (even if it's on the other side of Foster)! That will mean that people in the neighborhoods along Foster North and South will significantly expand their reach for bike and walking trips and will indeed use those modes of transportation more: every one will win; more livable n'hoods happier people safer traffic healthier people air and n'hoods!(PLEASE PLEASE fund this important project!!!!)

**Question 3:** PLEASE PLEASE fund this important project!!!!The n'hoods around Foster have been waiting and hoping for these improvements for more than a decade. There have been 8 fatalities on Foster road in those years. The numbers speak for themselves: this project will even save lives by being funded and implemented soon.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Bob Kellett

**Organization:**

**Zip Code:** 97214

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Road is a scary place for all types of users. Cars go to fast there aren't safe crossings and there are no facilities for bicycles. This is also a stretch of Portland that is ripe for an economic boom. This project will make it both safer for people of all modes to get around and lay the foundation for an

improved business district. The residents in the adjacent neighborhoods have been asking for this for years. The city has promised it for years. The time is long overdue.

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**Name:** Kate Lopresti

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Tremendously! I live at SE 42nd and Boise Street. I do not own a car. A safer walking landscape would really encourage me to visit the business along this area.

**Question 2:**

**Question 3:** More trees please! Foster Road business could really benefit from some shade. Diane's Restaurant at 5052 SE Foster Rd is super hot in the summer with out any shade trees and there's plenty of room on the north and east sides to plant them.

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**Name:** Yvette Meek

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project will make the businesses on Foster more accessible to the citizens of the neighborhood improving commerce and livability in the neighborhood and surrounding area.

**Question 2:** The project should focus on reducing and slowing the heavy traffic in the area which would make the area more safe for pedestrians and bicyclists and would improve the environment for business traffic.

**Question 3:** This is an area of the city that is bursting with potential but still presently synonymous with blight. Reducing traffic and accommodating a more bicycle/pedestrian friendly environment could significantly improve the future of this area of the Portland.

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**Name:** Jeff Ong

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I think it would really help. I live right in the middle of the FoPo triangle and I haven't owned a car for 8 years (bike everywhere). I do ride to Foster destinations and cross Foster regularly but I think some improvements would dramatically improve safety and I'd visit those businesses a lot more.

**Question 2:** Hard to tell from this brief description. I think some good bicycle signage especially indicating links to other bike boulevards etc. would help a lot. I'd also like to see traffic slowed down a little on Foster.

**Question 3:** I'm really excited about bringing some life back to Foster. It's been a de facto highway for a long time and I think adding more human elements like street trees bike lanes pedestrian improvements etc. will really help local business. It seems like we're on the cusp of getting a vibrant heterogeneous business mix here but we need a little help.

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**Name:** Cora Potter

**Organization:** Lents

**Zip Code:** 97266

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project provides improvements however it appears to be focused on making boutique improvements to the rapidly gentrifying areas between SE 60th and 72nd. In addition needed pedestrian improvements like curb extentions/neck downs are being shuttled in favor of bicycle lanes that will likely only benefit about 550 users a day based on model estimates. The impetus for this project was to increase safety and reduce the number of pedestrian/auto crashes. These crashes are caused by long distances between safe crossings and lack of visibility caused by inadequate lighting and the curb being set back

from the auto lanes by 10-12 feet at areas where there are crossing. Bike lanes as proposed do not improve and even exacerbate this situation. As a advisory committee member for the update to the plan that will be implemented I am also concerned that not enough investment will be made at the intersection of 82nd and Foster and in the areas to the east where there are more users more need more diversity and lower incomes.

**Question 2:** According to the existing conditions report the intersection of 82nd and Foster has the most users - particularly transit users by nearly 10 fold. Yet the proposed cross sections make no significant improvements in this area. The sidewalks will remain a very sub standard 5 feet in width and the plan makes no effort to acquire right of way to fix this situation. We should not have to wait for redevelopment that would likely involve having our significant buildings demolished in order to get adequate sidewalks in an area that facilitates thousands of transit and pedestrian trips every day. There is adequate space to acquire the right of way. I suggest that Metro recommend any additional funding

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

awarded through this process be focused on the area between 82nd and 87th and that the primary application be right of way acquisition and sidewalk widening.

**Question 3:** In addition I am concerned that proposed lane reductions will cause problems for the line 14 and create a situation where buses are frequently crossing bike lanes to pull out of traffic to make stops. Because of the frequency of the line 14 and high use Foster would be better served if the line 14 could stop in a travel lane at a bus stop that extends the curb to the edge of the travel lane. This would also provide an improvement that facilitates future streetcar or BRT.

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**Name:** Adam Simmons

**Organization:** LTCURAC

**Zip Code:** 97266

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** It seems to be an amazing oversight that the sidewalk width and amount of street trees east of 82nd are lacking equity with that of what is west of 82nd. And it seems to be another case of thinking up to 82nd and then forgetting what's on the other side of it.

---

**Name:** Kurt Sommer

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** foster 52 to 205 path this would be used a lot!

**Question 2:** make foster 2 lanes with a turn lane and bus pull outs. two full bike lanes

**Question 3:** street trees and lighting

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**Name:** Terah Varga

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** improve walking (Foster is very dangerous too many fatalities) improve biking to services and work (these improvements would facilitate in traffic calming)

**Question 2:** proper street lighting is a must fast moving vehicles on Foster need to be able to see pedestrians crossing the road (especially since there aren't as many marked crossings as needed)

**Question 3:** I've lived in North Portland and moved to the SE about 7 years ago. This area (east of 50th south of Powell) is in great need of attention. Foster Road has so much potential to make a great

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economic impact on the area. But before that happens we need to improve safety for pedestrians bicyclist and motor vehicles. All the above improvements would be an amazing improvement.thank you.

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**Name:** Andy Veenstra

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Powell is bordered by three awful streets Powell 82nd and Foster... please help make one of them usable to people not in cars.

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**Name:** Matt Weatherly

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Reinvest to Improve the Foster road for safety stormwater and aesthetics. This investment will trigger other economic investments while making it safer road for its neighborhood.

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**Name:** Wesley Stoller

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I recently purchased a house in the Foster-Powell neighborhood. As someone who primarily bikes to work improving bicycle accessibility of Foster Road will greatly increase my ability to safely get to work.

**Question 2:** Many people use Foster Road as a quick thoroughfare and are not respectful of it's vital role as the heart of our neighborhood. By slowing down traffic in this area we will decrease the flow of aggressive drivers cutting through the neighborhood and increase the likelihood of passersby noticing our businesses.

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**Name:** Janel Josephson

**Organization:**

**Zip Code:** 97007

**Project:** Washington County Arterial Pedestrian Crossings

**Question 1:** Access transit more easily improve walking and biking improve access to shopping and transportation

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 2:** There needs to be an improved intersection at Southwest 185th and Alexander one block north of TV Hwy. It would improve access for automobiles and pedestrians if they could cross 185th. Because east bound traffic on Alexander now has to turn right onto 185th it diverts traffic away from businesses and forces pedestrians to cross in crosswalks or at signals only at the 185th and TV Hwy intersection.

**Question 3:** 170th from TV Hwy to Farmington was already improved.

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**Name:** Andy Duyck

**Organization:** Board of County Commissioners

**Zip Code:** 97124

**Project:** Merlo/170th Complete Corridor Design Plan

**Question 3:** Develop a coordinated and phased plan for bike/pedestrian improvements and road widening in the 170111 Street/Merlo Road Conidor, resolving the design conflicts that will allow this highpriority bike/ped facility to move forward.

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**Name:** Andy Duyck

**Organization:** Board of County Commissioners

**Zip Code:** 97124

**Project:** Washington County Arterial Pedestrian Crossings

**Question 3:** Design and construct pedestrian crossings on several arterial segments to access schools and other destinations, responding to the needs identified by the Aloha-Reedville community and others.

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**Name:** Susan Bonamici

**Organization:** Member of Congress

**Zip Code:** 20515

**Project:** Canyon Rd Streetscape and Safety Project

**Question 3:** This letter is to support the City of Beaverton's request for MTIP funding for the Canyon Road Safety and Streetscape Enhancement Project. Oregon Highway 8 is a critical part of the local, regional, and state transportation network. It's a state highway that links employees to office, r .tail, and service sector jobs in downtown Hillsboro, Beaverton, and Portland. The highway includes two important bus lines (#57 and #58) that serve low-income communities with a diverse base of jobs between the downtown areas along the Tualatin Valley Highway and Canyon Road. The Canyon Road Safety and Streetscape Enhancement Project will enhance opportunities to safely connect residents and employees with jobs and services. The improvements will also remove barriers and encourage residents to walk, bike, or ride transit between home, work, school, and recreation. The project started from the community's vision of downtown Beaverton as a connected, vibrant place, with particular emphasis on

improving the safety, congestion, and environment on Canyon and Farmington Roads. As the Member of Congress representing Oregon's First Congressional District, I am glad to lend my support to this effort and confident in the work and vision of the City of Beaverton. Thank you in advance for your full and fair consideration of this grant application. If you have any additional questions please do not hesitate to contact Natalie Sept in my Beaverton Office at 503-469-6010, or by email at [natalie.sept@mail.house.gov](mailto:natalie.sept@mail.house.gov).

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**Name:** Judy Froemke

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I respectfully request that funds be set aside to improve the safety along the St. John's east-west street called Fessendon/St Louis. It is very difficult to cross whether pushing a baby buggy or driving a car.

Having pedestrian-activated crossing buttons at some cross streets, lowering the speed limit to 25 mph, making visible bike lanes, placing warning signs at the curve where Fessendon becomes St. Louis - among other things - would help to increase the safety of our community.

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**Name:** Ineke Deruyter

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I support the proposed changes to improve safety of the residents along Fessenden and St. Louis. There are many children, seniors and handicapped folks living in this neighbourhood who would strongly benefit from more safety features along Fessenden/St. Louis. Such as pedestrian activated traffic lights, slowing traffic measures and decreasing the speed limit. Please allow funding for this worthwhile project. Thank you!

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**Name:** Heather McAfee

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I understand that community input influences decisions made by Metro and ODOT in reference to funding going towards safety changes on our streets. I wholeheartedly endorse any funding that Metro and ODOT can provide to make our streets safer. There are over 1,000 children that live north of the curve from St. Louis to Fessenden, and many children cross at the curve during the summer to go to the community pool.

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The proposed safety changes that were agreed to by the St. Johns Truck Strategy, Phase II Committee in

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

February of 2013 will improve the safety of these children and their families, as well as the traffic that uses this street on a regular basis.

Thank you for your time, and I sincerely hope that the funding is approved and these changes are made.

---

**Name:** Kannon McAfee

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I often walk from my apartment at the 8000 block of Lombard St to Pier Park. I have noticed that this area of St. Louis/Fessenden has a lot of kids who visit the parks and must cross St. Louis and/or Fessenden.

We need more cross-walks and better development of this boulevard that sits in a residential area. We need it totally free of commercial truck traffic for the safety of our children and all residents.

Please grant the necessary funding for all the changes agreed to by the St. Johns Truck Strategy, Phase II Committee (February of 2013).

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**Name:** Gloria Bouchor Luzader

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I am asking you to support the funding to the Fessenden/St. Louis plan to be completed. Although the plan is not perfect, , it is acceptable to most of the St Johns residents. As a long time St. Johns resident, a graduate of Roosevelt High School and Portland State University, and a voice for the improvements in the peninsula area. I welcome the sounds of construction on Fessenden and St. Louis as opposed to large trucks barreling through my neighborhood.

I live on North Buchanan Ave. which at times resembles I-5. This has been a long process but finally we may see the end results to all the planning and hearings. Again, I ask for your consideration for funding for the Fessenden/St Louis plan.

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**Name:** Dennis Keepes

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I live a few blocks north of the blind curve at Fessenden / St Louis in St Johns. We take our grandchildren to St Johns Library and St Johns Community Center. We love to walk. This requires

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crossing the blind curve at our street, Pier Park Place, to Charleston street to get to our community's center. Let me tell you it's dangerous and we need funding to slow traffic here.

We have 6 grandchildren. We get 3 grand children two or three days every week for childcare. The other grandparents childcare other days to minimize high child care expenses for our family. We are fortunate enough to do so.

So imagine 6 of us crossing at the blind curve without slowing device and cars and trucks whizzing by, 2 grandparents, a 5 yr old, a 3 yr old, a 1 yr old in a stroller, and another 1 yr old in a stroller (our niece for whom we also provide child care). I grab the 5 yr old, I push the stroller up to the curb, we wave until traffic stops, both ways, then I push the stroller into the street with one hand, vice gripping the 5 year old's hand with my other hand. Grammy the same with her stroller and 3 yr old. Off the curb we cross a parked car lane, a bicycle lane, an auto & truck traffic lane, the other auto & truck traffic lane, a bicycle lane, another parked car, to the other curb. When all 6 of us are across, I release Marilyn to the residential side of the sidewalk, me to the traffic side of the sidewalk, and ask her to wave and say thank you to the traffic for stopping, which we do. This is important because she is always ready to run for Charleston street and up to the Library. I focus her attention because it's still the truck route and traffic is too fast and too dangerous and it really takes both my hands to push a stroller. Grammy too. Marilyn's discipline is very good but not infallible. Abigail too.

Please help provide more safety here please.

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**Name:** Dana Tillman

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I was recently notified of a plan submitted to your organization that works to improve the road Fessenden/St. Louis in St. Johns, North Portland (see <http://tinyurl.com/fess-stlouis> for specific plan information). I am a homeowner and mother living close to this street who is working toward improving the social connectedness of our community.

It is of paramount importance that the roads through this section of St. Johns be improved for friendliness to the pedestrian and biking population so that we may move forward with social improvements. This transportation project will not only improve our communities appeal and street safety, but it will help the local economy and most likely reduce crime rates with more of us out and about patrolling our streets.

Please feel free to contact me via email if you should need further information or have questions. Thank you for your consideration.

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**Name:** Susan Bessmay

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** St. JOh's needs a safe pedestrian crossing and N. Seneca St. and N St. Louis Ave. It is a major crossing point for pedestrians walking up to St. Johns or going to Pier Park or getting off the bus. Ehen a care does stop for us, others try to go around them. Cars coming up Seneca never notice the pedestrians and try to turn on top of us. It is a very dangerous place.

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**Name:** Hannah Smiley

**Organization:**

**Zip Code:** 97008

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** Yes, may use the trail for running. Local schools use it for their cross country teams.

**Question 3:** I support this project and feel the community could be helped by it.

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**Name:** N/A jwr833@aol.com

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** These suggested changes are imperative! In addition to the most important benefit, that of the added safety of pedestrians, bicycle riders, and drivers in general, they will definitely enhance the appearance of the area, which is in a sad state currently and is in stark contrast to other similar thoroughfares, such as Smith. The suggested plans should not be considered cosmetic; they are necessary for the safety and well-being of those of us who live in and around St. John's and in particular the children.

The plans should not be ignored. Please support them and vote favorably.

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**Name:** Rocky Krokus

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I would like to respectfully request your support for funding the St. Johns Truck Strategy Phase II. The measure would enhance the well being of our neighborhood and provide a much more safer crossing for the school children and members of the community.

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**Name:** Ron G Sarsten

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** It would help tremendously as you have already observed Jennings Ave is not at this time a safe walkable or rideable street to Oatfield or Mcloughlin. especially at school hours. What also be a attribute to this project would be speed bumps this road is a haven for speeders and the like. It should extend also to River road if not all the way to Webster.

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**Name:** Bernhard Masterso

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** There are few east to west connections over the Oatfield Ridge. Not one of them has good pedestrian and bicycle routes. Jennings is the worst of the bunch and most heavily used by students at Kraxberger Middle School and Gladstone High School. This is an important project I urge you to fund it fully.

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**Name:** Ryan Stabler

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This would help residents access public transportation more easily and increase active modes of transportation and the livability of the area.

**Question 2:** Project should be extended to increase safety and access for community members with disabilities by installing Talking crosswalk signals at the Intersection of Jennings and 99E as several preventable accidents involving blind pedestrians have taken place at or near this intersection in the last several years. Furthermore the sidewalks on Hull Ave and corresponding to the Trolley trail should be re-configured to improve safety and access for wheelchair users and people with physical disabilities traveling to and from public transportation on 99E.

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**Name:** George Whitley

**Organization:** MABA

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Jennings Avenue is the longest and only access east/west other than HWY 224 and I 205. Other east west roads take you through neighborhoods and are not as direct. There are three school districts that border Jennings Avenue with children that travel on and across the section under consideration. I have witnessed many individuals including the school students step out of the way

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

(close to the embankments or into a side street) as traffic travels across either east or west. There are very few side walks pedestrian paths and bike paths on either side. I know of one person that has been hit and killed on that stretch of Jennings. This road is a direct access to the use of buses on either Oatfield Road or 99 E. There are multifamily dwellings on or close to this thoroughfare that use Jennings Avenue to get to the bus stops. By completing the project it would be much safer for all; walkers bikers and drivers. A side note I have lived in the area for 38 1/2 years and have two children who grew up in the area. For us when they were young we did not permit them to walk or ride their bikes on or across Jennings. Thank you.

**Question 2:** This project should be extended from Oatfield Road to Webster. It is even more dangerous and all of the above comments apply to that section as well. It is narrow many vehicles children from three schools no bus service except on Oatfield and Webster etc. The section from 99 E to River Road would help. also. This section is connected to the Trolley Trail and has slightly wider dirt and gravel space for bikes and pedestrians.

**Question 3:** There has been letters of support from the three school districts obtained for a citizens committee of 15 or 18 local residents who had been working with Clackamas County. Signatures from the residents along Jennings Ave could be obtained by going door to door for support.

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**Name:** Baldwin vanderBijl

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** I drive and walk on Jennings. It REALLY needs sidewalks for walking and a bike lane. Let's not wait until the first person is killed. School children need a safe way to get to the local school.

**Question 2:** Do this project as soon as possible.

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**Name:** Nathan Burton

**Organization:** **Zip Code:** 97222

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This would provide much needed walkability and bike connectivity for these neighborhoods bus transit on Mcloughlin safe access to schools etc.

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**Name:** Leslie Weaver

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** 100% better than it does now. As it is now it is extremely dangerous and people and children

are having to walk out into traffic lanes to use Jennings Avenue

**Question 2:** The best plan of course would be to make all of Jennings Avenue from River Road to Webster Road safe for bike and pedestrian usage. But if at this time Mcgloughlin to Oatfield is all that can be accomplished after all these years that would be a miracle in itself.

**Question 3:** Jennings Avenue is one of the few main connections running West and East between River Road and access to the other side of Oatfield Ridge along Mcgloughlin Blvd between Milwaukie and Gladstone. With two grade schools and a high school sitting just off of Jennings Avenue and with the large community of both private homes and apartments using this as a major route to access Tri-Met lines schools the new Trolley Trail and various bussiness along Mcgloughlinthis seems like something that should have been done years ago.

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**Name:** Dawn Lianna

**Organization:** Intuitive Callings

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** It is really important to make safety for children walking to school. We can not justify unsafe pedestrian or biking trails. With the global movement toward green and the need for children to walk to school and exercise safe walking areas are essential. Without them we use more gas put more stress on parents and families and that is only the start of it. It is time for us to wake up and take care of each other.

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**Name:** Leah Robbins

**Organization:** MAP-IT and Jennings Lodge CPO

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This stretch of Jennings Avenue has a lot of transit dependent pedestrians and school children navigating narrow stretches of shoulder and a lot of traffic.This project would make these connections safer for pedestrians getting to frequent service bus lines on 99E and the school bus stops on Jennings

**Question 2:** This project is already a shortened section of a longer project on Jennings from River Rd to Webster. This portion from Oatfield to 99E/McLoughlin is the central piece and needs to be kept in its entirety as a first phase.

**Question 3:** A wide spectrum of community gathered together to push this to reality. Three school districts (OC NCSD Gladstone) and the neighborhoods and adjacent businesses all support it as it will directly benefit local use and safer through traffic.It also is a specific request of the McLoughlin Area Plan Implementation Team to make this project a priority. Please continue to support this project as a priority.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Dan Howard

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Jennings Avenue is a vital east-west connector in our neighborhood. Currently it is heavily traveled with narrow shoulders and minimal pedestrian or bicycle facilities. Jennings crosses the newly-built trolley trail at 99E which is also the site of northbound and southbound bus stops for the #33 McLoughlin line and the #99 Limited. Improvements along Jennings will help children reach nearby Candy Lane Elementary and will also encourage Trimet ridership. With improved bicycle infrastructure Jennings will serve as an important east-west intertie between the bike paths along Oatfield Rd and the Trolley Trail. As it stands now the narrow dark road not only discourages pedestrian traffic but is in fact a dangerous place for pedestrians bicycles and motorists alike.

**Question 2:** As it stands now I believe that the project will improve a key section of Jennings Ave with documented deficiencies. Were additional funds available improvements could be made both to the east and the west of the planned project area.

**Question 3:** This project has support not only from the community but has received regional support as well. The MapIt committee - representing the citizens of Jennings Lodge Oak Grove North Clackamas and McLoughlin Area businesses - placed this project on their short list of high-priority projects. The Clackamas County Board of Commissioners endorsed the project as well when they voted to submit this project to Metro for consideration. This project should be funded ASAP.

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**Name:** Keith Liden

**Organization:** **Zip Code:** 97221

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** It would be huge. This portion of Barbur is incredibly difficult to cross on foot or by bike. Connections between Spring Garden on the east to/from Multnomah Blvd. and Spring Garden on the west across Barbur are very important for residents students and commuters.

**Question 2:** We could do the same for all of Barbur but this is a good start.

**Question 3:** SW Portlanders have been asking for this project for several years and it's past time. Thanks.

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**Name:** Vera Keller

**Organization:**

**Zip Code:** 97239

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** Any project that adds sidewalks on Barbur is high priority. I live off Barbur but I am currently too scared to bike on it. The cars speed by too fast! this project will help transition Barbur from a high-speed highway to a neighborhood corridor.

**Question 2:** I'm happy to see improvement anywhere on Barbur. I wonder why these demonstration project don't take place close to the city center. Shouldn't the first priority be knitting together PSU OHSU Lair Hill and the South Waterfront with a better pedestrian infrastructure?

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**Name:** Jeremy Grand

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 3:** This project builds something useful and should have a higher priority than the SWIM project. When 2 valid projects compete for resources there should be a bias toward action.

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**Name:** Philip Richman

**Organization:** Markham Neighborhood Association

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Would provide vital access for pedestrians to reach transit access and businesses along Barbur Blvd that are otherwise unsafe to access

**Question 2:** Project should be extended to include sharrows along SW 19th Ave Capitol Hill Road and SW 26th Ave to improve feel of the roadway for cyclists coming from Neighborhoods South of Barbur and North (Hillsdale Multnomah Village).

**Question 3:** With future HCT being planned funding this portion would bring us closer for all modes of transportation being a reality along Barbur Blvd.

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**Name:** Susan Cato

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** The stretch between SW 19th and SW 26th especially between the Original Pancake House and Spring Garden is very treacherous for anyone not in a car. I nearly hit a pedestrian there as I was coming off the freeway turning right onto Barbur on a dark and stormy night. We do not walk to the Pancake House although it is well within short walking distance from our home on 19th. In spite of the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

danger I often see bicyclists and pedestrians there.

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**Name:** Emily Groth

**Organization:** Markham neighborhood association

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** I have lived on SW 19th Avenue for 17 years now. The gaps in safe walking shoulders or sidewalks along this stretch of Barbur have kept my family and I from being able to safely ride bikes or walk to destinations quite close to our home. It is very difficult for instance to ride or walk from classes doctors appointments and stores we frequent which are located in Multnomah Village or Hillsdale. The distance from our home is only a mile yet there is just no safe way to bike or walk along this stretch of Barbur Blvd.

**Question 2:** There needs to be continuous sidewalk along Barbur between SW 26th and SW 19th Avenue. There is a stretch just north of 24th Avenue right where the exit from I-5 meets Barbur (the Barbur exit for southbound I-5 traffic). Cars are turning right at this intersection from the highway offramp and if they have a green light they are going at high speeds. For pedestrians and bikers who are traveling from 24th to 19th there is no continuous protected route.

**Question 3:** I would drive my car less and let my kids transport themselves much more if SW Barbur Blvd had safer walking and biking access between SW 19th and SW 26th Avenues.

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**Name:** Susan Berg

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** It would help me and my family walk and bike to businesses and services (such as my dentist hairdresser restaurants etc) near our house. Unless I drive I currently have to walk FAR out of my way to find safe pedestrian routes to these businesses which are so close (and yet so far away due to unsafe access).

**Question 3:** THANK YOU!

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**Name:** Andrea Bainbridge

**Organization:**

**Zip Code:** 97221

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Very important. Along most of Barbur and especially this section it's very difficult for pedestrians and cyclists to cross this street.

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**Name:** Adam

**Organization:** Berg

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** I could use the bus at night which I am unwilling to do while there are places with no sidewalk between SW Barbur and SW Spring Garden and SW 17th.

**Question 3:** Collisions between car and pedestrians/bicycles have already occurred around SW Barbur. I almost plowed into an idiot who darted across SW 19th...no sidewalks no lights narrow streets...Please build sidewalks and if possible bike lanes.

---

**Name:** Jan Kuhl-Urbach

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Because of the volume of traffic at the intersection of 19th and Barbur- especially with new and improved Safeway proximity to I-5 on ramp and because of the proximity of this busy intersection to 2 schools and a highly attended church it is essential that pedestrians be protected from vehicular traffic. Cyclists pedestrians folks waiting for buses are exposed to drivers distracted by inadequate medians signals and generally confusing flow and signage. In trying to promote alternatives to vehicular transit we must safeguard kids walking to and from school folks walking to church to grocery stores and we should be enhancing the bus stops- especially the one in front of Tobacco Town- to prevent interaction with cars. The odd triangular island which separates the right hand turn lane from Barbur to 19th is an accident waiting to happen. Pedestrians cannot safely cross Barbur in the time the signal allows and there is no safe spot to harbor folks caught when the signal changes.

**Question 2:** I'd like to see consideration of the project to extend from Burlingame Fred Meyer to 30th so that the changes will be uniform and span the other high use areas of this strip of Barbur. There are so many residences and housing facilities along this stretch which would benefit from enhanced non-vehicular improvements allowing pedestrian movement across Barbur to access services: convenience stores goods services etc. The Headwaters area and the fire station deserve improved access. I'd like to see bus stops which offer seating and refuge from the weather in my dreams a "people walk" at Barbur and 19th- but more realistically crossings with lighted road level strips which are controlled via the crosswalk signal button longer cross walk times with perhaps a dual choice button for an even longer time if someone with a disability is crossing and well lit well signed crossings at all proposed crossings. Oh and some vegetation to dissipate heat and generate oxygen would also be super.

**Question 3:** The bridge over I-5 at 19th and Spring Garden on the south side is so poorly drained that

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

enormous bodies of water collect making it dangerous to walk near and certainly adds to the stress on this already old bridge. it would be a nice touch to route that water somewhere to enhance pedestrian safety and access to the project.

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**Name:** Michelle deParrie

**Organization:** Portland State University

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Barbur Blvd is an extremely dangerous road to access either by bike or by foot. I am a PSU student and a mother to two girls who go to Capitol Hill Elementary School. I made the decision to bike commute to school every day because biking helps me to start out my day right it is better for me and the environment and it is more affordable than any other option. I have been almost hit many many times on this commute despite my being a very careful rider. A lot of the danger is due to drivers simply not looking out for cyclists. Some of the danger is due to road designs that did not take cyclists into account when they were built.

**Question 2:** I don't know that I can accurately assess what needs to be done. This needs to be assessed by a professional who can track the traffic related deaths and injuries on Barbur Blvd. There have been plenty.

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**Name:** Stephen Keating

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** This corridor comprises the walking access to shopping south of 26th Avenue with large numbers of single and multi-family housing options adjoining both sides of Barbur The lack of good safe pedestrian access and the large number of skewed intersections obviously discourages pedestrian and bike traffic. This project would also protect the safety of children and young adults who are accessing schools playgrounds and the trail systems leading to Marshall park. As it stands the projects area is one of the most dangerous in terms of pedestrian and bike crashes in the city.

**Question 2:** Safe sidewalks and bike lanes should be given the highest priority. A shared bike/pedestrian lane on the west side where there are the larges numbers of services similar to local examples - ([www2.co.multnomah.or.us/.../BikePed%20pdfs/Shared%20bike-ped.pdf](http://www2.co.multnomah.or.us/.../BikePed%20pdfs/Shared%20bike-ped.pdf)) and a smaller sidewalk on the east seem like a good idea.

**Question 3:** In the longer open stretches with limited access it would be good to plan a median with trees both as a refuge for jaywalkers (inevitable) and to provide some traffic calming.

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**Name:** Nancy Brown

**Organization:** **Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** This is such an important project! There are many schools and bus stops in these areas and no safe way to walk or bike on Barbur. It would allow access to the new Fred Meyer and the new Safeway stores.

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**Name:** Keith Liden

**Organization:** **Zip Code:** 97221

**Project:** Portland Central City Multimodal Safety Project, Phase 2

**Question 1:** The downtown is the primary attractor for bicycle and transit trips in the region. With limited space for more cars (lane capacity and parking) making downtown more bike pedestrian and transit friendly is essential.

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**Name:** Bon Hill

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** With traffic calming safety islands crosswalks and trucks off the Fessenden and St Louis corridor a car won't be necessary. It's hard to walk across Fessenden to where my grandkids live. I would never allow them to cross by themselves to visit us. They are only 2 blocks away but with Fessenden to cross it's too dangerous. Car drivers do not see us and I have been stuck in the middle several times because drivers are focused on getting to or from the St Johns Bridge. There are schools on both sides of Fessenden/St Louis corridor that separates our community. St Johns is a walkable bike-riding community and with traffic calming and safe crossings it will bring the larger community together.

**Question 2:** The project has been such a long time coming in our area and with lots of meetings and input

I think we feel we have been heard and appreciate the interactions we have had with Metro. We have also been fortunate to have the North Portland Precinct officers coming to our Neighborhood Association listening to our concerns. They have been ticketing trucks and cars which have decreased the traffic through our corridor.

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**Name:** Mark Hill

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** For more than a decade residents truckers and planners have been working hard to find

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

consensus on a managing freight truck traffic through St. Johns. This plan is a model for creating safety and neighborhood liveability. Freight truckers have shown their support for the plan by voluntarily staying off St. Louis/Fessenden. This has already immensely improved the quality of life for the residents of our neighborhood. We are all grateful for reduced traffic noise reduced air pollution and reduced traffic hazards for drivers walkers and cyclists. It's time now to seal the deal for all parties by funding this consensus-based plan.

**Question 2:** Address freight truckers' concerns about hazards and delays along the designated freight truck route around the St. Johns neighborhood. Most importantly:1) Finish improving the roadway and lane-widths.2) Create an under- or over-pass for the pedestrian-crossing of Lombard at Reno Ave.3) Create a thru-way under or over the rail crossings of Columbia Blvd.4) Create a non-obstructing crossing for the NP Greenway Trail at Lombard and Weyerhouser Ave.5) Create a non-obstructing crossing for the NP Greenway Trail at Columbia and Landfill Rd. These steps will make the designated truck route safe and free of delays. They will help institutionalize the the community's plan.

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**Name:** Matthew Schoenblum

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This project would greatly improve foot traffic along a 1.6 mile stretch of North Fessenden and St. Louis ave. People would feel safer from through traffic and be able to cross the street safely at several points (unable to now). I feel safe now with a 3000lb car but try not to venture out without it due to safety concerns of speed of traffic truck traffic and an inability to safely cross the street.

**Question 2:** This project has been perfectly designed over the last 11 years. There was a two phase study  
- most recently a \$400000 18 month study including traffic counts many community meetings engineering drafts and input by all representatives of the community- trucks pedestrians cars school children parents etc. The intersections chosen were done carefully and I feel the implementation will be as designed.

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**Name:** Edward Mundrick

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This project would improve all types of transportation on Fessenden-St Louis.

**Question 2:** I support the improvements laid out in the existing plan.

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**Name:** Arne Bowman

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Right now is quite dangerous to cross Fessenden to walk to town go to stores and restaurants. In order to safely cross Fessenden with our children we have to run. This not only makes me scared but scares our children who now never want to cross the street. This plan will slow traffic and make it clear that this is a neighborhood for pedestrians not just speeding cars. We will be able to safely allow walk to town and frequent local stores. Till this is complete my children will not be allowed to cross this very dangerous street cutting them off from the St. Johns core district.

**Question 2:** I would put the Fessenden/St. Louis traffic calming first. Without the traffic calming cars will continue to travel at dangerous speeds.

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**Name:** Linda Niles

**Organization:** Crestwood Neighborhood Association

**Zip Code:** 97219

**Project:** Southwest In Motion (SWIM)

**Question 1:** Southwest currently has many walking/biking gaps along main routes to transit schools and area shops and services. Alternative routes are few or nonexistent due to topography and street layout. Informal information-gathering indicates that fill-in walkways and bike lanes (or at least usable road shoulders) would substantially increase the number of people who choose to bike or walk instead of using a car. When sidewalks end abruptly when bikes are forced to use traffic lanes people give up and drive.

**Question 2:** At the very least Barbur Blvd. Capitol Highway Taylors Ferry Road Garden Home Road Multnumah Blvd. Vermont Street and Terwilliger should be made safe for non-auto transit in their entirety.

**Question 3:** Southwest has many pressing needs for safe biking and walking that should not have to wait for the Southwest Corridor process to play out.

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**Name:** Keith Liden

**Organization:**

**Zip Code:** 97221

**Project:** Southwest In Motion (SWIM)

**Question 1:** SW Portland has lots of potential to be reasonably pedestrian and bike friendly. Because the street system and development pattern is different from much of the city it would benefit from a focused strategy to address transportation issues that are somewhat unique to this area.

**Question 3:** Because of the tremendous need and the predominance of substandard streets a strategy

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

to get the most bang for the buck is essential.

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**Name:** David Stein

**Organization:**

**Zip Code:** 97221

**Project:** Southwest In Motion (SWIM)

**Question 1:** As a regular bike commuter through the proposed area of this project it would be a great development to see an up-to-date plan developed to improve the transportation options that don't involve getting into a car and driving. Right now I have only one realistic option for my route and it is along very busy roadways where traffic is routinely traveling 10-20 MPH faster than I am which isn't preferred. I also walk around my neighborhood frequently and the complete lack of sidewalks makes it difficult to do this without putting myself and my family at risk. There is no good way to walk from Bridlemile Elementary to the Hillsdale Library or the SW Community Center (two major destinations) on back roads without having to navigate through blind corners and significant traffic plus the both routes have very few sidewalks. It is likely safer at this time to drive but we like to be outside and get some exercise hopefully it will begin to get safer as a result of the projects that will be initiated by this planning project.

**Question 2:** Given that this project is about planning I believe it's appropriate to fulfill community needs.

**Question 3:** I hope to see work proceed with this project later this year.

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**Name:** Andrea Bainbridge

**Organization:**

**Zip Code:** 97221

**Project:** Southwest In Motion (SWIM)

**Question 1:** SW is challenged with an incomplete pedestrian and bicycle system. However it has excellent potential to be very pedestrian and bicycle friendly in certain places in SW - especially near the primary corridors like B-H Hwy Capitol Hwy. Vermont Barbur etc. SW needs a focused strategy to identify how and where improvements should be made to realize the greatest benefit.

**Question 2:** Follow-up money to begin implementing it.

**Question 3:** SW has tended to be the neglected part of the city often regarded as being too hilly and insufficiently dense to spend much energy or money to make improvements. SW has some very good improvement projects to be sure but most are plagued by serious gaps which compromise their value and usage.

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**Name:** Nancy Brown

**Organization:**

**Zip Code:** 97219

**Project:** Southwest In Motion (SWIM)

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**Name:** Karol Miller

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** I live in the area of the Trolley Trail and I am very supportive of the trail. However I'm not sure this bridge is the best use of our tax dollars. The High Rocks bridge is not far from the Trolley Trail and seems to provide an adequate crossing for bikes and pedestrians.

---

**Name:** Bernhard Masterson

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The Trolley Trail is an excellent bicycle and pedestrian recreation and travel corridor. At this time it terminates in Gladstone and getting from the end of trail into Oregon City requires going out of ones way or navigating difficult intersections on Highway 99E. This connector will allow cyclists and pedestrians direct connection between Oregon City and Gladstone. I encourage you to fully fund the study.

---

**Name:** Terry John Gibson

**Organization:** MAP-IT

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** If this bridge was restored for pedestrian and bicycle use it would provide Gladstone residents and others transiting through Gladstone a more direct connection to the pedestrian/bike system already in place on the south side of the Clackamas River. This system delivers direct access to shopping train station recreation and the Oregon City Trimet transit station on a less-traveled and more direct route parallel to 99E.

**Question 2:** The project should also explore ways in which the Lake Oswego-Tigard water project should contribute significant resources towards the implementation of this last phase of the Trolley Trail project.

**Question 3:** The reclamation of this last significant link of the Intertwine in the Clackamas area would go a long ways towards reversing the impression that Clackamas County as a whole has turned its back on progress.

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**Name:** Tom Civiletti

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:** TSP PAC

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This would provide a useful extension of the Trolley Trail.

**Question 3:** Providing bike/ped routes separate from busy auto traffic promotes safety and increases use of non-motorized transportation.

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**Name:** Ralph Goldstein

**Organization:** clackamas county bike/ped committee

**Zip Code:** 97045

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 3:** I'm all for more bridges but we have the highrocks bridge very close to this location. Wouldn't it make more sense to spread them out more?

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**Name:** Brian Early

**Organization:** Gladstone First Baptist Church

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** Transiting directly from Gladstone city center or up Portland or those following the Trolley trail from Milwaukie would find this bridge access extremely beneficial to connect with the trail on the other side of the river as well as making access to Oregon City Shopping Center much easier. Presently people need to either cross on OR 99E or over to the old 82nd bridge.

**Question 2:** Having another bridge access would make a wonderful loop to walk both sides of the river with bridges on both ends. I could see this enhancement making this short but beautiful loop a wonderful

destination for many many people on either side of the river. I could envision people driving down to access points in increased numbers to enjoy this loop.

**Question 3:** Let's take advantage of an existing structure that is just sitting there! thanks!

---

**Name:** Dan Howard

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The old trolley bridge could serve as an important link in the overall Gladstone-Oregon City bicycle and pedestrian network. At the south end of the existing trolley-trail it serves a logical extension

of trailing linking folks with parks and shopping opportunities to the south of the Clackamas River. The busy

99E bridge 1/2 mile west feels dangerous and uninviting due to heavy highway traffic. The other alternative is the old 82nd bridge a good distance to the east. Rehabbing the Trolley bridge preserves history and is ideally located to carry pedestrian traffic.

**Question 2:** This feasibility study seems like a logical and economical first step in this potential project.

**Question 3:** It has been said that the bridge's owner is considering removing the bridge. I believe that it carries utility lines which could make removing it a problem. As such if the bridge cannot be removed we should look at rehabilitating it for the greater public good.

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**Name:** Linda Long

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** The proposed sidewalk and bicycle lanes would help provide an access for Happy Valley and Clackamas residents to safely travel to and from the Sunnyside business area and schools. Currently there isn't a safe way for pedestrians to travel this road due to lack of sidewalks. I strongly support this project and look forward to my family being able to walk safely to and from the Sunnyside shopping area schools as well as hiking trails.

---

**Name:** Kristi Norton

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This area is a main way in and out to schools the park and hiking paths. I have lived down the road from this area and will drive my children because it is way to dangerous to have them walk through it. Improving this area with sidewalks would greatly open up the space and allow for walking biking and running and connect the community.

**Question 2:** This is the crucial area.

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**Name:** Blanca Marston

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I believe this project will be of great benefit to the community in Happy Valley. I see kids being dropped off from the school buses and walking on the street in this stretch of the road which is very dangerous. There is not enough room and it is a very dangerous section. Bike lanes and sidewalks will help citizens be safe (especially kids) and will stimulate more biking and walking to Spring Mountain

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Elementary and the nearby stores. With this project 129th Ave would be the best biking route alternative from the Happy Valley bowl to Sunnyside Rd as it is less steep than the other roads that go from the HV bowl to Sunnyside therefore it will make it easier and safer to get to the bus stops on Sunnyside Rd and biking to the Light Rail station at the Clackamas Town Center. I personally would like to ride my bike to the 24-Hour Fitness gym on Sunnybrook but do not do it due to the lack of bike lanes on 129th/122nd Ave from King Rd to Sunnyside Rd.

**Question 2:** The proposed section of this road is the most dangerous so I believe the City of Happy Valley did a great job prioritizing needs.

**Question 3:** Please help us have a safe biking/walking route out of the Happy Valley bowl!!

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**Name:** Carolyn Hemmer

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Walking or bikeing along this stretch of 122nd-129th is taking your life in your hands! Car's going around the corners heading south can't see you until they are on top of you and there is no place to walk or bike except on the road way as there is a drop off going down to a creek. Going north is a little easier if you don't mind walking in the ditch or trying to walk on the embankment that is going up hill.

**Question 2:** Please make a sidewalk and bike path that connects with the same on each end. This no-mans land is crazy and dangerous!

**Question 3:** As Nike say's "Just Do It"!

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**Name:** Markley Drake

**Organization:** City of Happy Valley

**Zip Code:** 97236

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is a real public safety issue. What is not shown on this map is a grade school just south of the edge of the map. School kids walking on 129th have no shoulder and no protection. there is a cliff leading down to a creek on one side and a hill on the other side. This project will add sidewalks and a bike lane so that children and adults can safely transit to the school. This road also is a busy street for pedestrians as it connects Sunnyside Road stores with the Happy Valley Center.

**Question 2:** This project will provide a safe passage fro pedestrians and bicyclist to transit 129th Ave.. This is the last section for improvement on this street.It also allows for connections of other pedestrian trails.

**Question 3:** This is about SAFETY. The city of Happy Valley does not have the funding to do this project by itself. With matching dollars we can finish this section of roadway and make it safe.

---

**Name:** Tom Richards

**Organization:** President Red Rose Valley Owners' Association

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is an extremely dangerous stretch of road that is less than two blocks from Spring Mountain Elementary School. There is no space on either side of this road for either a pedestrian or biker to proceed safely. Just this morning while taking my grandsons to school traffic had to slow almost to a stop while a biker rode out into the traffic lane to negotiate a curve in the northbound lane of 129th. A pedestrian also must walk in the traffic lane in this area to move between Mt. Gate Rd. and Scott Creek Lane.

**Question 2:** This section of road could be widened with a sidewalk added on the east side of the road to link up with the sidewalks that continue on both ends of this stretch south of Mt. Gate and north of Scott Creek Lane. It could also include a wider bike lane to continue the bike lane adjacent to the curbs on both ends of this stretch of road. Because of the adjacent tree canopy from the adjoining wooded area this stretch could also use a street light as it is both dark and quite slick during the winter months.

**Question 3:** This is a relatively short stretch of roadway but it is very hazardous for bikers and pedestrians especially after dark and during winter months. The addition of a curbed sidewalk and bike path would provide a MUCH safer roadway for students walking to school and bikers commuting to work along 129th on the way to Sunnyside Road a mile away.

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**Name:** Mary Greer

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This strip running North of Sunnyside is so dangerous. There is no shoulder to speak of. I have tried to walk in this area and it is way too dangerous as there is very heavy traffic. Any improvement for biking and walking would be money well spent.

**Question 2:** It actually should be extended all the way to Sunnyside Road.

**Question 3:** This strip of road is a viable alternative to the congestion due to rush hour and accidents on Sunnyside linking people to I205 or the many numerous points east of Happy Valley.

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**Name:** Shannon McArthur

**Organization:**

**Zip Code:** 97086

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This stretch of road is a critical North/South connection point in Clackamas County linking key areas including schools shopping industry walking paths etc. There are very few N/S connections in the Happy Valley area so this is an important roadway that is currently a huge safety hazard with no shoulders blind corners and a large volume of traffic. Fire station 6 located where SE 129th Avenue T-bones King Rd uses it several times daily to respond to calls and the large vehicles have little room for error when driving this road that has a steep drop off on one side and no shoulder. My husband commutes by bicycle and I run along this road. We are both forced into the roadway at a point where the road dangerously narrows and simultaneously turns very curvy and treed. Visibility is limited and there is a steep drop off on one side. Spring Mtn Elementary School is located on this road as well and it would be dangerous for children to try to walk this stretch of road due to a lack of sidewalks and the previously mentioned challenges. PLEASE make this a priority and fund this project. Thank you!

**Question 3:** This should be a priority for making Clackamas County a more livable/safe area and facilitating alternative commute methods.

---

**Name:** Holly Birman

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Since I moved to Happy Valley 7 years ago this stretch of road has bothered me a great deal as a driver and jogger. This is the best route to get to Sunnyside for me and often times people are walking on the edge of the road in the dark. I either jog or walk to the local stores on Sunnyside and have always wished I could be safe to push my stroller along that road but cannot. This project is a long time coming.

---

**Name:** Gloria Obuchowski

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Personally my children's neighborhood school is less than .5 miles from our house and if there was a safe way to get there by foot or bike we would absolutely be commuting without a car. I know that there is a large population on the west side of 129th that could benefit from the addition of the side walk. It would increase access not just to the elementary school but also bike/pedestrian access to Sunnyside road going south or Happy Valley Park going to the east.

**Question 2:** I have been living in Happy Valley for 13 years now and cringe everytime I drive on this road. I feel that this project is of the highest importance.

**Question 3:** I have seen many accidents on this road. I have also seen many children/adults walking or cycling on the very dangerous shoulder. Not only will you be helping to increase access to places via foot or bike and help the environment but you will also increase the safety of those traveling in our city.

---

**Name:** Susie Sloan-Karsten

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This area of road is so dangerous for anybody to be walking or riding a bike there. I drive this road a couple of times a week and I have seen some very nasty car accidents too. I would never allow my children or grandchildren or myself walk this area of road! It would be great to be able to walk and also ride my bike along this area. Hoping this project gets done soon before a child is hit getting off of a school bus. I have seen kids walking within inches of cars along this area of roadway.

---

**Name:** Rio Hio

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** For one bicyclists will find themselves at ease knowing that they don't have to "compete" with motorized vehicles. This will lead to less incidents/ accidents which ultimately leads to less insurance costs and liabilities.

**Question 2:** This improvement will make a safe and better driving condition for both bicyclists and motorists.

**Question 3:** I travel this road almost everyday and I know how treacherous it can be at any day. It is borderline "suicidal" for bicyclists who have no other mean of transportation to ride up or down this road in the evening time or winter season.

---

**Name:** Carolyn Carty

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Adding a bike lane and sidewalks to 129th would increase the number of people able to walk or bike to work in the Sunnyside Rd. area.

**Question 3:** As a driver who travels 129th it can be almost frightening to come upon a pedestrian who is walking along an area without a shoulder to stay out of the way of cars. 129th ave. is narrow difficult to see around curves/corners and was never built to handle the amount of traffic it now sees as our

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

community has grown to be what it is today.

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**Name:** Rachael Kwiecinski

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** At the present time those who live the the bowl of Happy Valley do not have a safe convenient way to walk or bike to the shops and/or services @ 122nd & Sunnyside RD. This improvement would provide us a safe route.

**Question 2:** I feel the scope of this project would complete the route for walkers & bikers as it is outlined.

---

**Name:** Paul Muller

**Organization:**

**Zip Code:** 978086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I feel the scope of this project would complete the route for walkers & bikers as it is outlined.

**Question 2:** This sidewalk provides a seriously needed connection. More sidewalks on King Rd. would also be very much appreciated.

---

**Name:** Kathy Roth

**Organization:** City of Oregon City

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** This would help tremendously. That is a very dangerous stretch of road for bikes and peds. In addition it is a low income area where many bikes and ped reside.

**Question 2:** Make the road wider

---

**Name:** Carol Pauli

**Organization:**

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** It would help with connections in the city. For example: Safety of pedestrians to and fro the bus line. Safety of bicyclists.

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**Question 3:** Major thoroughfare and important access to the college and 213.

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**Name:** Maureen Parkin

**Organization:** Parkin Electric Inc

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** There definitely is a need for continuity of sidewalks in this area also on this section of Molalla Avenue there is no easy way for pedestrians to crossover Molalla Avenue to reach area business. Our office employees enjoying walking the neighborhood and visiting area business for lunch shopping etc...

This project would improve pedestrian access to local businesses and provide added safety for pedestrians.

**Question 2:** All of the improvements planned are needed and would be a welcomed enhancement. At Fir Street there is a need for a signal it is difficult to get into traffic at that intersection because of limited visibility and the high volume of traffic on Molalla Avenue. Also at this intersection it can be dangerous for pedestrians because of no clear crosswalk.

**Question 3:** These updates are long overdue. It would be great to see the extension and continuity of the sidewalk system in Oregon City. The functionality and improved safety for pedestrian is definitely needed but the improvements changes in appearance/beautification would be an added benefit for our City. If workers students and residents can safely walk in this area perhaps the volume of traffic could be reduced.

---

**Name:** Ed LePlante

**Organization:** Magnetic Sign Company

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** I live in Oregon City plus many of my clients are along this route. This project will allow better traffic flow to all of the businesses along the route along with trips to Government office like the Oregon City post office.

**Question 3:** No

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**Name:** Ralph Goldtein

**Organization:** clackamas county bike/ped committee

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 3:** This section already has bike lanes. There are a few sidewalk gaps that could be filled in.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Linda Wiese

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** These improvements aren't necessary. If you reconfigure (widen) the bike lanes and sidewalks and add medians you're going to cut Molalla Avenue even narrower than it is. That's unthinkable.

**Question 2:** Improved??? - leave it be. And if you don't take my advice and leave it alone DON'T PLANT THE MEDIANS! They're hard to see around on Beaver Creek Road and the one that begins 1/2 way down the hill on Beaver Creek as you approach 213 blocks the left turn traffic and it backs up the hill almost to Fred Meyer!

**Question 3:** I don't take Molalla Ave if I can possibly help it. The speed is 35 and we go 15 to 20 mph. Making it narrower with bike lanes won't speed it up!

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**Name:** Mike Albin

**Organization:** Living Hope Church Oregon City

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** Improvements will help those who walk bike...especially older or physically disabled walk along the street because it would provide sidewalks continuously....there are several places where they are no or very narrow sidewalks.

**Question 2:** We need ADA compliant sidewalks and something to ensure that traffic and pedestrians don't get too close.

**Question 3:** This street is a major road in our community and providing better access by foot traffic will help people get to many services and businesses along Molalla. I hope this project gets done soon.

---

**Name:** Elizabeth Graser-Lindsey

**Organization:**

**Zip Code:** 97004

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** This is an important travel route in Oregon City. It puts bicyclists in a busy area with all types of traffic.

**Question 2:** It is currently difficult to cross the Molalla/Beaver Creek Rd. intersection because I can't get into the left turn lane (due to heavy traffic and no bike accommodation) toward the county buildings so I have to use the cross walks which should be unnecessary.

**Question 3:** I feel uncomfortable coming out of the CCC over Hwy 213 due to bike ways not being marked and not knowing if cars will see me.

---

**Name:** Peter Lent

**Zip Code:** 97089

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** Connection to Springwater corridor badly needed and extend usefulness for walkers and bikers. This is very busy and dangerous road. I admire bikers with courage to do it now. Safety will greatly increase. I just hope I live long enough to see this extended into Clackamas County ("Damascus") But that is not likely as there is no organized advocate.

---

**Name:** Sharon Huffman

**Zip Code:** 97089

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** Walking and bike paths are desperately needed in this area

**Question 2:** There is no good way to ride a bike or walk some where in this area. It is not safe. Many would walk or ride to town if they were safe.

---

**Name:** Alison Shapiro

**Zip Code:** 97080

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** Pedestrians are already walking along this road as are cyclists. It's dangerous for pedestrians cyclists and drivers alike. I drive this road daily and can attest to the need for this project.

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**Name:** Gail Hare

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** Right now it is impossible to safely navigate Hogan Road from Rugg Road into Gresham proper on a bicycle or on foot. This would be a great improvement. It would make it possible for people along Hogan Road to get to the public transportation stops without a car. It also links to the Springwater Trail.

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**Name:** Michael Harris

**Zip Code:** 97080

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** There is an increasing amount of traffic along this road. Very hard to safely turn off of Butler on to Hogan.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 2:** Complete this plan.

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**Name:** Mace Detevis

**Organization:**

**Zip Code:** 97206

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** It would help students get to school safely pedestrians need safer cross walks. Bikers need bike lanes cars need safe buffers from peds and cyclist.

**Question 2:** The project should be extended to help the growing community in south east Portland.

Make

Division Beautiful!!

**Question 3:** Well I would like to remind the city that there are several schools along Division St. PCC Warner Pacific University Atkinson Elementary and Franklin High school. There is a large retirement community at the base of Mt. Tabor and access to Mt. Tabor along this street. Please make Division safe for the students and residents I can only imagine what could be done along this stretch of city and how beautiful it would be. Could attract more business and more funding for the schools that reside along Division. Powell needs rapid flash crossings more improvements.

---

**Name:** Marshall Shapiro

**Zip Code:** 97236

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** I am so glad to see that this stretch of road is getting some needed attention. I am speaking as a driver who commutes on the road on a weekly basis. I am concerned for the pedestrians who are in the area as they seem to have no sidewalk to walk on. It would be nice to see more sidewalks and even designated lanes for bikes. Also make toe roadway wider to accommodate a safe space between drivers bicyclists and pedestrians. In some areas of the road please have trees and benches to make the area environmentally appealing too. Also it would be nice to see the streets cleaned up on a daily basis. I always see trash on the road when driving the area.

---

**Name:** Mary Allen

**Zip Code:** 97236

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** My son has problems with his balance and coordination from a head injury. I usually take him where he needs to go. It is difficult for him to walk the short distance from his apt. at 133rd & Powell to a bus stop. There are potholes and uneven ground. For those who are disabled it would be nice for an more even surface on the side of the road and protection from the elements. The side going west is

uneven too but they have protection from the weather. For all using the bus it would be better to have an even surface.

**Question 3:** I'm not sure what all the project would entail whether there would be sidewalks etc. Almost anything would be an improvement. Being a pedestrian whether going to or from a bus stop seems dicey to me.

---

**Name:** Karen Schouten

**Organization:** West Beaverton NAC

**Zip Code:** 97009

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** It would help people park in one place and safely walk around downtown without risking their life. It would also allow people to use Trimet and walk to historic downtown Beaverton. By moving bike traffic off Canyon it would make traffic flow better on Canyon and provide safer ways for bikes to travel.

**Question 2:** The cross street intersections need to also be improved especially Watson and Hall as they cross Canyon Broadway and Farmington. There are frequent accidents because the crossings are very confusing and pedestrians don't want to cross them forcing them to move their cars.

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**Name:** Calvin Hamreus

**Organization:** Self Employed

**Zip Code:** 97005

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Canyon improvements need to include north/south connections to help improve walking and biking etc. Any improvements for walkers and bikers to safely cross Canyon at multiple locations would be fantastic.

**Question 2:** Number one issue is to make crossing Canyon so safe and easy walkers and bikers do not have to fear for their lives. With multiple use projects being planned for both north and south of Canyon walking and biking trips will increase many times.

**Question 3:** I think the most difficult issue for Canyon road improvements will be access to proposed retail development fronting Canyon rd. Planning must consider that not all trips will be by walkers and bikers. Autos must also have a clear and easy access to parking close to shopping. Connectivity for easy return to destinations must be included. More north/south connections must be planned for.

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**Name:** Paul Cohen

**Organization:**

**Zip Code:** 97007

**Project:** Canyon Rd Streetscape and Safety Project

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** It would help people park in one place and safely walk around downtown without risking their life. It would also allow people to use Trimet and walk to historic downtown Beaverton. By moving bike traffic off Canyon it would make traffic flow better on Canyon and provide safer ways for bikes to travel.

**Question 2:** The cross street intersections need to also be improved especially Watson and Hall as they cross Canyon Broadway and Farmington. There are frequent accidents because the crossings are very confusing and pedestrians don't want to cross them forcing them to move their cars.

---

**Name:** Scott Winter

**Organization:**

**Zip Code:** 987005

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** The cross street intersections need to also be improved especially Watson and Hall as they cross Canyon Broadway and Farmington. There are frequent accidents because the crossings are very confusing and pedestrians don't want to cross them forcing them to move their cars.

**Question 2:** I'm fine with the current focus. There is much to be done to improve downtown Beaverton's pedestrian / biking traffic and enhancing Canyon Rd is just the start. A great start and an important start and one that could and should leverage other investments both public and private to enhance downtown Beaverton.

**Question 3:** Any and all help we receive from Metro will be greatly appreciated as we focus on improving the livability of downtown Beaverton. As we enhance Canyon Rd improve sidewalks and increase pedestrian safety and access along Canyon Rd the likely result will be more people in downtown Beaverton willing and able to park their cars and walk /bike / stroll to the businesses they used to drive to because there were no other options. As we reduce localized traffic and provide pedestrian bike and mass transit opportunities we improve satisfy the citizens feedback goal mentioned in the Visioning process - that of improving non-auto access throughout the city.

---

**Name:** Brian Walker

**Organization:**

**Zip Code:** 97008

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Canyon Road is currently a busy road that is inhospitable to pedestrian and bicycling situated in the center of Beaverton. There are many pedestrians who walk through the area but not very many crossings. The sidewalks are generally narrow and barren. Vehicular traffic is frequently backed up during peak commute hours which does not allow for safe crossings by pedestrians between the widely spaced intersections. The existing right of way is too narrow for bicycles to share the road and

the freight traffic makes riding a bike on Canyon a risky and dangerous endeavor. Millikan Way is an excellent route for bicycles and further development will make it more usable. One long-overdue improvement included in this plan is paved connection between Millikan Way and the Beaverton Transit Center.

**Question 2:** The best solutions involve long term redevelopment because many of the existing businesses along Canyon Road have been built too close to the road and many are single story development. Long term redevelopment would allow for wider sidewalks by replacing existing structures with new structures set further back from the road.

**Question 3:** The planned alternative bike routes north and south of Canyon provide a connection between Hocken Ave and 117th Ave where there is currently no convenient connection. The rail tracks south of Canyon provide limited access to the south for alternative bike routes. The current connection between Millikan Way is a muddy track on private property that is frequently used by both pedestrians and cyclists.

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**Name:** Ramona Ilea

**Organization:**

**Zip Code:** 97005

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** I live right in the area where this project would take place. I don't drive; I walk and take public transportation. I think the proposed changes are good. I'd like to bike more but I'm too scared so the proposed bike lane sounds great.

**Question 2:** Even more bike lanes would be great. Is there any chance that a bus-only lane could be created? The buses that run on Canyon go very very slowly due to the traffic on Canyon. I am a big supporter of public transportation and even I don't feel like taking these buses. Having the buses come more often would also be nice but this is outside your scope. A bus only lane or other ways of decreasing traffic and speeding up the bus would help a lot!

**Question 3:** I'm glad to hear about these changes!

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**Name:** Jennifer Nye

**Organization:** Beaverton Planning Commission

**Zip Code:** 97005

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Improvements will make the street much nicer to walk from place to place right now the street is very uncomfortable as a pedestrian.

**Question 2:** The area of improvement is about right for pedestrian transit. I could link a couple more blocks east for even better service.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** This project will resolve one of the biggest issues in Beaverton.

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**Name:** Lorraine Clarno

**Organization:** Beaverton Area Chamber of Commerce

**Zip Code:** 97005

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** This project has been on the radar of our government and citizenry for many years. The fact that now the players are all coming together (including ODOT and the county) is hugely significant. The improvements on Canyon are critical if the town center/walkability concept is to ever happen here in Beaverton.

**Question 2:** Making Canyon pedestrian and bike friendly is critical to mobility in our downtown core. Because it is a state highway with railroad crossings it is a hugely daunting task. The community vision highlighted it as a number one priority for mobility in our city.

**Question 3:** We need Metro's support. This funding in conjunction with the City's and potential Tiger federal funding will make this happen - finally!

---

**Name:** Bill Kroger

**Organization:**

**Zip Code:** 97008

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** The area is highly congested now. Beaverton leadership under the Beaverton Community Vision plan took the idea of fixing this area to the community suggesting changes that could make the area into an inviting space for our community. Some 5000 residents responded. The subsequent plan calls for fixes and remodeling some of the area to enhance traffic flow improve safety create space for bicycles and pedestrians and create a much improved space for all the citizens of Beaverton. Canyon Road specifically was mentioned over and over by the citizens that it got into the plan by name.

**Question 2:** The Beaverton Community Vision plan outlines what improvements are recommended.

**Question 3:** Beaverton is working hard on creating an identity and a downtown. Canyon Road in part has thwarted efforts for this to occur in the central core due to its design and that it's a major thoroughfare. The improvements would go a long long way toward helping the Beaverton Community Vision plan become the success the citizens of Beaverton want and need. Thank you.

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**Name:** Shelley Engle

**Organization:**

**Zip Code:** 97225

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Not anymore than currently. When are you all going to look at the part of Canyon Road that has no sidewalks no crosswalks no services too many cars traffic speeds that are too high no shoulders barely a decent bus stop and the list goes on and on?

**Question 2:** see above for the sad and neglected northern end of Canyon Road. What do we have to do to get any attention? Get annexed into Beaverton schools might be a good start.

**Question 3:** Do not do anything in the developed part of Canyon until you do something for the undeveloped and dangerous end of Canyon-please!

---

**Name:** Kimberly Overhage

**Organization:**

**Zip Code:** 97006

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** This area is a major intersection of MAX WES bus auto car and pedestrian movement. Fixing Canyon Road is a critical part of implementing Beaverton's Civic Plan to make the downtown core safer and more effective for all of the above. Currently many pedestrians and bicyclists use the road but they are not faint of heart!

**Question 2:** I have followed the proposal from the beginning and strongly support the concept.

---

**Name:** Mike McCarthy

**Organization:**

**Zip Code:** 97224

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** The Fanno Creek Trail has become the primary north/south bike and ped route in this part of the metro area. This project bridges a key gap extends the trail for more usability makes important connections to Lake Oswego and Tualatin and provides needed improvements It will make biking and walking much safer in this part of the Metro area.

**Question 2:** Keep path at-grade as much as possible; elevated paths/boardwalks are problematic for cyclists and inordinately expensive. Construct trail in ways that allow people to enjoy the creek and its surroundings as much as possible.

**Question 3:** Awesome much-needed project

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**Name:** Julie Schultz

**Organization:**

**Zip Code:**

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** The Fanno Creek Trail is used not only for recreational purposes but also as an easy and safe transit between major roads removing many bicycles and pedestrians from surface streets. If you have any doubts about the importance of this project look at a map of the Tigard/Beaverton area and try to plot a path from the Tigard library to Denney Road on surface streets. It would take a huge investment in bicycle lanes and pedestrian sidewalks to replace this convenient (and very pleasant) trailway.

**Question 2:** I would like to see a safer crossing on the trail at the north end of Hall Blvd (the Beaverton end). This could be either a marked pedestrian crossing or an overpass or underpass. The current option of walking up to the light at Greenway Blvd is often ignored in favor of a risky dash across Hall.

**Question 3:** This is a very worthy project. I am a stay at home mom and don't use the trail for commuting but I do walk it often recreationally. It is a wonderful resource that could be improved with smoother transitions between sections of the trail which is the goal of this project.

---

**Name:** Mace Detevis

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would be a great start to help ease traffic and make our neighborhood safer for all. Plus it will enhance the over all appearance of Foster Powell. Biking is dangerous on Foster road walking is dangerous people drive to fast on Foster so bike lanes and curb extensions and the like will help us get around so much better and safer.

**Question 2:** The project should be extended to some of the streets that funnel into Foster Rd such as traffic calming devices like speed bumps and crossings slower speeds signs warning of peds. etc. Need more safety features and public art anti graffiti hold store front businesses accountable for their lack of care about garbage safety violations.

**Question 3:** We need this project to happen! People are dying while crossing the Foster Road what more can I say? Foster Powell is a great place to live outside of how hazardous it is to walk or bike on Foster. I feel like we have been forgotten in a way by some of our city officials it seems like if this were N or Ne portland we would have already had these improvements in place we have been waiting a long time for this to happen so please once again make our neighbor hood great for our children and all the residents of our community thank you.

---

**Name:** Jed Roberts

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project is extremely important for the Foster Road corridor and greater Southeast

Portland. Foster Road is a "high-crash corridor" where several preventable pedestrian fatalities have occurred just in the last two years. In order to build a vibrant multi-modal environment first and foremost safety improvements are in dire need. There is a huge opportunity here to drastically improve an important artery in Southeast Portland. Foster Road is unique in its northwest-southeast orientation. Due to this bringing Foster Road into the bicycle transportation network would bolster connectivity to existing bike lanes and boulevards. It will provide a great "as-the-crow-flies" route between the new 50's Bikeway route (52nd Avenue) and the I-205 multi-use path and Springwater Corridor. The Foster Road corridor has a large existing building stock just waiting for access improvements. There are numerous buildings available for new economic development and several key locations are anchored by historic buildings. "Available" signs in storefronts is a common sight. Streetscape improvements will help to create an environment where more pedestrians and bicyclists will frequent the corridor. I would ride my bicycle much more often on Foster Road if there was a dedicated bike lane. Due to the fractured and discontinuous nature of existing bike lanes and the dangerous prospect of riding on Foster Road as-is I often get in my car to run quick errands.

**Question 2:** Bike facilities (e.g. bike lane) and traffic lane reduction should be the core focus of this project. Foster Road needs a re-configuration of traffic lanes to improve safety and streetscape aesthetics. PBOT has performed a traffic analysis and preliminary results suggest that reducing traffic lanes from four to three (with a left-hand turn lane) would not significantly impact traffic flow. Such a re-configuration would be relatively inexpensive compared to other alternatives that require curb modifications plus it leaves room for bike lanes.

**Question 3:** Please fund this project. It would dramatically improve my neighborhood.

---

**Name:** Josh Berezin

**Organization:**

**Zip Code:** 97217

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This is such a convenient route but also so hostile to non-motorized transportation! I expect that there are many many people who would use Foster if it were better suited for walking and biking.

**Question 2:** You point out that the project "may" require reducing the number of travel lanes. I would argue that reducing the number of travel lanes would be a key factor in making this street work better. I hope this ends up being part of the plan.

**Question 3:** I believe these improvements will have a positive impact on small businesses along this corridor.

---

**Name:** Lisa Arrington

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** I am writing on behalf of the proposed safety changes for Fessenden / St. Louise in St. Johns. I have lived in this community since 1997 and have seen a significant improvement since that time. Such things as the store front rejuvenation project, small businesses opening, farmer market and community activities. Along with these improvements brings an increase in foot and bike travel.

One major area in need of changes would be Fessenden / St. Louise. This road is heavily traveled and I have seen a significant increase in semi trucks with and without trailers traveling this road as a short cut. There is also the need for a lowered speed limit, better bike paths and pedestrian crossings.

I have two children, 13 and 14 who travel via TriMet to and from school and for pleasure. They are having to cross Fessenden / St. Louis at various spots in order to walk home from the bus stops. Because of the traffic on this road it makes it a dangerous event for them each and every time they cross. When they ride their bikes I strickley enforce them to remain on the sidewalks because the bike path in the road is too dangerous to be communting along side vehicles small and large.

Our St. Johns neighborhoods have a significant amount of pedestrians walking and biking. Most of these pedestrians are elderly and young people. Almost every day that I drive Fessenden / St. Louis I stop at some point in time to allow people to cross. These people are pushing baby strollers, walking with very young children and/or are utilizing walkers, wheelchair and crutches. Many times I see cars fly past these people without regard for their safety and there have been times when these people are mid span of the road.

Fortunately there have been no significant accidents involving pedestrians to this point but the day is coming. And when it does happen I believe it will be a child involved.

Please take these concerns from but just one of the thousands of families living within the St. Johns neighborhood and help us to continue to revitalize or community so that it becomes the safe, family friendly community that I have grown to love so much.

---

**Name:** Karen Laszewski

**Organization:**

**Zip Code:**

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** Many of the changes agreed to for the Fessenden corridor will never pass. However, I am in favor of adding these: crossing becons, pavement markings, reader boards, warning signs & speed cushions at the curve. I live on the 10300 block of Charleston Ave. Speeding is the issue here. When people turn off Columbia Blvd. to get to Charleston Ave. the 2 stop signs don't do much to slow people down. I would be in favor of adding a Darrspeedbump at Swenson St. Hopefully a victory at Fessenden would give added attention to speeding down Charleston Ave

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**Name:** Darren Aeevermann

**Organization:**

**Zip Code:**

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** I am writing to voice my opinion over the regional flexible funds and my belief on where some of those funds should be allocated.

I believe 2 million dollars of those funds should be allocated as requested for continued support of the Foster Streetscape project.

The Foster area has many hard working tax payers and has been neglected too long by the city. I believe I speak for many of the local homeowners. We need to make this neighborhood more walkable and transportation friendly. The urban growth and local business in the area would benefit greatly by more street appeal. I own homes in the area and am raising a family thru the neighborhood schools. With the overcrowding of areas like Hawthorne, Belmont, Alberta and other similar highly priced and built up areas there is simply a need to grow the Foster area. The 2 million dollars would be a small investment if it helped spur business and private renovation thru interest in the area by increasing its street appeal.

Seeing the city focus intensely on the South waterfront and previously the Pearl area in the past, it is time for the city to switch focus and help the middle class families of the east side.

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**Name:** Nick Christensen

**Organization:** Lents Neighborhood Association

**Zip Code:** 97232

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** We're writing in reference to the Regional Flexible Funds financing application for the Foster

Road Ped/Bike Phase 2 concept. At public testimony on May 30, you heard some information about the concept that is untrue, information that masks the inequity behind the concept's current proposals.

First, we must emphasize: There is no project yet. A 20-person Citizens Advisory Committee is evaluating options for recommendation to the Portland City Council. It's important to note that at the first meeting of this committee, all 19 members were white – when a Lents representative pointed this out to staff from the Portland Bureau of Transportation, one Latino community member was added.

That's notable because the community we represent, Lents, is not 95 percent white, unlike the Citizens Advisory Committee that is developing this plan. It's one of Portland's most diverse neighborhoods, with a population that's roughly 16 percent Latino, 14 percent Asian, 5 percent black, and 5 percent other races besides white.

And the outcomes of the concepts presented so far do not benefit us equitably. For example, you heard testimony May 30 that Foster Road's sidewalks east of 82nd Avenue are too narrow, and make it risky to

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

be a pedestrian. This is true.

Unfortunately, all of the proposals PBOT is putting forward – with the support of the Citizens Advisory Committee – call for sidewalks no wider than 5 feet east of 82nd Avenue. When Lents residents asked that the sidewalks be widened, and that bicycle traffic be diverted to nearby parallel streets to allow for a wider sidewalk and no bike lane, the answer was a resounding no. This project is also being promoted as a livability improvement. But as graphics attached to this letter will demonstrate, the livability improvements are grossly weighted toward privileged and overwhelmingly white neighborhoods west of 82nd Avenue.

The most blatant example of this is in the number of street trees proposed along Foster Road. From 52nd to 82nd Avenue, the concept calls for street trees as frequently as every 30 feet. From 82nd to 92nd Avenue, the concept calls for four street trees – total – in a 10 block stretch. Lastly, we must address the issue of the lane reductions proposed for Foster Road. The CAC has yet to make a recommendation on the lane reductions, but the committee is heavily weighted toward community members who are pushing bicycling as a priority over autos, transit and freight movement.

Bicycling is an important mobility tool. But Foster Road carries 24,000 cars a day in my neighborhood; with a bike lane, it is projected to carry 540 total bicycles. Meanwhile, projections show a lane reduction would cause significant diversion onto neighborhood streets. Holgate Boulevard, a two-lane residential arterial, would see a 100% increase in rush-hour traffic if Foster is narrowed – 250 more cars every rush hour in front of homes.

But Foster would not be narrowed equitably. East of 92nd Avenue, Foster would remain a multilane road. In essence, the Lents Town Center – a nascent business district that is struggling to find economic stability – would have the last passing lane for drivers heading into Portland, and the first for drivers heading home to East Portland and Clackamas County at the end of the day. Rapidly accelerating cars do not do wonders for a business district.

It would be great if bikes were a viable transportation alternative for East Portland residents. But until there is a significant improvement in the business environment in East Portland neighborhoods like Lents, modes like cars and buses will continue to be the dominant way for people to get to work, shopping and school.

Increasing vehicle congestion to benefit a few hardcore bicyclists who have the time, health and resources to commute to Portland daily is not the appropriate way to improve the health and economy of East Portland.

Most importantly, though, we still, simply, don't know what the Foster Project is. To ensure equitable outcomes, this project must shift its focus to areas east of 82nd Avenue. Funding projects west of 82nd Avenue will only further disparities between Outer and Inner Portland. We ask that you consider this as you weigh your decisions for the next round of Regional Flexible Funds.

**Name:** Tim Gottgetreu

**Organization:**

**Zip Code:**

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** I would like to voice my support for the SE Powell Boulevard to SE 90th Avenue: Pedestrian/Bicycle Phase 2 project.

Foster road is one of the most dangerous roads in inner Portland. It is a high crash corridor and there have been several pedestrian fatalities within the last year. Foster-Powell and Mt. Scott Arleta (the neighborhoods surrounding Foster) are also one of the last affordable places for young families in S.E. Portland. Foster residents are trying to build a thriving local businesses district and sustainable community within the area, but the current state of Foster road is severely detrimental to building the kind of community focused neighborhood the Foster area could be. Foster Road is also undergoing a streetscape redesign and I believe now is the most opportune time to invest in this area. A funded SE Powell Boulevard to SE 90th Avenue: Pedestrian/Bicycle Phase 2 project combined with the already allocated funds for the streetscape project would be able to make a REAL difference for the residents for this often overlooked neighborhood. Together these two projects would offer an output greater than the sum of their parts, basically “more bang for your buck”. I strongly urge you to fund this project and make a real and lasting difference for this area of S.E. Portland.

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**Name:** Sarah Ranney

**Organization:**

**Zip Code:**

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** My family and I are residents of the Foster area. Our neighborhood is in desperate need of improvements. Foster is incredibly run down with far too little access to shops, groceries and restaurants. Living in this neighborhood requires that we drive to other neighborhoods to fill our needs. Please allocate as many funds to the Foster neighborhood as possible. I believe that improving the Foster streetscape would result in the improvement of the quality of life for the many people in our neighborhood. Thank you.

---

**Name:** Erin Seale

**Organization:**

**Zip Code:**

**Project:** SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** This would improve walking and biking on Foster immensely. I frequent Foster Rd for shopping many times a week, but I often drive my car when I would rather bike because biking on Foster is too stressful. My fiancé is critical of pedestrians who jaywalk but he admits that there's no reasonable alternative when we are on Foster. Reducing the number of lanes on Foster, narrowing the gap between

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

the two sides and adding bicycle lanes, in conjunction with other progressive improvements, would have a calming effect on the neighborhood that would help Foster service pedestrians and cyclists. It would be a help to the lower-income residents.

I love riding my bike to Clackamas Shopping center but the worst part of the trip is getting from my house at 77th and Foster to the 205 multi-use path; there are times when I had to ride on sidewalks that are hardly wide enough for a bike and the intended path is unclear. I feel the current improvements, while they're wonderful and have been eagerly anticipated in my household, don't go far enough to include safe bike transportation to the 205 multi-use path on-ramp.

I would like to make sure that attention is paid to traffic calming and shared space principals instead of relying on stoplights and crosswalk lights. This type of anti-social traffic engineering sets up pedestrians and bicyclists as obstacles in the way of the driver's next green light. Reducing lanes on Foster and narrowing the space that pedestrians and cyclists need to cross should be the top priority, after which the project as a whole should be re-assessed. Consider Poynton, England as an example that defies logic.

<http://laughingsquid.com/poynton-regenerated-english-village-revives-town-center-by-removing-traffic-signals/>

I also hope that waste bins are included in the improvements to bus stops, as littering is a problem on Foster and there are very few if any garbage cans available.

This project is eagerly anticipated among my neighbors and friends, along with the Portland Mercado. It could go a long way toward making Foster a more livable neighborhood for many people. Despite the current conditions we already have many pedestrians and cyclists, and I promise improvements will bring many more.

Thank you for taking the time to survey the community and I look forward to (hopefully) seeing the results!

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**Name:** Carol Mastronarde

**Organization:** Jennings Lodge

**Zip Code:**

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 3:** I am writing on behalf of the Jennings Lodge Community Planning Organization which is recommending the Jennings Lodge Avenue: Oregon 99E to Oatfield Road Sidewalk and Bike Lanes for Regional Flexible Funds. The funding of this project is critical to the safety of school children and other pedestrians walking along the busy Jennings Avenue roadside and dodging turning cars at the 99E intersection. This route also connects to the regional trolley trail and local bus service. Additionally, three school districts are within the immediate area including a primary elementary school. The road is also

significant because it is the longest east west connection in the area.

I am sure all of the projects that you are reviewing have merit but this project is critical to the safety of our children and residents. In fact, the project was created through the efforts of neighbors sitting down with County staff and School District Superintendents to arrive at a solution. It is the best example of citizens and government working together to improve and protect our community.

I appreciate your time and urge you to recommend The Jennings Lodge Avenue: Oregon 99E to Oatfield Road Sidewalk Project for funding.

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**Name:** Jill McCutcheon

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan. I Support the St. Johns Truck Strategy Please make it easier to get to the library!

---

**Name:** Shannon Planchon

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan. Anything that helps make walking/biking safer! So important to our communities.

---

**Name:** Rita Peacock

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan. Keep St. John's safe – fund the project – we need the change.

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**Name:** Kat MacMillan

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan.

I live one block from St. Louis and cross that street every day with my 7 year old. Please support the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

families that live here it is so dangerous!!

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**Name:** Juanita Burns

**Organization:** Zip Code: 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan.

I fully support my friends and acquaintances who live on or near the affected area. The day we were at Fessenden and Charleston demonstrating. I got an up close and personal look at the problems the trucks caused. Kudos to our police officers who stepped up in support of getting the trucks to follow the correct route. Now we just need the funding for the projects PBOT, etc. approved. Please, please fund the remainder of the project.

---

**Name:** Mhari Scott

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan.

Please consider supporting this project. St. Johns is increasingly becoming a very family-friendly area and the St. Johns truck strategy has already immensely improved the quality of life on St. Louis/Fessenden (we live one block away) and would continue to encourage foot traffic and neighborhood/community feel by enabling easy crossing to/from Pier Park, the community pool, the playground and its other benefits. This direct affects us – thank you so much!

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**Name:** Beth Rousseau

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan.

Pedestrians, including children and elders have trouble crossing safely. Heavy truck traffic causes noise, decreases livability, discourages neighborhood development.

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**Name:** Inehe DeRuyter

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan. Please consider safety in crossing Fesenden

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**Name:** Luka Schrock

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan.

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**Name:** Pamela Doosley

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan.

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**Name:** Matt Rudy

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan.

---

**Name:** Jill McCutcheon

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan. I Support the St. Johns Truck Strategy. Please make it easier to get to the library!

---

**Name:** Shannon Planchon

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I Support the St. Johns Truck Strategy, Phase II plan. Anything that helps make walking/biking safer! So important to our communities.

---

**Name:** Susan Wilson

**Organization:** Jennings Lodge CPO, MAPIT Task Force Clackamas County

**Zip Code:** 97267

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Project:** Jennings Avenue: OR 99E to Oatfield Road Sidewalks and Bike lanes

**Question 3:** Chair Hughes and Council Members,

My name is Susan Wilson. I am a resident of Clackamas County and the unincorporated area of Jennings Lodge. I serve as Vice Chair of the Jennings Lodge CPO and on the County MAPIT Task Force which has recommended a project that you are reviewing today for Regional Flexible Funds. That project is the Jennings Lodge Avenue: Oregon 99E to Oatfield Road Sidewalk and Bike Lanes. The funding of this project is critical to the safety of school children walking along the busy roadside and dodging turning cars at the

99E intersections as well as citizens utilizing the regional trolley trail and bus service. Three school districts are within the immediate area including a primary elementary school.

I am sure all the projects that you are reviewing have merit but this project is critical to the safety of our children and residents. In fact, the project was created through the efforts of neighbors sitting down with County staff and School District Superintendents to arrive at a solution. It is the best example of citizens and government working together to improve and protect our community.

I appreciate your time and urge you to recommend The Jennings Lodge Avenue: Oregon 99E to Oatfield Road Sidewalk Project for funding.

---

**Name:** Terry Gibson

**Organization:** Oak Lodge Sanitary District, Jennings Lodge CPO, NCUWC

**Zip Code:** 97267

**Project:** Jennings Avenue: OR 99E to Oatfield Road Sidewalks and Bike lanes

**Question 3:** May 30, 2013

To METRO

Re: SE Jennings Avenue Sidewalk and Bicycle Project 1 > ~ lh41:- U \ f9 ~

As the Oak Lodge Sanitary District's Board Vice President, the Boardman Basin representative to the North Clackamas Urban Watersheds Council, and the Jennings Lodge CPO representative to MAP-IT, the Mcloughlin Area Plan Implementation Team, I represent the Jennings Lodge and Oak Grove communities. I am here today to

confirm wide popular interest in this project. Besides having broader support from the MAPIT itself, the Jennings Lodge CPO selected Jennings Avenue as its top choice for development in the entire MAP area, with restoration of the Boardman Wetlands a close second.

As a 23-year resident and property owner within the Jennings Avenue Project area, I strongly urge that this project be given top priority over the other projects under consideration at this time. School children, other pedestrians, and bicyclists deserve to have their fair share of this narrow right-of-way. Because of the steep terrain, there are commercial and passenger vehicles traveling at much higher

speeds than the posted limit of 30 mph. This project is focused primarily on safety for school children walking to Candy Lane and Jennings Lodge Schools or waiting for the school bus to Oregon City, and people using the Trimet bus stops at both ends of the project corridor. Since this project also includes stormwater facility upgrades, this project helps meet the needs of the various community groups that I represent here today. I look forward working with you personally in my capacity as an elected public official, property owner, and citizen at large.

Thank you for your consideration. Tevry

Terry John Gibson RLA, MBA SUS Marylhurst University  
Vice President, OLSD Board Boardman Basin Rep., NCUWC JLCPO Rep., MAPIT  
503-545-1419 tjgibson

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**Name:** Nancy Whitley

**Organization:** OLCPO/ELED citizen advisory

**Zip Code:** 97267

**Project:** Jennings Avenue: OR 99E to Oatfield Road Sidewalks and Bike lanes

**3:** Regarding the Jennings Avenue Improvements: We have lived in the area just 3 blocks off Jennings Avenue for over 38 years. We raised two boys and would not allow them to walk or ride along or across Jennings until they were in their late teens. There are 3 school districts with schools that border it. A citizens group of 15 to 18 worked with Clackamas County on this proposal to make Jennings Avenue safer. We were able to obtain letters of support for a safer Jennings Avenue from these school districts. We are willing to go door to door to local residents if it would help move this important project forward. It is the only direct east/west connection other than I 205 at Oregon City and Hwy 224 through Milwaukie. There are other east/west avenues but they are through neighborhoods and do not provide a direct access to key east or west destinations. Jennings Avenue, also, connects to the trolley Trail.

There are many single family homes and multifamily units on and near Jennings Avenue. It is frequently used for those needing access to bus stops along Oatfield Road and Hwy 99 E. There are stores and restaurants on 99 E used by residents who walk along single file on the very narrow paths.

Over the years we have witnessed numerous occasions when pedestrians and bike riders stepped into side streets or stepped as close to the embankments as possible when traffic is near. A person walking a dog has to step aside as vehicles approach in several lengths of the avenue. Since living in the area we know of one death by a hit and run driver near Addie Street. We would appreciate your consideration for improving the safety on Jennings Avenue for all. Thank you.

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**Name:** Donna Cohen

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy Phase II

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** Testimony in support of the StJohn's Truck Strategy, Phase II Plan May 30, 2013

Donna L. Cohen

8443 N Bliss St., Portland, OR 97203

503-737-1425 dcohen@dcoheninfo.com

My name is Donna Cohen and I am a community member of the Stakeholder Advisory Committee which developed the StJohn's Truck Strategy, Phase II, plan. I know this project is listed as a freight project but it is much, much more. It is also a crucial community pedestrian project. As someone whose backyard is on Columbia Blvd -the truck route - I understand what it means for thru trucks are re-routed away from Fessenden I St Louis to Columbia. But, my experiencing additional noise and dust is insignificant compared to what pedestrian improvements on Fessenden I St Louis will mean to StJohn's as a whole.

Changes to the street are indispensable as part of the vision for a bright future for St John's, because this part of the project isn't just about the street. This is a 1 ~-mile corridor which runs through the middle of St John's; approximately half of St John's population of 15,000 lives on either side of the corridor. The characteristics of the corridor divide the population on the north side from most of our destination places, which are south of the corridor: the town center, library and community center; and, children on the south side are endangered- especially at the blind curve- if they want to go to Pier Park with its pool, skate park, ball fields, and playground. And, Pier Park is only going to become more of an attraction with the anticipated npGreenway Trail, which will run through it.

The safety conditions of the corridor are practically nil. We have a volume of traffic for a neighborhood collector that is equivalent to a minor arterial, and we have a blind curve near which over 1,000 children live. The street is so unsafe that people- especially children, seniors and disabled individuals, which comprise about half our population- often avoid crossing the street completely, either going way out of their way to do so, or forsaking trips to the town center. I know many parents who don't let children walk to the library, or the community center, for example- a direct trip for many kids of only a few blocks- because it means crossing Fessenden I St Louis.

This is also about equity- the residents of St John's who live north of Fessenden I St Louis, have the lowest median income and are the most diverse, in St John's as a whole. Indeed, the area north of Fessenden I St Louis - has a significantly lower median income, and a more diverse population, than Portland as a whole.

It's our time for change. Please remember that developing Fessenden I St Louis is about setting a foundation for the future for the whole of StJohn's. The multiplier effect of what we are asking for along Fessenden I St Louis is huge. The changes will bring our community together, by transforming a desolate, and dangerous corridor, and will make StJohn's much safer, more livable and walkable and also provide incentives for economic growth in our town center, as well as along Fessenden I St Louis- everything we talk about as being worthy, if not precious, goals for our urban life.

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**Name:** Jonathan Ostar

**Organization:** OPAL Environmental Justice Oregon

**Zip Code:** 97206

**Project:** Foster Road: SE Powell Boulevard to SE 90th Avenue: Pedestrian/Bicycle/Safety Phase 2

**Question 3:** Supporting Foster, Powell projects. Reinforcing importance of needs assessment and proactive outreach to formulate proposals. Critique of REOF, inconsistencies with federal guidance and regional values. Lack of information re+ air toxics and benefits/burdens to EJ/underserved communities.

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**Name:** Kem Marks

**Organization:**

**Zip Code:** 97236

**Project:** Foster Road: SE Powell Boulevard to SE 90th Avenue: Pedestrian/Bicycle/Safety Phase 2

**Question 3:** Funding for safety enhancements for SE Powell. Support funding – use as much funding as possible for not just crosswalks, but sidewalks, curb cuts, etc. Not just on Powell but surrounding areas especially in school areas, eg. 130th Bush Ave, that are feeder routes to schools.

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**Name:** David Aulwes

**Organization:** Portland Pedestrian Advisory Committee, Chair

**Zip Code:** 97204

**Project:** OR 99W: SW 19th Avenue to SW 26th Way (Portland) Barbur Boulevard Demonstration Project

**Question 3:** October 20, 2011

Bob Sherman

ODOT Flexible Funds Program

Planning Section

555 13th St. NE, Suite 2

Salem, Oregon 97301

Re: ODOT Flexible Funds Grant Letters of Support

To Bob Sherman and others it may concern,

On behalf of the City of Portland Pedestrian Advisory Committee (PAC), I am writing in support of multiple ODOT Flexible Funds grant applications submitted by the City of Portland in October 2011. The Pedestrian Advisory Committee supports the projects and urges that funding be provided to the City of Portland to build these projects. Funding these projects will further advance City policies to enhance public health, sustainability and opportunities for people to walk, bicycle, take transit and transfer between these modes.

There are a number of good projects currently being considered by PBOT. The PAC considered a filtered list of priority projects and provided strong endorsement for three projects that address pressing access and safety concerns, especially for lower income residents. The PAC recommends they be funded first as top priority projects. They are listed in order of preference as follows:

1. Barbur Boulevard crossing and sidewalk improvements between SW 19th and SW 26th Way from the Barbur Blvd Streetscape Plan (1999)

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

2. Cully Neighborhood Safe Routes to School Neighborhood Greenway Projects on NE 54th Ave/ 55th Ave and 66th Ave/ 6th Ave. 3. East Portland Active Transportation Access to Transit - Part 2: Bus Stop and Access

Improvements on Outer SE Division and Gateway Bicycle Park and Ride. In addition, the PAC supports the following two projects that enhance access to transit and improve safety on a key trail crossing: • Springwater Corridor Trail - McLoughlin Blvd stairs to supplement existing ramps. As an advisory body to the City of Portland, the PAC strongly supports efforts to complete the pedestrian network, enhance opportunities for walking, bicycling, and riding transit and promote growth of vibrant communities within our city. We urge you to fund these proposed projects.

Sincerely, David Aulwes  
Chair, Portland Pedestrian Advisory Committee

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**Name:** Philip R. Selinger

**Organization:** Willamette Pedestrian Coalition, Plans & Projects Committee

**Zip Code:** 97208

**Project:** OR 99W: SW 19th Avenue to SW 26th Way (Portland) Barbur Boulevard Demonstration Project

**Question 3:** October 19, 2011

Subject: City of Portland: ODOT Flex Funds Grant Applications

Dear Ms. Bertelsen:

The Willamette Pedestrian Coalition (WPC) was founded in 1991 to promote sustainable and walkable communities where it is safe, direct and attractive to walk. The WPC was pleased to support the following Portland Bureau of Transportation (PBOT) projects during the Regional Flex Fund project selection process: East Portland Access to Transit, Foster Road and Barbur Blvd. We would also like to express support for the following project list, in priority order, to be funded by ODOT Flexible Funds:

1. Barbur Blvd Pedestrian Crossing Improvements
2. East Portland Access to Transit: Bus Stop Improvements on SE Division
3. Cully Neighborhood Safe Routes to School
4. Springwater Corridor Trail- Mcloughlin Blvd I Hwy 99 E Stairways
5. Wildwood Trail Bridge over West Burnside (Design only)

The WPC believes that these projects are important and wise investments. Several of these projects will leverage Metro regional flex funds as well as previous investments by ODOT Transportation Growth Management funds. WPC appreciates the City of Portland's commitment to creating walkable and safer neighborhoods, especially given the underserved and disadvantaged communities near the proposed project locations. Walkable, well-connected neighborhoods contribute to healthy lifestyles and the use of transportation options, including access to public transit, for all age groups and trip purposes. Thank you for the opportunity to comment on these proposals.

Philip R. Selinger

Plans and Projects Committee

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**Name:** Marianne Fitzgerald

**Organization:** Southwest Neighborhoods, Inc., President

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Avenue to SW 26th Way (Portland) Barbur Boulevard Demonstration Project

**Question 3:** October 20, 2011

Bob Sherman.

ODOT Flexible Funds Program

Planning Section

555 13th St. NE, Suite 2

Salem, Oregon 97301

Re: Barbur Boulevard Safety Improvements: Crossings and Sidewalk Gaps

Dear Mr. Sherman:

Southwest Neighborhoods, Inc. offers its strong support for the "Barbur Boulevard Safety Improvements" project proposed for funding under ODOT's Flexible Funds Program. Southwest Neighborhoods, Inc. is a coalition of seventeen neighborhood associations in SW Portland. The proposed crosswalks and sidewalk improvements are badly needed in our community. SW Barbur Blvd. is a major thoroughfare and the area where the improvements are proposed has a major bus route, a Safeway store, several restaurants, and other shops and services that people need to walk to safely. These improvements were identified as a priority project in the 1999 Barbur Streetscape Plan and have yet to be funded or constructed.

A recent High Crash Corridor factsheet noted that approximately 50% of the Barbur Corridor lacks sidewalks on both sides of the street, and the average distance between pedestrian crossing improvements is 1/3 mile. This is the case in the proposed project area and the crossings and sidewalks will encourage more people to walk to important destinations in the neighborhood. We applaud the City of Portland's commitment to improving the pedestrian infrastructure in frequent transit service corridors such as SW Barbur and SE Division. We urge ODOT to fund the "Barbur Boulevard Safety Improvements: Crossings and Sidewalk Gaps."

Thank you for your consideration of this very important project to our community. Sincerely,

Marianne Fitzgerald

President

Southwest Neighborhoods, Inc.

cc: April Bertelson, Portland Bureau of Transportation

Southwest Neighborhoods Inc. is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in southwest Portland.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Rian Windsheimer

**Organization:** ODOT, Region 1 Policy and Development manager

**Zip Code:** 97209

**Project:** OR 99W: SW 19th Avenue to SW 26th Way (Portland) Barbur Boulevard Demonstration Project

**Question 3:** October 20, 2011

Bob Sherman, Flexible Funds Program Manager

Oregon Department of Transportation

555 13th Street NE, Suite 2

Salem, OR 97301-4178

Dear Mr. Sherman: Department of Transportation Region 1

123 NW Flanders St. Portland, OR 97209-4012

Phone: (503) 731-8200

Fax: (503) 731-3266

Region 1 is pleased to support the City of Portland's Barbur Boulevard application for Flexible Funds. Barbur Boulevard, Hwy #1W (Pacific Highway West, OR99W), provides an important multimodal connection between Southwest Portland neighborhoods and the central city. The absence of pedestrian and bicycle facilities in the area creates an obstacle to increasing active transportation along the corridor. The Flex Funds program provides a unique opportunity to help address these challenges and make transportation along the corridor safer for all modes.

In 1998, ODOT funded a Transportation and Growth Management Grant to develop a streetscape plan for Barbur Boulevard. The resulting Barbur Streetscape Plan was finalized and adopted by the City of Portland in

1999. The City's proposed Flex Funds project would fund a portion of the improvements identified in the plan. Such improvements include but are not limited to:

- Completing a continuous sidewalk connection on the north/west side of SW Barbur from the 26th way underpass to 19th Avenue
- Signal and/or sidewalk improvements at SW 24th Avenue /I-5 off ramp to improve pedestrian crossings
- Consolidating and squaring off the intersection at SW Spring Garden Street
- Potentially relocating two to three bus stops to better coordinate with the crossings

ODOT staff has also been in discussions with the City of Portland regarding the potential of including enhanced pedestrian crossings as part of the project. Marked crossings are contingent on safety needs, best engineering practices and State Traffic Engineer approval. We have also communicated to the city that our agency's constrained resources necessitate the project be thoroughly vetted to ensure that it can be delivered within the proposed budget.

Thank you for considering the Barbur Boulevard project for receipt of Flexible Funds. We strongly support the city's efforts to invest in and improve this important corridor and pledge to continue working with them to ensure that the project meets the needs of all users.

Sincerely,

Rian Windsheimer

Policy and Development Manager, ODOT Region 1

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**Name:** Neil McFarlane

**Organization:** TriMet, general manager

**Zip Code:** 97202

**Project:** OR 99W: SW 19th Avenue to SW 26th Way (Portland) Barbur Boulevard Demonstration Project

**Question 3:** October 20, 2011

TriMet supports the City of Portland's SW Barbur Blvd. demonstration project. The project will make the roadway safer, easier to use, and more comfortable for pedestrians, cyclists, and people accessing bus stops.

TriMet operates frequent bus service on SW Barbur Blvd. This project will install median islands, marked crosswalks, and rapid flashing rectangular beacons to help people cross the street, fill in missing sidewalk segments, consolidate driveways, and implement portions of the Barbur Streetscape Plan, including reconfiguring an intersection to reduce conflicts between motorists, pedestrians and cyclists.

TriMet's recently completed Pedestrian Network Analysis project identified high activity, need, and opportunity for pedestrian improvements in this area. We are pleased to see this project go forward and fully support this application.

Sincerely,

Neil McFarlane General Manager

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**Name:** Sam Adams

**Organization:** City of Portland, Mayor

**Zip Code:** 97204

**Project:** OR 99W: SW 19th Avenue to SW 26th Way (Portland) Barbur Boulevard Demonstration Project

**Question 3:** October 20, 2011

Michael Ward  
ODOT Flexible Funds Program  
555 13th Street NE, Suite 2  
Salem, Oregon 97301

Dear Mr. Ward:

OFFICE OF MAYOR SAM ADAMS CITY OF PORTLAND

The City of Portland is pleased to submit seven applications for funding under ODOT's Flexible Funds Program. We appreciate the decision of the Oregon Transportation Commission to establish this program and allow for innovative approaches to advance bicycle, pedestrian, transit and transportation demand management (TDM) projects.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

The individual project applications provide detailed information on the benefits of the projects with respect to connectivity, integration and overall benefit to the transportation system as well as sustainability, mobility, access and health. Drawings show how the project elements fill gaps and result in complete transportation networks.

The Sullivan's Gulch Trail project would be the first segment of a five-mile long bicycle and pedestrian facility linking the Gateway Regional Center and Portland's Central City. Metro staff performed a preliminary technical analysis of potential "active transportation" demonstration projects, from which the Sullivan's Gulch Trail received the highest technical score. of the 31 projects evaluated. The first segment would be constructed in City owned right of way along the northern edge of the gulch between NE 70th and 82nd avenues, offset 50 feet from the Union Pacific Railroad's Graham Line. This is a high demand travel corridor, which is projected to have 250,000 daily person trips in 2035, 84 percent on Interstate 84 and 16 percent on the MAX. Six percent (the citywide bicycle mode share reported in the 2010 Census) of this demand shifted to bicycling would be 15,000 daily trips.

The Barbur Boulevard Safety Project would construct pedestrian crossing improvements at two priority locations on Barbur Boulevard between SW 19th and 26th avenues. The project was developed cooperatively with ODOT Region 1 who owns the facility. The project includes crossing improvements, signalization and connecting sidewalks. This segment of Barbur Boulevard is a high crash corridor with a high rate of pedestrian/motor vehicle collisions.

1221 SW FouRTH AvENuE, SuiTE 340 + PoRTLAND, OREGON 97204 (503) 823-4120 +  
mayorsamadams.com

The East Access to Transit Project Part 2 consists of two elements: a) major bicycle park and ride facility at Gateway Transit Center and b) bus stop improvements on SE Division Street. These investments complement a \$4.2 million investment of regional flexible funds and City funds planned in 2013-14.

The Cully Safe Routes project would construct two north-south neighborhood greenways, one on NE 54th and ssth avenues and the second on NE 66th and 6ih avenues. The project includes several innovative facility designs that would significantly improve bicycle and pedestrian safety and mobility in this traditionally underserved neighborhood.

The City of Portland is also applying for the Springwater Trail- McLoughlin Stairs, design of the Wildwood Trail Bridge over West Burnside Street and SmartTrips: Portland Streetcar geared to the opening of the Portland Streetcar Loop- Eastside Extension in late 2012.

Thank you for the opportunity represented by the Flex Fund Program to channel additional funds to projects that reduce our reliance on fossil fuels and benefit public health. Sincerely,

Sam Adams  
Mayor

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**Name:** Jason Tuck, Mayor Lori DeRemer,

**Organization:** City of Happy Valley City manager and mayor

**Zip Code:** 97086

**Project:** SE 129th Avenue Bike Lane and Sidewalk Projects

**Question 3:** RFFA GRANT HEARING- SPEAKING POINTS ON 129th AVE. PROJECT

- Lori- Good Evening Council President Hughes, Metro Council and JPACT Representatives
- Lori - I am Lori DeRemer Mayor of Happy Valley
- Lori -This is Jason Tuck our City Manager
- Lori- Thank you for the opportunity to testify for our project that has benefits to the region as a whole.
- Lori- Mr. Tuck will discuss the specifics of the project and the various reasons this is the best project that is up for your consideration.
- Jason- Good evening Council President Hughes, Metro Council and JPACT Representatives. Thank you for this opportunity to discuss our project.
- Jason -There is currently a lack of sidewalks and bike lanes within the project area. Funding is requested for the construction of the SE 129th Avenue- Bike Lane and Sidewalk Improvements. The project will provide safe connectivity for pedestrians and bicyclists along SE 129th Avenue, which is one of the few major thoroughfares leading into a more established area of the City developed with single family homes, Happy Valley Elementary/Middle Schools, a fire station, police station, several churches and a regional park (Happy Valley Park). SE 129th Avenue also provides direct access to Spring Mountain Elementary School and the commercial center at the intersection of SE 122nd Ave. {Minor Arterial) and SE Sunnyside Road {Major Arterial and Transit Route). This section of improvements will be the "last mile" connection for pedestrians and bikes on the east side of SE 129th Avenue. Because there are so few ways into this established area, there are no nearby alternatives for pedestrian or bicycle traffic. This project will give youth the ability to walk to school, and for youth and elderly citizens the ability to walk to the commercial center at 122nd Ave. & Sunnyside Road. This area is underserved by Public transit due to the elimination of TriMet Bus Route 157.
- Jason- The project will build 1,100 linear feet of sidewalk on the east side of SE 129th Avenue and widen the existing pavement through the curves north of SE Mountain Gate Road and south of SE Scott Creek Lane. The widening will allow for bike lanes on both sides of SE 129th Avenue by re-striping the road. A retaining wall of varying height from 0' to 8' will be constructed behind the proposed sidewalk. The project will be built as one phase. The total cost estimate for the project is \$3,105,644.
- Jason- In-kind donations by the City's Economic & Community Development Department {Planning, Engineering & Building Divisions) will be available to assist with outreach/education as well as design and construction project management and coordination with any consultants, contractors, etc and the total in-kind match is estimated to total \$75,000. In addition, the City's Pedestrian Improvement Project Fund would be able to provide an approximately 10 percent "hard match" toward the estimated project cost {\$310,500} for a combined match of approximately \$385,500 or just over 12 percent of the estimated project cost.
- Jason - 129th Avenue is part of a much longer continuous road section that begins as 135th Avenue south of Hwy. 212/224 and extends to Mt. Scott Blvd. which then travels north past the Willamette National Cemetery and into the City of Portland. Thus, this roadway is a critical part of one of the few south/north road connections linking Clackamas and Multnomah counties.
- Jason -Thank you for this opportunity to talk about this much needed pedestrian and bicycle improvement project.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Lori – thank you, we can answer any questions you have.

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**Name:** Marianne Fitzgerald

**Organization:** Southwest Neighborhoods Inc, President

**Zip Code:** 97219

**Project:** Southwest in Motion (SWIM)

#### **Question 3:** May 30, 2013

Metro Council and JPACT members

600 NE Grand

Portland, OR 97232

Re: 2016-18 Regional Flexible Funds: Support for SW Barbur and SWIM Dear Metro Council and JPACT members:

Southwest Neighborhoods, Inc. (SWNI) strongly supports two projects that would make it safer to walk, bike and take transit in SW Portland and urges you to fund them in the 2016-18 Regional Flexible Funds Allocation. OR 99W: SW 19th Avenue to SW 26th Barbur Boulevard Demonstration Project

Southwest in Motion (SWIM) The Barbur Blvd. Demonstration Project has been a priority for SWNI since 1999 when it was deemed the highest priority project in the Barbur Streetscape Plan, although it has not yet been funded. This proposal would construct sidewalk infill where there are critical gaps, construct bicycle lane infill where there are critical gaps, and construct crosswalks in an area where the nearest traffic signals are 1 000 feet apart. This would provide safer access to frequent transit service on Barbur as well as the newly remodeled Safeway store, local restaurants and other commercial businesses, and three elementary schools all located within the project area. Barbur Blvd. is a High Crash Corridor and these improvements would create a safer environment for all users and encourage walking, bicycling and access to transit.

The project is within Metro's SW Corridor study area which could potentially include a high capacity transit system many years in the future, but the pedestrian and bicycle improvements in this grant application need to be built sooner rather than later because the recently completed Barbur Concept Plan has identified this area as a potential node for transit oriented development and many multi-family units have already been built in the project area.

Southwest in Motion would lay the foundation for future improvements by prioritizing a long list of much- needed projects to improve the almost-nonexistent alternative mode transportation infrastructure in Southwest Portland. Southwest Portland experienced tremendous growth over the past four decades, yet sidewalks and bicycle facilities were often not built along with the residential and commercial developments. Today, costs have escalated because storm water management infrastructure was also not built, adding to the cost of each project today. SWIM would develop an implementation plan modeled after the highly successful East Portland in Motion study that will result a well-thought-out

implementation plan that would lead to construction of more active transportation projects in a part of the region where they are lacking.

Thank you for the opportunity to testify; we urge you to support for these two projects that enhance livability and create a safer environment that would facilitate walking, biking and taking transit in Southwest Portland.

Sincerely,

Marianne Fitzgerald

President, Southwest Neighborhoods, Inc.

Enc: Portland City Council Resolution 36876 in support of the Barbur Demonstration Project

Cc: Roger Averbeck, Chair, SWNI Transportation Committee

Dan Bower, Portland Bureau of Transportation

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Powell-Division Corridor Safety and Access to Transit

**Question 3:** Shirley Craddick, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Craddick,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

Powell-Division Corridor Safety and Access to Transit (\$2,918,020): This project makes priority improvements for non-auto trip safety and access to transit, employment, education, and essential services in the Powell and Division corridors linking downtown Portland and Gresham regional centers.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

The project includes areas of above average concentrations of minority and low income populations. The corridor is served by two TriMet Frequent Service lines and is a designated regional High Capacity Transit development corridor. This is another project that is long overdue. The deterioration of Powell Blvd in East Portland has had a significant negative impact on the economic vitality of the surrounding businesses and neighborhoods.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Powell-Division Corridor Safety and Access to Transit

**Question 3:** Carlotta Collette, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Collette,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Powell-Division Corridor Safety and Access to Transit

**Question 3:** Sam Chase, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Chase,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Powell-Division Corridor Safety and Access to Transit

**Question 3:** Tom Hughes, President

Oregon Metro Council

600 NE Grand A venue

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Portland, OR 97232

May 30, 2013

President Hughes,

#### HOUSE OF REPRESENTATIVES

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Powell-Division Corridor Safety and Access to Transit

**Question 3:** Bob Stacey, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Stacey,

#### HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my

perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Powell-Division Corridor Safety and Access to Transit

**Question 3:** Craig Dirksen, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Dirksen,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

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**Name:** CJ Dooxee

**Organization:**

**Zip Code:**

**Project:** St. Johns truck Strategy Phase 2

**Question 3:** I support the St Johns Truck Strategy Phase 2. The plan is unique in that it will increase livability and vitality of the region and increase reliability and efficiency for freight groups and industrial areas.

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**Name:** MaryAnna Moore

**Organization:**

**Zip Code:**

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 3:** I am asking for support funding for the Trolley Trail Bridge feasibility study. The bridge was built in 1893 and is historic. It could be restored, even though it is abandoned right now. The Bridge could be a good pedestrian or bike bridge from Gladstone into Oregon City across the Clackamas River. Please include it in your plans.

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**Name:** Nick Falbo

**Organization: Zip Code:**

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** Support the Foster road and Powell Blvd project. Lives close to Foster and 82nd Ave. Challenges he faces and need improvement are: Feels bikes are banned from using the street by aggressive drivers that are very unaccommodating. People bike on the sidewalk instead or take their chances in the street. The diagonal route Foster provides is a direct line into central city Portland.

Foster road has become more than just a transportation corridor and an emerging business district. With increased traffic people have to park on the south side of the street if they cannot park near the business the need to go to, which makes it difficult for foot traffic. It is difficult to keep up viable main street business district this way.

The challenge of equity in the area. As you head east conditions get worse as the sidewalks cut down to 1/3 of their size.

Funding this project has the potential to change everything. This is part of an ongoing project since 2003.

For the last 10 years the community has been waiting for this piece to happen.

---

**Name:** Marianne Fitzgerald

**Organization:** President of SW neighborhoods, a coalition of 17 neighborhood associations in SW Portland

**Zip Code:**

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 3:** In support of the OR 99W/Barbur project which would construction of sidewalks, bike-paths and crosswalks where they are needed. I have provided previous testimony from Portland City Council, TriMet urging various entities to fund the project as soon as possible. There are gaps in the sidewalk and the bike lane on Barbur, construct crosswalks where signals are 1000 feet apart. Safeway and other businesses are remodeling their stores, there are multi-family developments nearby, three elementary school. The area has all the ingredients of a 20 minute neighborhood except sidewalks. City of Portland will be constructing infill sidewalks and 19th and Spring Garden later this year which will make there are even safer. Metro SW corridor study will probably spur new development in the Barbur concept plan. High density apartments are being built there and the area does not want to wait another 20 years for high capacity transit and safety improvements.

---

**Name:** Marianne Fitzgerald

**Organization:** President of SW neighborhoods, a coalition of 17 neighborhood associations in SW Portland

**Zip Code:**

**Project:** Southwest In Motion (SWIM)

**Question 3:** We need to plan for future construction of sidewalks, bike-paths and crosswalks in SW Portland, where there are scores of projects waiting behind them. It is modeled after the East Portland in Motion Plan which was very good at prioritizing the area for construction. Many houses and commercial developments have gone in without sidewalks in the last 40 years so we want to prioritize them to that as other grant and funding opportunities come up our area will be ready.

---

**Name:** Barbara Quinn

**Organization:** **Zip Code:**

**Project:** St. Johns Truck Strategy Phase 2

**Question 3:** I live in North Portland. Was a citizen advisor on the St Johns Truck Strategy Phase 2; Just a reminder that the neighborhood is the town center for the entire North Portland area as defined by Metro. Around for Phase 1 in 2001 and have to say that the original strategy was difficult one between the freight community, neighborhood and regional and city governments. Phase 2 implements major part of Phase I and would be a big step forward for our area. The reclaiming of Fessenden and St Louis as a residential street with the proposed funding would be the single most significant request made by the community of North Portland.

By adding pedestrian safety improvements and freight maintenance improvements on North Lombard, we would be able to implement a great deal of the strategy. We recognize that freight movement in our community is important and want to have all parties functioning on in a livable situation. This is important to our community and would appreciate a recommendation.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Nancy Ramirez Arriaga

**Organization:** Leadership Networks at the Latino Network

**Zip Code:**

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** In support of the Foster road Project

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**Name:** Nancy Ramirez Arriaga

**Organization:** Leadership Networks at the Latino Network

**Zip Code:**

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 3:** In Support of the Powell and Division Project

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**Name:** John Ingrem

**Organization:** Zip Code:

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd

**Question 3:** I want to talk about OR 99W specifically between 26th and 19th. Walking paths through the merges in the road are dangerous. The safety of the people with the new development going on could be made very accessible for people and more enjoyable and will hopefully help the city financially.

---

**Name:** Deanna Palm

**Organization:** Greater Hillsboro Area Chamber of Commerce

**Zip Code:**

**Project:** Merlo/170th Complete Corridor Design Plan

**Question 3:** The Chamber is pleased to serve on the Citizens Advisory Committee for the Aloha-Reedville Study and Livable Community Plan. This major planning effort represents a strong commitment to improve a long-neglected part of our region, a community with rich potential but also deep needs. The three projects proposed for funding will go a long way towards addressing some of those critical needs.

Community feedback from this project illustrates a very high demand for improvements that will enhance safety and convenience for all community members whether walking, biking, taking transit or driving. The feedback also highlights the need to continue the ongoing work of upgrading our substandard roads to include sidewalks, bike lanes and improved traffic flow.

All three project nominations fit well with the Aloha-Reedville Study and Livable Community Plan, which has revealed that sidewalks and safe pedestrian crossings are among the top needs stated by our residents, and that increased traffic congestion is also a major concern. As this federally- and Metro-funded planning project draws to a close we are eagerly seeking implementation funds.

Over the past 50 years our neighborhoods have seen significant development and population growth bringing a lot of traffic to our arterial roads, many of which do not have safe places to walk or bike. These demands will only increase as South Hillsboro and South Cooper Mountain develop and as employment continues to grow in the Sunset Corridor to the north. While the County has upgraded

several arterial roadways in our community, many needs remain.

SW 170<sup>th</sup> Avenue carries over 15,000 daily cars and trucks on a two-lane road with ditches next to a neighborhood with lots of children and low-income residents. The existing narrow asphalt path on one side of the road is not safe enough for people trying to walk or bike to Beaver Acres Elementary School, Tualatin Hills Nature Park or MAX light rail. The Merlo/170<sup>th</sup> Complete Corridor Design Plan would help determine practical solutions to safely move people by all modes in the corridor.

On wider roads like 185<sup>th</sup> Avenue, Baseline Road, and 170<sup>th</sup> Avenue between TV Highway and Farmington Road, safe places to cross are few and far between. The Pedestrian Arterial Crossings project would provide much needed crossing improvements to help our residents safely reach bus stops, schools, shopping and homes.

Cornelius Pass Road, which forms the western edge of our community, is an important commuter route connecting our residents with jobs in north Hillsboro. Traffic congestion is increasingly a problem on Cornelius Pass and other north-south roads in our community. The Silicon Forest Green Signals project would use technology to better coordinate the traffic signals and adapt them to real-time traffic conditions, helping to improve traffic flow.

I strongly support the three nominations, and hope to see implementation funding that will strengthen our community and provide increased safety and convenience for all travel modes. Sustaining the livability of our community depends upon it.

Please call me if you have any questions.

---

**Name:** Deanna Palm

**Organization:** Greater Hillsboro Area Chamber of Commerce

**Zip Code:**

**Project:** Downtown Hillsboro Accessibility Project

**Question 3:** The Chamber is pleased to serve on the Citizens Advisory Committee for the Aloha-Reedville Study and Livable Community Plan. This major planning effort represents a strong commitment to improve a long-neglected part of our region, a community with rich potential but also deep needs. The three projects proposed for funding will go a long way towards addressing some of those critical needs.

Community feedback from this project illustrates a very high demand for improvements that will enhance safety and convenience for all community members whether walking, biking, taking transit or driving. The feedback also highlights the need to continue the ongoing work of upgrading our substandard roads to include sidewalks, bike lanes and improved traffic flow.

All three project nominations fit well with the Aloha-Reedville Study and Livable Community Plan, which has revealed that sidewalks and safe pedestrian crossings are among the top needs stated by our residents, and that increased traffic congestion is also a major concern. As this federally- and Metro-funded planning project draws to a close we are eagerly seeking implementation funds.

Over the past 50 years our neighborhoods have seen significant development and population growth bringing a lot of traffic to our arterial roads, many of which do not have safe places to walk or bike. These demands will only increase as South Hillsboro and South Cooper Mountain develop and as employment continues to grow in the Sunset Corridor to the north. While the County has upgraded several arterial roadways in our community, many needs remain.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Tualatin Hills Nature Park or MAX light rail. The Merlo/170th Complete Corridor Design Plan would help determine practical solutions to safely move people by all modes in the corridor.

On wider roads like 185th Avenue, Baseline Road, and 170th Avenue between TV Highway and Farmington Road, safe places to cross are few and far between. The Pedestrian Arterial Crossings project would provide much needed crossing improvements to help our residents safely reach bus stops, schools, shopping and homes.

Cornelius Pass Road, which forms the western edge of our community, is an important commuter route connecting our residents with jobs in north Hillsboro. Traffic congestion is increasingly a problem on Cornelius Pass and other north-south roads in our community. The Silicon Forest Green Signals project would use technology to better coordinate the traffic signals and adapt them to real-time traffic conditions, helping to improve traffic flow.

I strongly support the three nominations, and hope to see implementation funding that will strengthen our community and provide increased safety and convenience for all travel modes. Sustaining the livability of our community depends upon it.

Please call me if you have any questions.

---

**Name:** John Ludlow

**Organization:** Clackamas County Board of Commissioners

**Zip Code:** 97045

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 3:** At their February 26 and March 12, 2013 study sessions, the Clackamas County Board of Commissioners discussed and gave support for the following applications for the 2016-2018 Regional Flexible Funds Funding program: The Jennings Ave: OR 99E to Oatfield Sidewalk and Bike lanes, an Active Transportation/Complete Streets project, to improve pedestrian and active transportation by building facilities to create safe streets for all users, particularly around the schools in the area.

These three projects achieve both the policy goals of the Regional Flexible Funding program as well as multiple objectives for the county and will both efficiently and effectively use federal funds to advance the transportation needs in our region. Please share this information with the selection committee and let them know that these projects have the full support of the Clackamas County Board of Commissioners.

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**Name:** Susan Veaudry

**Organization:** Portland Bicycle Advisory Committee

**Zip Code:** 97204

**Project:** Portland Central City Multimodal Safety Project, Phase 2

**Question 3:** The City of Portland's Bicycle Advisory Committee (BAC) is a body appointed by the City of Portland's Commissioner in Charge of Transportation. It is charged with advising the city on matters related to bicycling. In December 2012 and January 2013 the BAC discussed in committee their priorities for the Regional Flexible Fund grant application. Committee members also met in a sub-committee applications.

While the BAC supports the entire package of applications submitted by the City, we are meeting with city staff to develop their recommendation for projects for which to apply. We are now writing you to provide an endorsement of the city's Regional Flexible Fund applications. While the BAC supports the entire package of applications submitted by the City, we are especially supportive of the following.

---

**Name:** Susan Veaudry

**Organization:** Portland Bicycle Advisory Committee

**Zip Code:** 97204

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

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**Name:** Susan Veaudry

**Organization:** Portland Bicycle Advisory Committee

**Zip Code:** 97204

**Project:** St. Johns Truck Strategy, Phase 2

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**Zip Code:** 97204

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

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**Organization:** Portland Bicycle Advisory Committee

**Zip Code:** 97204

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

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**Name:** Susan Veaudry

**Organization:** Portland Bicycle Advisory Committee

**Zip Code:** 97204

**Project:** Powell/Division Corridor Safety and Access to Transit

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---

**Name:** David Golobay

**Organization:** Happy Valley Business Alliance

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Lane and Sidewalk Project

**Question 3:** The Happy Valley Business Alliance supports the SE 129<sup>th</sup> Avenue- Bike Lane and Sidewalk Project for numerous reasons. This area is underserved by public transit due to the elimination of TriMet Bus Route 157. This roadway is of critical importance to vehicles, bicyclists and pedestrians, and is particularly challenging at a set of curves with little or no shoulder just north of Mountain Gate Road. This lack of safe refuge for all modes of travel is unsafe on many levels. Besides the obvious danger to bicyclists and pedestrians, it also causes emergency response vehicles to drive on the centerline of the road, forcing

oncoming traffic off the roadway; it makes it more difficult for the motorist to "pull to the right" when encountering emergency vehicles; and, there have been a number of significant motor vehicle accidents in these curves.

The project will provide safe connectivity for pedestrians and bicyclists along SE 129th Avenue, which is one of the few major thoroughfares leading into a more established area of the City developed with

single family homes, Happy Valley Elementary/Middle Schools, a fire station, police station, several churches and a regional park (Happy Valley Park). SE 129th Avenue also provides direct access to Spring Mountain Elementary School and the commercial center at the Intersection of SE 122nd Ave. (Minor Arterial) and SE Sunnyside Road (Major Arterial and Transit Route).

This section of improvements will be the "last mile" connection for pedestrians and bikes on the east side of SE 129th Avenue. Because there are so few ways into this established area, there are no nearby alternatives for pedestrian or bicycle traffic.

Thank you for the opportunity to comment on such a vital project for the citizens of Happy Valley and the local businesses.

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**Name:** John Mulvey

**Organization:**

**Zip Code:**

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** I'm writing to express support for the long-delayed improvements to SE Foster Road in Portland. This area has been the scene of too many fatalities in recent years, and what's sad is that with proper design, this area could become a thriving and walkable neighborhood.

Citizens first came together to find a solution in 1999, when they began the citizen-initiated planning process for this project. Approval of their plan by the City Council in 2003, addition of this area to the Lents Urban Renewal Area in 2007, and participation in yet another plan process that is currently ongoing all testify to the dedication of the public to seeing something finally done to make the area safe.

I hope that you will support the modest funds requested for this project during this cycle, which will augment and leverage funding from other sources and lead to finally seeing a real solution for one of this region's great neighborhoods.

---

**Name:** Alison Hart, Bess Wills

**Organization:** Gresham Area Chamber of Commerce

**Zip Code:** 97030

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 3:** Gresham Area Chamber of Commerce has served as the voice of the East Multnomah County business community since 1931. Our mission is bringing together and serving the business community. Our membership consists of 500 businesses of all sizes, including professionals, education, government and civic-minded organizations of the region.

Transportation is a top priority for the Chamber. That being said, we are advocating for several Regional Flexible Funds projects that will benefit the East Multnomah County region. We ask that consideration be given to granting funding to the below projects that directly impact our region. The Chamber supports investment in an efficient and well-maintained transportation infrastructure system, which is vital to the health of our region's economy. We urge your strong support for investment in East Multnomah County transportation infrastructure. Thank you for your consideration in this matter.

---

**Name:** Alison Hart, Bess Wills

**Organization:** Gresham Area Chamber of Commerce

**Zip Code:** 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

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We urge your strong support for investment in East Multnomah County transportation infrastructure. Thank you for your consideration in this matter.

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**Name:** Alison Hart, Bess Wills

**Organization:** Gresham Area Chamber of Commerce

**Zip Code:** 97030

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---

**Name:** Representative Vega Pederson

**Organization:**

**Zip Code:** House of Representatives, State of Oregon

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 3:** We are writing today in strong support of the City of Portland's application for Regional Flex Funds for sidewalk improvements in East Portland. The City's proposed East Portland Access to Employment and Education Multimodal Fund, Foster Road, and Powell Boulevard projects will tremendously benefit the citizens of East Portland. Creating more walkable, bikeable, and transit-accessible neighborhoods will connect residents to their places of employment and their children's schools.

More than one quarter of Portland's residents live in East Portland and many of them are drawn by the relatively lower cost of living compared to other communities. Unlike other neighborhoods, however, East Portland was developed without considering neighbors' needs to walk to the park, take the bus to town, or bike to the store and buy groceries. As a result, many of our neighborhood streets lack

sidewalks or safe crossings, making it impractical and unsafe to get around without driving. For many of our constituents, driving is not an option and they risk their health and safety each time they venture out of their driveway. Investing in sidewalks, connectivity, and access to transportation is a cost-efficient and responsible way to improve safety and livability for our constituents who have been historically underserved.

We also believe that expanding alternative transportation infrastructure is an economic investment in East Portland. Businesses are more likely to open and remain open in areas in which their customers and employees have safe routes to work and to local businesses. With the recent adoption of an East Portland enterprise zone, sidewalk and accessibility improvements will be another draw for new private investment in a community greatly in need of new jobs.

We appreciate the constraints of JPACT's finances and are grateful for your willingness to consider our input. As legislators, we know too well the difficulties of deciding between highly worthy projects when you have limited resources. While we pursue ways to invest in critical transportation projects such as these on the statewide level, we hope to also lend an effective voice at the local level and respectfully seek your support for the City's three funding requests for alternative transportation options in East Portland.

---

**Name:** Representative Vega Pederson

**Organization:**

**Zip Code:** House of Representatives, State of Oregon

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

seek your support for the City's three funding requests for alternative transportation options in East Portland.

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**Name:** Dick Jones

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 3:** Gladstone Trolley Trail Bridge

I would like to support restoring the Trolley Bridge at the south end of Portland Av in Gladstone. From my work on the Trolley Trail when the most direct route is restored more people come to use it than anyone can imagine. I clearly remember 3 hours after the first segment of the Trolley Trail was paved a large number of people who came to walk on it. It was not a one time event the number of people using the Trail continues to grow even several years later.

Restoration of the Gladstone Bridge will open a direct link between the downtowns of Gladstone and Oregon City. This will add great economic benefits and quality of life to both cities. It will add another health tool to the toolbox helping Citizens improve their health.

Only people, like myself, who live along the Trolley Trail, realize just how much the Trail changed the Quality of life for them and their neighbors. Suddenly we see hundreds of people walking along the Trail daily where no one walked before. I believe the bridge project will be the same game changer for downtowns of Gladstone and Oregon City.

---

**Name:** Rick Van Beveren

**Organization:** Reedville Center

**Zip Code:** 97123

**Project:** Merlo/170th Complete Corridor Design Plan

**Question 3:** I am a member of the Reedville community and offer my support for three Regional Flexible Fund nominations submitted by Washington County: Pedestrian Arterial Crossings, Merlo/170th Complete Corridor Design Plan, and Silicon Forest Green Signals. I am also a voluntary alternate member of the Aloha-Reedville Study and Livable Community Plan Citizen Advisory Committee.

Community feedback from this project illustrates a very high demand for improvements that will enhance safety and convenience for all community members whether walking, biking, taking transit or driving. The feedback also highlights the need to continue the ongoing work of upgrading our substandard roads to include sidewalks, bike lanes and improved traffic flow. All three project nominations fit well with the Aloha-Reedville Study and Livable Community Plan, which has revealed that sidewalks and safe pedestrian crossings are among the top needs stated by our residents, and that increased traffic congestion is also a major concern. As this federally- and Metro-funded planning project draws to a close we are eagerly seeking implementation funds.

Over the past 50 years our neighborhoods have seen significant development and population growth bringing a lot of traffic to our arterial roads, many of which do not have safe places to walk or bike. These demands will only increase as South Hillsboro and South Cooper Mountain develop and as employment continues to grow in the Sunset Corridor to the north. While the County has upgraded several arterial roadways in our community, many needs remain. SW I 70th Avenue carries over 15,000

daily cars and trucks on a two-lane road with ditches next to a neighborhood with lots of children and low-income residents. The existing narrow asphalt path on one side of the road is not safe enough for people trying to walk or bike to Beaver Acres Elementary School, Tualatin Hills Nature Park or MAX light rail. The Merlo/170th Complete Corridor Design Plan would help determine practical solutions to safely move people by all modes in the corridor. On wider roads like I 85th Avenue, Baseline Road, and 170<sup>th</sup> Avenue between TV Highway and Farmington Road, safe places to cross are few and far between. The Pedestrian Arterial Crossings project would provide much needed crossing improvements to help our residents safely reach bus stops, schools, shopping and homes.

Cornelius Pass Road, which forms the western edge of our community, is an important commuter route connecting our residents with jobs in north Hillsboro. Traffic congestion is increasingly a problem on Cornelius Pass and other north-south roads in our community. The Silicon Forest Green Signals project would use technology to better coordinate the traffic signals and adapt them to real-time traffic conditions, helping to improve traffic flow.

I strongly support the three nominations, and hope to see implementation funding that will strengthen our community and provide increased safety and convenience for all travel modes.

---

**Name:** Rick Van Beveren

**Organization:** Reedville Center

**Zip Code:** 97123

**Project:** Washington County Arterial Pedestrian Crossings

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SW I 70th Avenue carries over 15,000 daily cars and trucks on a two-lane road with ditches next to a neighborhood with lots of children and low-income residents. The existing narrow asphalt path on one side of the road is not safe enough for people trying to walk or bike to Beaver Acres Elementary School, Tualatin Hills Nature Park or MAX light rail. The Merlo/170th Complete Corridor Design Plan would help determine practical solutions to safely move people by all modes in the corridor. On wider roads like I

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

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**Name:** Commissioner Steve Novick

**Organization:** City of Portland

**Zip Code:** 97204

**Project:** St. Johns Truck

Strategy Phase II (Portland)

**Question 3:** I am writing to show my support for the Portland Bureau of Transportation's proposal to Metro for the

2016-18 Regional Flexible Fund Allocation to finance traffic flow and public safety improvements along North Fessenden Street, Lombard Street, St. Louis Avenue, Columbia Way, Columbia Boulevard, and Portland Road.

North Fessenden Street and surrounding roads in the St. Johns area of Portland experience high volumes of traffic by residents, visitors and the freight community. Without sufficient marked crosswalks and other enhancements to calm traffic flow, the area is dangerous for pedestrians and cyclists. As a commissioner, public safety is of the utmost importance, and I am proud to report that the City of Portland, in partnership with this valued neighborhood, has begun critical improvements to these multi-modal junctions. Freight traffic has been moved away from residential roads by posting "No Trucks" signs that were diligently enforced by Police. However, these efforts fall short of appropriate measures that need to be taken to ensure residents, visitors, and freight operators can safely go about their business. With additional funding, the City of Portland could install crosswalks and beacons, median islands, curb extensions, wider bicycle lanes, speed reader boards, in addition to other designs intended to improve the flow of traffic and bolster public safety.

Additionally, more businesses will expand to this area as infrastructure is enhanced and both residents and visitors feel secure.

The City of Portland is entrusted to take essential precautions to protect its citizens. This project is necessary to fulfill this commitment to strengthen community safety, and therefore I offer my support for this venture. Thank you in advance for your consideration of this request.

---

**Name:** David Aulwes

**Organization:** Portland Pedestrian Advisory Committee

**Zip Code:** 97204

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 3:** To Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) members, On behalf of the City of Portland Pedestrian Advisory Committee (PAC), I am writing in support of multiple Metro Regional Flexible Funds Allocation (RFFA) project applications and one REOF project submitted by the City of Portland and other agencies. The Pedestrian Advisory Committee supports the projects and urges that funding be awarded to build these projects. Funding these projects will further advance City policies to enhance public health, sustainability and opportunities for people to walk, bicycle, take transit and transfer between these modes.

There are a number of good projects submitted by the City and other agencies. The PAC considered a filtered list of priority projects and provided strong endorsement for five projects that address pressing access and safety concerns, especially for lower income residents. These projects will enhance access to transit and improve safety for pedestrians. The PAC recommends they be funded first as top priority projects.

As an advisory body to the City of Portland, the PAC strongly supports efforts to complete the pedestrian network, enhance opportunities for walking, bicycling, and riding transit and promote growth of vibrant communities within our city. We urge you to fund these proposed projects.

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**Name:** David Aulwes

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

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---

**Name:** Carol Powers

**Organization:**

**Zip Code:** 97222

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Project Improves walking and biking. Project does not help getting to work or shopping without a car. The majority of this area does not work or shop in the area.

**Question 2:** All projects should connect to River Road a much quicker easier and safer way of travelling north and south.

**Question 3:** Great east/west connection.

---

**Name:** Carol Balch

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 2:** project should be extended to River Road so that the school children would have a sidewalk to use going to and from school as well as it being safe for all of us to use.

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**Name:** Jennifer Harding

**Organization:** East Side Athletic Club

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This project connects with the north-south intersection of Addie Street. Addie Street is the pathway to the Trimet bus station at the intersection of Boardman Ave and McLoughlin Blvd. The community residents use this Addie Street route from Jennings Ave to the bus for transportation. The East Side Athletic Club is the destination of 4500 residents of all ages in the area. It is located at the intersection of Addie Street and Boardman. Many of the members would like to walk run or bike to the club but the access road of Jennings Ave is narrow and dangerous for these modes of transportation. Adding sidewalks and biking lanes would increase the connectivity of the entire area. Safety is the number 1 priority for everyone using these modes of transportation other than a car. We cannot encourage leaving our cars behind if we are not assured we have safe routes for commuting to work or for other daily needs.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 2:** A continuous sidewalk on one side of Addie Street would complete the connectivity system to the Trimet bus station. Addie is a very short street. Costs would be decreased by completing this project in conjunction with the Jennings Ave. changes.

**Question 3:** This entire Jennings Lodge area is deficient in sidewalks. This would be a start to creating safer movement routes. In this case especially to local schools and the TriMet bus stop.

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**Name:** Alivia Cetas

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** Safer walkways and bicycle paths will make it easier for me to get to work as well as for me to get my children to their activities much more safely.

**Question 2:** better walkways and bicycle paths please

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**Name:** Robert Polk

**Organization:**

**Zip Code:** 97267

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 1:** This project would make a huge difference for residents to safely walk or bike along Jennings Avenue and in their community. Jennings Avenue is a street that is far from complete. This segment is part of a larger stretch that needs sidewalk and bike lanes. There are two elementary schools accessible along Jennings Avenue and bike lanes and sidewalk will enable young students to walk or bike to school where they cannot already safely do so. This segment also creates a new connection with the new Trolley Trail which provides significant access to Gladstone Oak Grove Oregon City and a safe connection to McLoughlin Blvd with frequent bus service and numerous jobs.

**Question 2:** At some point the project should be extended to the west with sidewalk and bike lane on Jennings Ave between 99E and River Road and also to the east between Oatfield and Webster. The 99E-River Road segment is also right next to an elementary school is relatively short and is unsafe but already busy with pedestrians and bicyclists accessing River Road Trolley Trail McLoughlin Blvd bus stops or school or church.

**Question 3:** I want to emphasize the importance of safe infrastructure for walking and biking near schools. Jennings Ave is a primary access street for two elementary schools.

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**Name:** Bill Chapman

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** It is extremely dangerous to walk along this section of Barbur Blvd especially between 24th and Spring Garden. Sidewalks would make it possible for people to get to work and transit and services without taking their lives in there hands.

---

**Name:** Wilton Roberts

**Organization:**

**Zip Code:** 97239

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** This is an area where walking and biking is not comfortable or safe.

---

**Name:** Marcia Leslie

**Organization:** Far Southwest NA

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Should improve walking and biking plus help ADA access. Bus pullouts will help avoid blocking traffic. Enhanced crossings and push-button signals will increase safety of pedestrians.

---

**Name:** Roger Averbeck

**Organization:**

**Zip Code:** 97219

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** This project meets a long standing need for safety improvements on a designated high crash corridor with high vehicle speeds badly skewed intersections poor access management neglected transit stops on a frequent service bus route. The project area is close to three schools and a brand new Safeway (under construction) as well as several multi-family housing units. The project leverages two nearby funded active transportation improvements: Sidewalk infill on SW 19th and SW Spring Garden; and Multnomah Blvd cycle-tracks sidewalks and storm water improvements. The project will address sidewalk

and bike lane gaps and improved crossing safety on a major arterial and state highway that is classified as a district highway intended to serve low to moderate traffic speeds and provide for bicyclists and pedestrians. The project area includes portions of two (recently approved) Barbur Concept Plan focus area in an area that is likely to redevelop; with strong potential for high capacity in the SW Corridor.

**Question 2:** Given the amount of funding available this project is the correct size and scope. The second phase of this project which will be far more expensive and best left to a different grant application or other funding source is improvement to the old trestle fill segment of Barbur Blvd between SW Evans and SW 19th.

**Question 3:** This project has very solid community support from the nearby neighborhood associations and the larger neighborhood coalition. The community first identified these needs in the 1999 Barbur Streetscape Plan and has been requesting these safety improvements numerous times in other recent grant applications. On August 17th 2011 Portland City Council passed the following resolution in support of funding these safety improvements on Barbur Blvd. The community is still waiting for the City and it's partners at ODOT and Metro to fund the project:

<http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/rec/4457665/view/>

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**Name:** Alan Love

**Organization:**

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Zip Code:** 97223

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** Barbur Blvd is a natural choice as a major biking artery connecting SW areas (Tigard/Tualatin/Outer SW PDX) to the city core but is woefully underdeveloped as an active transportation corridor. Reasonable bike lanes are broken up by short but very dangerous sections that are completely lacking. These small areas prevent the "interested but concerned" category of potential users who might otherwise choose to bike instead of drive.

---

**Name:** Benjamin Coogan

**Organization:**

**Zip Code:** 97239

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 1:** I don't have a car and I ride my bike on Barbur Blvd on a regular basis. Improvements to Barbur Blvd in this area would bring dynamism to an area of Portland that feels neglected (despite the fact that many people live here). Improved bike and pedestrian areas on this busy road would improve the lives of residents in many ways.

**Question 2:** The Barbur Blvd project could be improved by expanding upon the current goals. Barbur Blvd is in need of additional improvements both North and South of the proposed development area.

**Question 3:** Please use some of the available funds to improve bike and pedestrian access to Barbur Blvd. There are many people who live in this neighborhood and the area desperately needs improvement!

---

**Name:** Marj Hogan

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This is a crucial change at a crucial moment. Trucks and cars treat this residential street like a highway; the enforcement of the real truck route and the proposed medians and signage will help to slow traffic overall. Children returning from school and people who currently live right across the street from their bus stop have to brave traffic or walk blocks to find a crosswalk. The changes make it easier to access the bus and help to make Fessenden a more attractive bike and pedestrian option.

---

**Name:** Donna Cohen

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** I presented comments at the hearing but want to add some stats. I will put them in the last answer box. But I will say here that the whole community [15000 pop.] of St John's will be impacted in terms of every example you cite. Right now the community is segmented into two parts [north/south of Fess/St Louis] limiting access to the town center by half the community limiting access to our largest and busiest recreational facility - Pier Park - for the other half.

**Question 2:** The plan was well developed over a long period of time with a great deal of input from all parties affected: the community the freight industry and the city.

---

**Name:** Wilton Roberts

**Organization:**

**Zip Code:** 97239

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This is an example of Commercial Trucking needs in conflict with community livability needs. There is no silver bullet to resolve this conflict but this project would be a big help.

---

**Name:** Rebecca Regello

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Because this neighborhood has already received improvements to provide bicyclists a direct and car free route through the neighborhood this project would not assist in any way! Additionally there are other surface streets that practically parallel N. Fessenden that offer wide bike lanes. For those who choose to ride on N. Fessenden the bike lanes are fine.

**Question 2:** This project should not go forward! Many traffic changes have been made to this neighborhood over the past 1 1/2 years to divert traffic and improve conditions for bicyclists and pedestrians that these improvements are not needed! N. Central has been modified to be a Bikeway through the neighborhood and all traffic has been diverted to cross streets through the neighborhood. This neighborhood needs at least one route that is user friendly for vehicles and that route is using N. Fessenden. I think monies should be used for other improvements that would have a more profound impact on the community.

---

**Name:** Kelly Tadlock

**Organization:** PVA

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** I am in a wheelchair and cross Fessenden to get to the bus. These improvements would make my quality of life better and safer.

**Question 2:** An actual cross walk that would be pedestrian operated at Oswego and Fessenden would be ideal

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**Name:** Bonnie Hadley

**Organization:** URMDAC

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** To honest I think peds/bikes are very vocally represented these days and freight is forgotten. No suggestion.

**Question 2:** No suggestion.

---

**Name:** Amanda Moore

**Organization:**

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This project would facilitate safe traffic along Fessenden and access for residents to homes businesses along this mixed use corridor. It would help divert some of the larger trucking vehicles to the more appropriate Columbia Blvd.

**Question 2:** If the project also encompassed some of the roads used as "cut throughs" for traffic between Fessenden & Columbia to calm improve safety and use.

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**Name:** Michael Sisler

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Extremely! There are children elderly and disabled people in our community that have to cross Fessenden on a daily basis. As wide as the street is there are very few bicyclists on Fessenden even though there is a bike lane. The best example is Mark he's a grandfather who lives on one side of the Fessenden than his grandchild. Even though they live just a few blocks away the kids can't visit him because they are mnot allowed to cross the street.

**Question 2:** I wish we could put up traffic lights or at least one on Burr and Fessenden. More greenstreet facilities would enhance the beauty of it all and help slow down traffic as well.

---

**Name:** Sally Irwin

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This project would make Fessenden safer so that people with lower socioeconomic status many of whom are families with small children who live in apartment complexes between Pier Park and Columbia Blvd and along Fessenden could safely walk to the downtown area where they attend elementary and high school have access to services such as the Children's Relief Nursery (which supports families with risk factors for child abuse) and the North Portland Health Clinic and get to grocery stores jobs and bus transportation.

**Question 2:** This project had a long and difficult birth. Years ago the subject was brought up. This time around neighborhood activists and truck industry representatives and public officials engaged in a vigorous dialogue even going so far as to participate in mediation together. The plan they came up with is a good one. Its foci are appropriate.

---

**Name:** Dorothea Van Brockel

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** My seven year old refers to Fessenden as the "big scary street." Living north of it we are hesitant to walk or ride our bikes to the center of St. Johns and even avoid anything but a right hand turn when driving during rush hour. It is necessary to cross for us to get to east bound buses and to reach a

grocery store the library and the community center where our son attends after school care.

**Question 2:** The speed limit should be reduced and Washington commuters urged to use the truck routes rather than speeding through our neighborhood.

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**Name:** Michael Hoffar

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This project is an absolute necessity to helping our community safely navigate the roads in our community to access everyday necessities like groceries post office school etc.

**Question 2:** Heavy freight trucks need to be rerouted as much as possible as they are the most alarming and unsafe concern in our small community. Safe cross walks low speed limits speed bumps and noise reduction also need to be pursued so further increase awareness and safety.

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**Name:** Justin Miller

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Fessenden is a wide street with a large traffic volume making it difficult to cross. This project will be a huge increase in safety and livability for the members of our community that live north of Fessenden giving them much improved access to the library and other services in downtown St Johns.

---

**Name:** Aarisa Smith

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** By making the Fessenden corridor traversable by pedestrians without fear of injury and death many people will choose to walk to places where they now drive and the north and south of the community will be better united.

**Question 2:** Some assistance for homeowners along Feasenden whose foundations have been damaged by illegal truck traffic would be ideal particularly since the laws have not been enforced.

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**Name:** Marcia Leslie

**Organization:**

**Zip Code:** 97219

**Project:** Southwest In Motion (SWIM)

**Question 1:** Quit wasting money on more planning and start using the money to build existing plans.

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**Name:** Roger Averbek

**Organization:**

**Zip Code:** 97219

**Project:** Southwest In Motion (SWIM)

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** In terms of active transportation compared to most of Portland (with the exception of outer SE) SW Portland is blatantly under served and has been largely ignored by the City State and Metro in the development of improved facilities for walking biking and access to transit. Our community saw a lot of new development in the 80s and 90s which increased our population and traffic congestion without a corresponding investment in infrastructure. Recent planning for AT improvements in my community have been stymied by the significantly higher cost of improvements in constrained topography as well as the stormwater requirements that many improvements trigger. Many of SW Portland's neighborhoods are "landlocked" by challenging topography poor street connectivity a high percentage of unimproved streets and a serious lack of sidewalks or bike lanes - even on most collector streets which residents depend on to get to school work and grocery stores etc. The result is high percentages of people driving cars for short distances: Because they do not feel safe walking or biking for these short trips!

**Question 2:** The project needs a strong community engagement and education component. The cultural shifts needed to increase mode share to active transportation in our community are often met with resistance to change in auto dependent people. Safety improvements for pedestrians are almost always welcomed but SW Portland has yet to embrace bicycling as a viable transportation option.

**Question 3:** The residents of SW Portland deserve a basic level of service that we pay for through our taxes and city fees; and that many other city residents already have: Complete sidewalks and bike lanes on arterials and collectors; safe crossings of major streets; a neighborhood greenway system to connect to our schools and business districts; and an improved stormwater system. Our community lacks adequate stormwater infrastructure and this proposal provides an excellent opportunity for improved collaboration between Portland's Bureaus of Transportation and Environmental Services. Please fund this proposal that will improve our competitiveness to enhance livability and facilitate walking biking and taking transit in our community.

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**Name:** Alan Love

**Organization:**

**Zip Code:** 97223

**Project:** Southwest In Motion (SWIM)

**Question 1:** Outer SW PDX has largely been ignored with regards to connected bike infrastructure. Major corridors of good bike infrastructure are punctuated by short sections of NO infrastructure (e.g. the 2 bridges on the "woods" section of Barbur or the end of Capitol Hwy feeding onto Barbur). These short but critical sections of danger prevent the "interested but concerned" category of potential non-motorized users from even attempting to travel by bike. Identifying and correcting these hot points is critical to developing a true means of non-car travel.

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**Name:** James Miller

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** multimodal use of this existing bridge is an important planning step to study the future economic gains by both the City of Gladstone and the City of Oregon City. Currently Oregon City operates a public works style use of land near the Clackamas County Wastewater treatment plant. Should this land become available in the future to developers to revitalize this area in Oregon City there will also be an added benefit to Gladstone residents to both connect to existing paved trail areas of Oregon City as well as additional methods for folks going to work or shopping by the proposed footbridge. Within the footbridge concept current area uses of recreation will be enhanced and when these are enhanced it will create a better mechanism of place and public approval of funding. Additionally redundancy systems can be placed under or as a part of the footbridge like fiber optics power phone water and sanitary sewer to better serve both the residents of the City of Gladstone and the City of Oregon City. I would ask that the project include proper lighting access easements and right of way dedication for public access under the bridge to support any number of river usage by any group. Jim Miller Gladstone Resident Small Business Owner Home Depot Seasonal Employee Husband Father Community Leader

**Question 2:** The Community needs will be met by structural engineers and Metro Planners working between Gladstone and Oregon Cities. The project should be incorporated into the regional 2040 plan with updates to Zoning and Comprehensive plans between the City of Gladstone and the City of Oregon City to allow for seamless integration and transitions for future growth potential (being ready to go except for finding a developer)

**Question 3:** The Bridge area in Gladstone has been studied from a planning perspective by the City of Gladstone a number of years ago and planning wise the study revealed significance for the City of Gladstone. I would hope the funds allowed would be significantly spent on the mutual benefit of both Oregon City and Gladstone with an emphasis on Gladstone revitalization triggers and uses.

---

**Name:** John Estrem

**Organization:**

**Zip Code:** 97219

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The trolley bridge matches up with existing metro trails and would greatly improve access between Gladstone and Oregon City. People want and need to walk. This bridge would greatly enhance the quality of pedestrian use of this area.

**Question 2:** The proposed plan to repurpose an existing bridge is both sustainable and improves the quality of the pedestrian experience. Experience has shown that people will walk if given the experience.

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**Name:** Brenda Quint Gaebel

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** It will open up pedestrian and bike commuting between downtown Gladstone and Oregon City. People like me who live here walk and bike more since it will make so easy to go back and forth between these to local cities. This will make services shopping recreation more available locally without requiring a car or wasted time waiting for a bus.

**Question 2:** Not sure

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Scott Tabot

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This project would not in any way help people to go anywhere except across the Clackamas River. There are already two bridges in the area that does that already. Don't waste tax dollars on something the Union Pacific Railroad needs to take down to get rid of a public hazard.

**Question 2:** None

**Question 3:** Yes the bridge in question needs to be removed before it falls into the Clackamas Rive and contaminates the water with all of its lead paint. Let Union Pacific be responsible for it and mandate them to remove it.

---

**Name:** Diane George

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** I have lived in Gladstone all my life. I am one of the few people who actually remembers when the trolley ran down main street. Later the only train to use the tracks and the bridge was in the middle of the night. As a child we use to walk across the Trolley Bridge as a short cut to Oregon City. I am very excited that you are considering rehabilitating the bridge for bikes and people. We can again use it as a short cut.

**Question 3:** I think you are "right on" with this project. Bikes and people in the outdoors is very OREGON. Great idea.

---

**Name:** Donna Diggs

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This would greatly help pedestrians and bike riders to avoid 99E and get to Oregon City in a much safer manner.

**Question 2:** Instead of just studying it do it!!

**Question 3:** This would also help in revitalizing Portland Avenue and downtown Gladstone.

---

**Name:** Cicely Sullivan

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The trolly bridge would connect Gladstone to Oregon City as a walking path or a bike trail. A great asset to hikers More people could access the Oregon City Walking path along the river. Would benefit all those trying to maintain health through exercise

**Question 3:** The improvement of this bridge would prevent kids hanging ropes from the bridge to swing into river A dangerous activity. I live near the bridge and see this frequently.

---

**Name:** Jan Foley

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The more bike connections that are safe the more people will ride instead of take the car. I am continually impressed with how many more bikes are on the common bike routes during commute hours. It may be that there get to be traffic jams on bike trails.

**Question 2:** Move this one up in the cue.

**Question 3:** this would connect to a park on the south side of the Clackamas river and lots of kids would use it.

---

**Name:** Mark Libby

**Organization:**

**Zip Code:** 97019

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This bridge is ready made for a trail connection and could be as popular as the trail conversion of the Union St. Bridge in Salem. Offering both connectivity for bikes and pedestrians as well as beautiful scenic views of the river.

---

**Name:** Michael Wagner

**Organization:**

**Zip Code:** 97042

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** Once again Clackamas County only proposes urban projects and leaves nothing for the rural areas. This is the main reason that rural Clackamas County supports the formation of an ACT. The right turn project at Union Mills and Highway 213 was on the original Interim STIP project list but was lost to all urban projects. The 129000 Rural Clackamas County people could not even get representation on the Interim STIP. Rural people drive cars. Since there is no place even in this study to make other comments I have made them here.

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**Name:** Tracy Todd

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** I believe this path would be a great asset to both Gladstone and Oregon City citizens as well as bicycle enthusiasts from around the Metro area. As a Gladstone Citizen I can see using it for the frequent trips I make to the Oregon City Shopping Center instead of driving the already congested McLoughlin Blvd route.

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**Name:** Christian Stemple

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** If we fixed up the bridge I would be able to ride my bike to the new yogurt store at the Oregon City Shopping Center. I can't ride on McLoughlin because it isn't safe and I can't ride over the 82nd bridge because of the scary people that live underneath it. So if I want to get healthy and ride my bike to the new healthy frozen yogurt store I will have to go over this bridge.

**Question 2:** My friends would all like to ride our bikes over this bridge to the Oregon City Shopping Center and to go visit Clackamette Park.

**Question 3:** This is a great project so please give us the grant. Thank you

---

**Name:** Joe Recker

**Organization:**

**Zip Code:** 97213

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The Trolley Trail is a critical active transportation corridor in Clackamas County but fails to go the last mile to Oregon City. This project is the next step in delivering that safe and direct connection with Oregon City where people will use the trail to access transit jobs and services located throughout downtown Oregon City.

**Question 2:** It could be improved by provide appropriate route signage and neighborhood greenway connections through Oregon City to key destinations.

**Question 3:** This bridge provides a unique opportunity to make a cost-effective pivotal transportation connection using existing infrastructure. The historic nature of the bridge also provides a unique sense of place that will bridge the past with the future.

---

**Name:** Fred Nelligan

**Organization:** Oak Grove Community Council

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This project would provide an integral connector across the Clackamas River better tying together the northern communities of Gladstone Jennings Lodge and Oak Grove in with Oregon City. Oregon City in many respects is isolated from the communities to the north because of a lack of bike/ped connectivity.

---

**Name:** Molly Williams

**Organization:** Friends of the Trolley Trail

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** We wouldn't have to cross the OC bridge to get to Oregon City. Great for biking and walking.

---

**Name:** Arlene Miller

**Organization:**

**Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** Upmost help!

**Question 3:** I fully support this project.

---

**Name:** Irene Tegeler

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** My biggest concern is more taxes being leveed on property owners. For those of us on very limited incomes it is a burden that just keeps growing. Yes it would be nice to have this developed but it is not a necessity. A grant is one thing more taxes to complete is another. Just like the light rail that is tearing up so much of our area and is not necessary but we have to put up with it and in the end will be detrimental to the area as crime increases.

---

**Name:** Greg Chiamov

**Organization:**

**Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This project would make an excellent connector over what is now a barrier separating the north part of the county from Oregon City. Biking and walking some for commuting would improve.

**Question 2:** This project would make an excellent connector over what is now a barrier separating the north part of the county from Oregon City. Biking and walking some for commuting would improve.

---

**Name:** Michael Hitchcock

**Organization:** **Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This would improve walking running and bicycling access. It also would improve quality of life and be a great alternative for crossing the river without having loud and fast vehicles to contend with.

**Question 2:** The project should focus on pin pointing what out would take to safely add the bridge to the trolley trail and also research

**Question 3:** I very much support this project and hope very much that it gets funded.

---

**Name:** Mark Miller

**Organization:** **Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** An extension of the Trolley Trail to Oregon City so pedistians and bicycles do not have to negotiate the heave traffic on automobile bridges would allow many more people to feel safe walking or biking.

**Question 2:** A study of the possibility of restoring the bridge would at the very least set the project in a

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

financial context.

**Question 3:** As a supporter and user of the Trolley Trail I assume it will eventually go all the way to Oregon City and am pretty sure the sooner that is done the cheaper it will be.

---

**Name:** Marty Urman

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This would be a great alternative to using the highway bridge over the Clackamas River which is narrow and flanked by fast-moving cars.

---

**Name:** Pat Garvin

**Organization:**

**Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This project would greatly enhance the continuation of the trolley trail on toward Oregon City for walking & biking. The bridge is there so it is a shame to not include it in this project of getting the Trolley Trail finished into Oregon City.

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**Name:** Bruce Anderson

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** It would be an outstanding asset to the communities of Oregon City and Gladstone to have this proposed pedestrian/bicycle link. In doing so the existing pathways on opposite sides of the Clackamas River would be improved well beyond their current means. We'd be able to extend and enhance non-vehicular transit share commerce and make community life much better many times over our current capability.

---

**Name:** Ted Hartzell

**Organization:** CC bike ped committee

**Zip Code:** 97266

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This is a no brainer because of the obvious connectivity to and between New and existing infrastructure. This should be a high priority!

---

**Name:** Pamela Martin

**Organization:** Friends of the Trolley Trail

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** I've lived in Oak Grove since 1956. It's very important to save these historical landmarks. Besides filling in a link in the Trail it would be a highly desirable focal point to pedestrians bicyclists

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

runners and people coming to picnic in the park nearby. It would renew people's interest in Gladstone.

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**Name:** Paul Edgar

**Organization:** Oregon City Citizens Involvement Land Use Chair

**Zip Code:** 97045

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This is an important historical asset that could and should be re-purposed and improve mobility in a very positive way that encourages an active lifestyle.

**Question 2:** Better connecting the bike and trail networks is appropriate

**Question 3:** This is an effort to quantify a cost benefit analysis and should just absolutely happen

---

**Name:** Nate Burton

**Organization:**

**Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The Trolley trail is already great but a connection to Oregon City would be huge. This combined with a connection to the Springwater at the other end would make for a safe and wonderful bike route all the way to Portland and around the Metro region.

---

**Name:** Alivia Cetas

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This will help me to get to work more safely on my bike. Please add this portion of the trolley trail all the way to Oregon City.

**Question 2:** Better bicycling trails will increase the business activity and shopping in Gladstone and Oregon City.

---

**Name:** Carol Powers

**Organization:**

**Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** Benefits only walkers and bikers.

**Question 2:** Project should focus on different improvements and different than the ones proposed i.e. vehicles crossing to hwy. 43 Kruse Woods employment area.

---

**Name:** Paul Hanrahan

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** Considering a recent article about hope for the cove to be developed I think looking into

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

making this bridge viable again for pedestrian traffic would be a huge benefit for people living on both sides of the bridge for easy & quick access to points North & South. This is a great opportunity let's make it happen!

**Question 2:** A bridge is only as good as its connectivity. It would be nice if Portland Avenue was designated a bike route with sharrows to encourage the connection between the Trolley Trail & Oregon City

**Question 3:** Unlike the Gladstone library project that was killed by myopic thinking please don't let this opportunity pass. Money will always be spent but it is what gets left behind for others to use through time becomes the legacy.

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**Name:** Tammy Stempel

**Organization:** Gladstone Planning Commission

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This bridge improvement would directly connect the existing Trolley trail with the trails that serve Oregon City and beyond. Currently the only non-motorized connection options are the unsafe McLoughlin/99E bridge or the round-about 82nd WES bridge which takes people through a very dangerous area with a high transient problem.

**Question 2:** This project perfectly meets the community needs.

---

**Name:** Jerry George Hise

**Organization:** Green

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This is such a no brainer that it seems ridiculous to even have to justify. Get to work access both sides of river improve walking hiking biking quality of life tying together communities beauty expanding native habitat re-purposing a structure that of course already exists thereby saving money when it is decided in the future that a bridge like this is needed and wanted and would then have to be built from scratch . . .

**Question 2:** A study should be conducted on improving bicycle safety along Portland Avenue in Gladstone where the Trolley Trail runs on a downtown surface street. It is already a low-speed street but could use some better separation and signage.

**Question 3:** The existing bridge is a fantastic potential resource that really needs to be explored for its possibilities!

---

**Name:** Carol Bosthworth

**Organization:** citizen Oak Grove Community Council

**Zip Code:** 97222

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** I am a pedestrian citizen and spend lots of time walking on the Trolley Trail. It is a safe and scenic transportation zone for my area of the county. I would be one person who could use this to increase my enjoyment and walking range on the trail.

---

**Name:** Kathleen Logemann

**Organization:**

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The rehabilitation of this bridge would connect the Oregon City side of the river to the Trolley trail that runs to Milwaukie providing great access north into Portland and connecting to the Springwater Corridor.

**Question 2:** The bridge is currently a draw for youth doing dangerous activity. Updating the bridge would turn a problem into a gift for the community.

---

**Name:** Robert Polk

**Organization:**

**Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This project could eventually lead to a vital safe extension of the Trolley Trail into Oregon City creating a more meaningful north-south route that is safely apart from 99E. The current nearby alternative for bicyclists and pedestrians is crossing the Clackamas River on 99E which is not connected to the Trolley Trail and neither 99E nor the bridge do a good job facilitating comfortable access into or out of Oregon City for bike and ped.

**Question 2:** A study should be conducted on improving bicycle safety along Portland Avenue in Gladstone where the Trolley Trail runs on a downtown surface street. It is already a low-speed street but could use some better separation and signage.

**Question 3:** The existing bridge is a fantastic potential resource that really needs to be explored for its possibilities!

---

**Name:** Terry Dublinski

**Organization:** COPIN

**Zip Code:** 97215

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** This would be an excellent connection to Oregon city. We do not commute this route but we once the MAX construction is done this is one of our favorite "bike tourism day" routes which would make going to Oregon city much easier and more direct. It is a shame not to use that structure.

**Question 2:** This would make crossing the river much easier and more pleasant than walk/riding next to the highway...or going over a mile out of your way to the east.

**Question 3:** We should ALWAYS try to reuse old structures especially bridges. This is a great idea.

---

**Name:** Marvin McEldowney

**Organization:** **Zip Code:** 97267

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** The Trolley Bridge would be a benefit to many people in the area to move about with out

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

motorized transportation. It would allow them to walk and bike to work or shopping. But most of all it would benefit the walkers hikers and bikers to enjoy their outings.

**Question 2:** The Trolley Bridge would tie the area north and south of the Clackamas River together. It also ties the existing Trolley Trail north of the Clackamas River to the Clackams River Trail in Oregon City. As it is now probably most folks do not know the Clackamas River Trail and park like area along the south side of the river exist.

**Question 3:** The Trolley Bridge over the Clackamas River would be an outstanding feature of the entire Trolley Trail. I ask that this project be approved.

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**Name:** Beverly Anslow

**Organization:** Gladstone Historical Society

**Zip Code:** 97027

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** I am afraid to bike along McLoughlin Blvd or Oatfield Road. I have had several friends hit by automobiles on that highway. One was killed. It is time we had an alternative route to work-One where we could walk or bike. The old streetcar bridge would be ideal.

**Question 2:** There are many uses to which the bridge could be put. Simply walking to walk biking to bike for exercise. It could also be used to walk from Gladstone to Oregon City or visa vera to shop to work or various appointments. A walking bridge could help but improve business on both side of the river. It could be used to Farmer's Market type activities and reduce activity along the McLoughlin Blvd deathtrap.

**Question 3:** I have lived in Gladstone for nearly eighty years and remember how wonderful were the streetcars. I can think of no better use for the old streetcar bridge than to make it available for pedestrians and bikers. Not only would it get people out of their cars and off McLoughlin Blvd where so many walkers and bicyclers have been hit by automobiles but also it would liven up the downtown area of Gladstone and help local businesses.

---

**Name:** Bryon Boyce

**Organization:**

**Zip Code:** 97045

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 1:** By reopening a historic trolley route to pedestrian and bicycle traffic which also is very direct

**Question 2:** Gladstone still has the issue of how to extend the trolley trail down Portland Avenue where the original trolley rails ran down the center of the street and have been replaced by a turn lane. There is no obvious place for a path comparable to the rest of the trolley trail. This is an issue that need resolution route to important features both in Gladstone and Oregon City more than just improved access will be accomplished. There will be interactions with 99W enhancements now being planned as well as with the important Willamette Falls Legacy Project. especially if the trolley bridge is to be opened. In contrast there is only a short section of trail on city property to be installed with most of the route to Main Street Oregon City to be installed by the developer of the Clackamette Cove project.

**Question 3:** Connecting a bicycle/walking route which begins in Portland all the way to the Willamette Falls Legacy Project will enhance that upcoming major project greatly. The planners who have just begun working on this were very interested in the possibility of the trolley bridge reopening as it will have an

effect on planning for it. This improved access to the Willamette Falls Legacy Project will accentuate the regional nature of any potential use of the former Blue Heron site.

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**Name:** Sandra Rose

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** The addition of this project would make it feasible to walk that stretch of road. I won't allow my kids to walk on that stretch of road as it is too dangerous. In order to access Trimet that is really the only way to walk unless you walk up and down hills.

**Question 2:** The addition of the bike lanes in this area is probably at this time one of the most vital for safety and access to transit and stores.

---

**Name:** Janice Riggs

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is a major street through Happy Valley in terms of daily use. Making it safe for cyclists and pedestrians would be extremely helpful in enabling people to get to public transportation from many residential areas of our city. As it is now drivers move rapidly (some speeding) through this curving section of the road and endanger anyone riding a bike or walking on the side of the road for there is very little space between the edge of the roadway and heavy vegetation in some places property lines in others.

**Question 2:** I think our mayor and city council are doing an excellent job of proposing just what needs to be done to improve this section of an important road.

**Question 3:** Many Happy Valley residents and particularly the HV Hiking Club would like to walk alone in groups with or without their dogs along 122nd and 129th Avenues. Some of the city's walking and biking trails cross through the area but are difficult to reach on foot or bicycle. For me and my dog I have decided it is simply too dangerous to attempt. Therefore I am really hoping that you who make these decisions will grant the necessary funding to allow not just an "improvement" but the creation of a wide road as it should originally have been built.

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**Name:** Tom Madera

**Organization:** RRVHOA

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I ride my bicycle 3-4 times per week all year to downtown Portland via this roadway to the Springwater trail. With the recent improvements at 122nd ave and Foster roads this is one of the last links (Mt. Scott Blvd still needs some work) to allow safe passage. In its current state this section of road is not safe at all for any vehicle other than a small car when I do drive my car on this road I pray no large vehicles will come from the other direction. As my 12 & 14 year old will soon need to use this section of road everyday I am hopefully that we can make it a safer road for them and all the community. Side note: I am currently using the bike path that crosses 122nd @ Scott Creek lane and getting across 122nd is very dangerous as there is not a long enough clear line of sight where the bike path crosses 122nd. Please do what you can to improve this and provide safe passage along 122nd from Sunnyside Rd. all the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

way to Foster road.

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**Name:** Robert Ekas

**Organization:**

**Zip Code:** 97015

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I can't encourage this project forcefully enough. This section of SE 129th is literally a life and death lottery for pedestrians and cyclists. Fortunately for me I live on 122nd south of Sunnyside but I've driven this road more times than I can count. As a former avid cyclist I view this piece of roadway grossly understating the conditions as hazardous. While I know that this project lacking any impact on a major commercial interest can be quietly ignored. There's little if any economic benefit so why do it? Because you owe it to the People to do your best to ensure their safety. Because it's quite simply the right thing to do no more and no less.

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**Name:** Victoria Brown

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Greatly the stretch between 122nd/ 129th is a very dangerous road. We have had life flight land in our back yard due to a deep dip and also a curve on spring mountain and 122 nd. The road has school buses continually along with emergency vechiles( fire station) bikes and constant traffic. We are less than a 1/2 mile from an elementary school. The sidewalk is right up to the road with no space between on a curve. The cars are right against the sidewalk

**Question 2:** Safety safety safety! We've had several accidents here

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**Name:** Kevin Bartholomew

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project would greatly improve the safety of this stretch of road. Bicyclists and pedestrians are always walking in this area it is very dangerous for them and motorists that have to swerve into the other lane to avoid them.

**Question 2:** The proposed project should be enough.

**Question 3:** Not at this time.

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**Name:** Kim Nagel

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Many people in our community travel on this stretch of road. It is a main thoroughfare connecting businesses on Sunnyside road to homes schools and neighborhoods in Happy Valley. Adding a sidewalk would greatly improve people's ability to travel SAFELY to where they need to go when not in

a car. As a residence of Happy Valley who travels this road frequently I cannot emphasize enough how UNSAFE this stretch of road is for those who are walking running biking etc. It is also posing a risk to drivers who may swerve to avoid hitting a pedestrian which could then result in an accident with other cars.

**Question 2:** I think the proposed plan sounds like the perfect answer to the problem at hand. It will connect that very narrow section of road that is currently without a sidewalk to the other sides allowing people to get where they need to go safely.

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**Name:** Shawn DeRemer

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** The curves affect all modes of transit. Cars service vehicles bikes and pedestrian. This route connects Clackamas Industrial all the way to Foster for an easy connection to the Springwater corridor to Portland. Citizens in HV can eventually have a full connection of bike and walking paths that are safe for children travelling to schools parks and churches.

**Question 3:** The city has budgeted hard matching dollars to put toward this project which expresses the commitment the city has to the safety and livability of its citizens and the region as a whole.

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**Name:** Catherine Albrecht

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I am a retired Oregon State Police Senior Trooper who frequently assisted the Clackamas County Sheriff's Officers (Happy Valley PD) with traffic crashes along this roadway. I am a very frequent pedestrian on SE 129th and know that I am taking my life into my own hands when I walk FACING the traffic so I can see the drivers as they go speeding by. I enjoy walking our city but this stretch of the roadway is far too dangerous to walk for me. My grown daughter used to ride her bicycle to work at Kaiser Sunnyside and constantly had to avoid vehicles that were coming far too close for comfort. We need these sidewalks to tie into the ones that are south of Mountain Gate. I've seen way too many bicyclists and pedestrians have a close brush with a fast moving vehicle! I never recommend to anyone that they walk on SE 129th from SE Scott Creek Lane south towards SE Mountain Gate because they may not be as lucky as I have been. All the proper safety equipment (lights) for bicycles doesn't seem to make it any safer for the riders when there is no shoulder for them to be riding on in the first place. Runners/walkers have the very same concerns without wearing the lighting and have no shoulder to walk on for that distance. It will be an asset to have this area with sidewalks that meet up to the sidewalk south of SE Mountain Gate.

**Question 2:** There is absolutely NO place for a vehicle to safely move over to while avoiding a bicyclist/pedestrian or an emergency vehicle. Our city is full of walkers runners bicyclists and this stretch of roadway is just flat dangerous. I have been the Chair of the Happy Valley Traffic and Public Safety Committee for many years and we have our residents complain via our Citizen Concern Form for lowering the speed in the area putting sidewalks in etc. This will help keep our residents visitors employees and emergency services personnel safer too.

**Question 3:** There is absolutely NO place for a vehicle to safely move over to while avoiding a bicyclist/pedestrian or an emergency vehicle. Our city is full of walkers runners bicyclists and this stretch

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

of roadway is just flat dangerous. I have been the Chair of the Happy Valley Traffic and Public Safety Committee for many years and we have our residents complain via our Citizen Concern Form for lowering the speed in the area putting sidewalks in etc. This will help keep our residents visitors employees and emergency services personnel safer too.

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**Name:** Steve Bauer

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I have lived in this area for 22 years and this section of road is one of the most dangerous in the area. I like to jog walk and ride my bike around the city for exercise but it is hard to go on this stretch of road for fear of being hit by a car. I also used to ride my bike to work and had to avoid this section of road and find an alternate route. There are many people in the valley that would benefit from an upgrade to this part of the road and would be more encouraged to exercise. Maybe some kids that live near the Spring Mountain School would walk more.

**Question 2:** The road needs to be straightened widened and add sidewalks and bike lanes to provide for a safer route to work school and the local shopping center.

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**Name:** Chris Richards

**Organization:** Deerfield Park HOA past president homeowner

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This will allow a much safer walking and biking corridor along the primary access road between Happy Valley's heavy residential area and nearby shopping. Additionally this major road is curvy narrow and can be dangerous for cars busses walkers and bikers.

**Question 2:** Project is well scoped and appropriately connects segments of the road that are appropriately wide and have sidewalks.

**Question 3:** 129th is THE major access between Sunnyside road and most of the residents in Happy Valley-- additionally this is the primary pathway for Fire Trucks and Police vehicles (The fire and police station is at the end of 129th). Since this section of 129th is narrow curvy poorly lit and unmarked the risk of accident or serious injury is significant. This project would complete the 129th corridor and make it consistently safe from Sunnyside Rd to King road.

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**Name:** Bruce Butler

**Organization:** JB Hammer Designs

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This improvement is badly needed. The stretch of road had had many accidents because of the curves and narrowness. I see kids trying to walk there which is very dangerous because there's no place to walk. Bike riders also risk their lives going through there. And this stretch is so out of character with the rest of 129th and 122nd. On both sides of this stretch there are bike lanes and sidewalks. And it's a trap if you ride a bike to this stretch you either have to go through it or turn around.

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**Question 2:** The curves need to be straighten and bike lanes and sidewalks installed.

**Question 3:** It's a matter of safety. Between now and the time this is improved there will be more accidents.

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**Name:** Rebecca Micciche

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** A bike lane and sidewalk are sorely needed on this road and have been for many many years. My children are grown but this stretch has been a danger zone for so many for so long. There are only a few main access and egress roads into the residential part of Happy Valley. 129th is the most heavily used of all and simply does not offer safety to the many bikers pedestrianswalkers students etc. not to mention the drivers who must negotiate around them.

**Question 2:** Dedicating bike lanes and sidewalks will put a safety buffer between these users and the non- stop cars which travel too quickly through the curves.

**Question 3:** Happy Valley is a very active community and takes the safety of its citizens very seriously. This project will enhance both of those important standards of livability that are so valued by its residents.

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**Name:** Annie Stockbridge

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project would help immensely that is a narrow winding spot on that road and it is unsafe to travel without being in a car. Bike and pedestrians are truly unsafe in that area. There is no long bus service to the HV park and bowl area and this road is a main through fare to Sunnyside Rd.

**Question 2:** Widening for a bike lane and side walk would make it safe for both bicycles and pedestrians.

**Question 3:** We are active bicyclists and runners and that area is very treacherous enough that we can't take our kids with us when we go that direction. I'd love to be able to have our kids walk/bike to the business by Safeway and even as far as being able to get to the high school on their bikes. But it is unreasonable now.Thank you for considering this project.

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**Name:** Jan Indermill

**Organization:**

**Zip Code:** 97015

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is a major route through Happy Valley and the narrow road makes it terribly dangerous. As a mother I hold my breath each time I drive it worrying that a child will be on the road. I can't tell from reading the summary whether this proposal results in a road wide enough for 2 way traffic adequate bike lanes and a safe sidewalk. That's what we need -- along with consistent enforcement of the speed limits. Thank you for the chance to comment.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Tuesdai Smith

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is the easiest path for students/kids who want to walk or ride there bike to school or the store on 122nd. They don't always consider the danger aspect of it. Kids walking in the street or riding their bikes are in danger with the condensed lanes of traffic and nowhere to remain safely. Numerous times I have seen pedestrians/cyclist almost hit on this road.

**Question 2:** Safety first! Our community needs this.

**Question 3:** If you want to know more drive this road and you will see how dangerous it is.

---

**Name:** Dena Hellums

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** We live approximately 1/2 of one mile from this area. The lack of safe sidewalks and bike lanes means that fewer children walk or bike to four local schools ( Spring Mountain Happy Valley Elem. Happy Valley MS and Clackamas HS) and people who otherwise would walk to local stores parks and trails cannot due to real safety concerns.

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**Name:** Deirdre Totten

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project is extremely important to the residents of Happy Valley. It is the most traveled road connecting Clackamas to Happy Valley. At the moment it is extremely dangerous for foot traffic bicycling and driving. It is a windy road with no shoulder at all with a steep ravine just inches away from where cars drive and people attempt to walk. Residents who are concerned for their safety have no way to get to Clackamas and Sunnyside road unless they drive. There is an elementary school at this location and children who attempt to walk to school from Happy Valley are in extreme danger. Allowing these improvements would connect Happy Valley to Clackamas and allow residents to walk and bicycle to school and their community of Clackamas for services. At the moment it is to dangerous to even consider doing this for nearly everyone I have spoken to. Except of course teenagers and children who often don't understand the risks involved and because of that are in the most peril.

**Question 2:** The proposed project seems sufficient to meet safety needs which is my largest concern.

**Question 3:** I have lived in the Happy Valley community for 20 years. This location has become increasing more dangerous as the community has grown. Last year an elderly man ran his car over the edge of the ravine and was life flighted. I am unsure if he recovered. I also have had near tragedy's while driving this road. With no visibility on the corner I was unaware a large semi was headed in my direction. At the same time a jogger was on the apposing side of the road jogging on the few inches she had. I was driving towards the semi truck. The semi slightly cut the corner just as I was passing the jogger. Her life was nearly ended that day. To this day I am unsure how I missed hitting the jogger. I was shaken and from that day

on have been scared to drive on that road because of the shared foot and road traffic. I see kids and teenagers walking on the narrow shoulder with cars whizzing by and am frightened for them. To me this is much more than just a community improvement it is a safety improvement that must be made to safeguard lives.

---

**Name:** Kari Palmer

**Organization:** Palmer Bookkeeping

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I vote NO for this improvement. our taxes are high enough without borrowing more money.

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**Name:** Liza Trammell

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I would love to see this stretch of 129th expanded to provide sidewalk and bike lanes. I usually run around the HV park then to Sunnyside and back for my long runs when I am training for a race. When I get to this section of 129th I have to walk and stop and step aside for an oncoming vehicle. It is a very dangerous road. The alternative for me is go over Mountain Gate Road. It is less forgiving from 129th to King Road than the other way around. I'll be the first to celebrate when I see this project become a reality.

**Question 3:** Thank you so much for doing the same to the stretch of 145th from King Road to HV Preschool and Child Care.

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**Name:** Rusty Norton

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is a high volume biking and walking/running route through Happy Valley. But it is also a very narrow and windy road with an abrupt drop-off on one side and no area on the other side for pedestrians to use. So when there are bikers runners or walkers on this stretch of road it becomes very dangerous for them as well as the drivers already traversing the narrow and windy stretch of 129th Ave.. This stretch of road is one of the only main thoroughfares that connect "Old Happy Valley" with the ever-widening residential area. Sidewalks/bike lanes would not only increase the safety of all involved but would also open up a whole new area for families and children to get to without risking their lives.

**Question 2:** The area of road that is in the plans to be widened is exactly the area that needs to get done. It is narrow windy and has an abrupt drop off on one side. Doing nothing to this section of road is the only unsafe choice for all that use 129th Ave..

**Question 3:** I live right on this stretch of road and hardly ever walk where the improvements would be made. This would be a huge inconvenience for me during the improvement project. With that said I am still a very strong supporter of this project as it will undoubtedly save lives were it to be done. Thank You Rusty Norton

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**Name:** Victoria Spock

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is a safety issue in my opinion. The area has a nice bike lane and sidewalk system and then when the road is at it's narrowest point it stops.

**Question 2:** Please connect the bike lane and sidewalk.

**Question 3:** My family and I enjoy biking to run errands. This area in question has been a source of concern every time we use it. Also in the winter especially the narrowness of the road is very scary when two cars approach each other. There is no "wiggle room".

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**Name:** John Lewis

**Organization:** City of Oregon City

**Zip Code:** 97045

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project only marginally will get people where they need to go. I suspect some adventuresome walkers and bikers will benefit from a wider 129th Ave. The road grades neighboring the project areas are steep and uninviting. King Road has little in the way of walking and biking solutions so while this road widening project extends 129th through an undeveloped bottleneck, it seems to miss the mark with regard to improving access to high priority destinations and last mile connections. I'm also surprised by the lack of walking biking and driving connection in the project area. It's unfortunate that the development community has not provided 129th Avenue points of access from the long dead ended neighborhoods both east (SW William Otty Rd. area) and west of 129th SE Mountain Gate Rd. This project will not do much to serve the typical disadvantaged users because the sidewalk connectivity does not exist and the neighboring topography is challenging.

**Question 2:** If the project included provisions to cross the stream corridor to the west and included property acquisition to gain bike and pedestrian access to the east and west it would help increase the benefits of a bike lane and sidewalk along 129th. Based on the lack of connection provisions in the developed areas pedestrian circulation seems to not have been a priority for this community.

**Question 3:** All of this project essentially completes frontage improvements that should otherwise be required by the land owner at the time of development. I also believe a project of this type should bring more local match funding to the solution.

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**Name:** Lauren Dillard

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project is a step toward connecting those on foot or 2 wheels to Portland proper. While improving our ability to recreate it will also improve the interconnectivity of the thriving community of Happy Valley to much-in-need southeast Portland. Affordable living in Happy Valley is one step closer for those who work in Southeast and wish to commute by bike.

**Question 2:** Project should include thoroughfare for bikes from Sunnyside to Burnside (access to MAX) but this is the first step.

**Question 3:** This project supports my needs as a resident of Happy Valley. Looking forward to an additional bit of bike path.

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**Name:** Ryan Kersey

**Organization:** City of Happy Valley

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This would be a great asset as this section of roadway is very dangerous to walk let alone ride a bike! These improvements would allow pedestrians and bicycle commuters to use this roadway as a direct connection from the heart of the residential community to the Sunnyside corridor. Where they could access transit or walking/bicycle paths.

**Question 2:** This project could be extended North and South to improve safety for all by adding the additional space for bike lanes and sidewalks.

**Question 3:** I see Metro's support of this project as a sign of dedication and commitment to the Happy Valley community! Thank you!

---

**Name:** Stacey Branch

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** Spring Mountain Elementary School is very close to this stretch of roadway. It is extremely unsafe for the children to walk or ride their bikes to/from school. There is no sidewalk or even much of a shoulder to speak of for them to walk on. It's also very dark and shaded which makes it hard for drivers to see people on the edge of the road.

**Question 2:** The roadway needs to be widened to allow for bikers and there need to be sidewalks for pedestrians.

**Question 3:** If your child had to walk along that stretch of road you'd do everything you could to make it happen to keep them safe. My child doesn't even have to walk it and that's how I feel.

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**Name:** Robert Coppock

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project would increase safety for the growing number of people walking biking and driving in our area increasing healthy alternatives for transportation and generally adding to the livability and desirability of the SE Portland metro area.

**Question 2:** If this project goes forward additional extensions would increase the livability of the area.

**Question 3:** Please do it. Trying to do it later would more likely be cost prohibitive and more politically fraught.

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**Name:** Jill Leonetti

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This is a heavily traveled road with no clearance on the side. There are blind spots even for drivers and then add a person or bike it becomes scary. It is extremely dangerous for walking/biking. It is a disconnect between two great walking areas. Having access would greatly improve livability around this area and make it much less dangerous for walkers bikers drivers.

**Question 2:** Nothing to add

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**Name:** Kerri Simonson

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** Please put in a LIGHT at the bottom of Mountain Gate!

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**Name:** Karin Butler

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This project will NOT help people get to where they need to go without a car. People in Happy Valley ride bikes and walk for fun and exercise same with walking. I have lived in Happy Valley for 10 years and although I walk for exercise nearly every day have easily managed to avoid this particular section of roadway when on foot. Same when I am on a bicycle. However I drive through it nearly every day so making the roadway safe for automobiles should be the first and most important consideration.

**Question 2:** If there is enough room for bike lanes on both sides of the roadway fine. But stop pandering to a very small minority of people who might use this area and realize that people in Happy Valley drive cars and will always drive cars. It is not a crime to drive a car despite what politically correct government officials think.

---

**Name:** Carol Stein

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I do not see this road being used for travel by foot in or out of the bowl of Happy Valley. Therefore I see little use in adding sidewalks. Far better would be to encourage bus service to the valley.

**Question 2:** The road and shoulders should be improved but I see no need for sidewalks in this area.

**Question 3:** It sounded like a great amount of money for the size of the project. Just widening the road on the curves should cost considerable less. Might even be easier to get the grant if the figure was not so great.

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**Name:** Janel Nesbit

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I use this road every day for work. It is very dangerous as it is very narrow. I was behind a car that went down the embankment. Also there is no access for pedestrians walking or on bikes. If we are able to improve the road with a grant I am all for it.

---

**Name:** Lily Decknadel

**Organization:**

**Zip Code:** 97086

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** I have to walk that stretch of road 6-8 times a week and it is very dangerous especially at night. On the west side there is virtually no shoulder. Both ways cars do not see you until they are right upon you and buses and utility vehicles have no room to swing wide. Jogging thru that stretch to avoid cars only increases the possibility that I will stumble on the uneven ground and fall into the traffic. I am 56

years old and my balance isn't as good as it used to be.

**Question 2:** Any improvement would be greatly appreciated. I think the area proposed would pretty much cover the danger areas that exist right now.

---

**Name:** Lindsay Freedman

**Organization:**

**Zip Code:** 97015

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** This would be an amazing project for this community because without sidewalks this area is virtually impossible to commute safely without a car. This would allow many people in the area to walk bike and travel to a bus stop without walking in a muddy gutter and risking being hit by cars coming around crazy corners.

---

**Name:** Natalee Duffy

**Organization:**

**Zip Code:** 97236

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 1:** THIS is such a dangerous stretch of HEAVILY used road from early in the morning til well past dark vehicles bikes and pedestrians on foot. I drive thru there as the sun is coming up and there are people out I drive it during late morning and afternoon heading to appointments I drive thru there in the evening running errands and we drive thru there quite a lot when it is totally dark out....and there are always people. All ages. They walk run or bike right in the car lane. I have seen kids trying to stay clear of cars and they are dangerously in a ditch. This is a stretch where there is no where for them to get off the road other than to be in a dangerous ditch on on side or to drop off the other side from a short cliff (what it feels like) where there are trees and water below. We also hate driving thru here because the road is so narrow and parts of it are crumbling away and it feels like (as you are heading towards Sunnyside Rd) that your car will just drive off the edge because there is no guard rail and there is NO extra road past the white line! We drive it constantly and I am always SO nervous driving thru these

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

curves and thinking that someone on foot will get hit or that we will drive off the road. We have lived here for 8.5 years and have wished this road would be fixed. Not just for the school that is right there but for everyone who has to get thru that section. It would be money WISELY spent. Drive it your self....go both ways. One direction will freak you out for your own safety and the other will freak you out that you will run over someone. You go around a curve and there someone is. It wouldn't be for bad driving or irresponsible pedestrians just bad road!

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**Name:** Amber Holveck

**Organization:** Oregon City Chamber of Commerce

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** This would make a great deal of difference for those walking bicycling and using TriMet. We have very poor systems of sidewalks and bike lanes during this stretch. Some parts of sidewalk are entirely missing. Due to the relatively large number of apartments senior living and older homes in the residential area there is a pretty high bus ridership and proximity to CCC.

**Question 2:** I believe this section of Molalla Avenue (Beaver Creek Rd to 213) is a good focus and once again this stretch has a high number of seniors who have mobility issues. It concerns me when I see some of our seniors crossing this busy thoroughfare.

**Question 3:** In the last year (or so) there was an improvement made at Garden Meadow Dr and Molalla Av. While this traffic calming piece made it more challenging for autos to pull out of Wilco headed south on Molalla and more difficult to head north from Garden Meadow it has made a big difference in the choke and confusion of entrance to the Post Office. This is one example of why continued efforts are necessary along Molalla.

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**Name:** John Lewis

**Organization:** City of Oregon City

**Zip Code:** 97045

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** The Molalla Avenue at Beaver Creek Rd. to Hwy 213 project will eliminate existing barriers that have been effectively deterring people from walking and biking from where they live to where they do business. Molalla Avenue has become a barrier to many who choose not to walk or bike across the boulevard because it's unsafe and lacks crossing opportunities. Needed pedestrian access has so much more potential as a result of this project with commercial destinations such as the Clackamas Community College the Clackamas County Red Soils Campus the Oregon City Post Office Goodwill various service providers restaurants shopping and a variety of banks. Local area housing is made up of a variety of affordable housing types retirement communities and low income housing units all of which includes a

high volume of users with the demand for safe ingress and egress across and along Molalla Avenue. This includes the need for better access to the Molalla Avenue Tri-Met Transit services. Some sections of sidewalk along Molalla Ave. have been improved and will not be replaced. However several sections of Molalla Avenue are either missing sidewalks or include sidewalks that are inadequate for disabled access. Night access is another impediment for all users but especially pedestrians. Boulevard lighting including better intersection lighting transit illumination and pedestrian activated crossing lighting will ensure users feel safer walking biking and driving throughout the corridor. Transit stop and transit user improvements will also be a new advantage for pedestrian and bicyclists through improved signage bus

stop amenities and possibly bus pull-out provisions.

**Question 2:** The project as conceived is a boulevard improvement project with the objective to recomplete the boulevard for full build-out conditions. In addition this project would match up perfectly with pavement reconstruction and bike lane improvements currently planned to be completed along Gaffney Lane and Clairmont Road during the summer of 2013.

**Question 3:** The Molalla Avenue Beavercreek to Highway 213 is the poster child for what the Active Transportation & Complete Street program. This project is the highest achiever of program criteria and also serves the highest number of users. Without criticizing other project submittals inside Clackamas County and in the Active Transportation & Complete Streets program we encourage you to study the other applications and compare the differences. While all the project applications bring value to local jurisdictions the Molalla Project is in a different class of project value and community benefit. Oregon City also has a long history of code and development driven neighborhood connectivity sponsorship of proactive transportation planning and added community investment (higher transportation SDC's and Pavement Maintenance Utility Fee). This project as proposed will ensure that Metro Council and the JPACT will have a project to be showcased as an outstanding use of Federal Funding. Oregon City also has a strong track record of successful project delivery. Community support subsequent to the application submittal is higher than originally realized. This is also Oregon City's only project submittal for this grant and the only project submittal that Oregon City has supported south of the Clackamas and Willamette Rivers.

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**Name:** Michael Harris

**Organization:**

**Zip Code:** 97080

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** There is an increasing amount of traffic along this road. Very hard to safely turn off of Butler on to Hogan.

**Question 2:** Complete this plan.

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**Name:** Robert Ekas

**Organization:**

**Zip Code:** 97015

**Project:** Molalla Ave – Beavercreek Rd. to OR 213

**Question 1:** This project should've been done years ago. The roadway labeled SE 242nd Ave is functionally a traffic artery since it's essentially the only way to go from the Clackamas or Damascus areas to Gresham.

I live on SE 122nd by the Clackamas High School and my physician is on SE Stark west of 242nd Ave. So to see my physician I have but one route east towards Mt. Hood and then north on SE 242nd Ave. This road is a joke. A joke that isn't funny. The traffic density is high the lanes narrow and margin of error next to zero. I've been driving a long time on roads that don't merit that description in vehicles of all types from small cars to school buses. I tell you that road needs improvement because it's not as safe as it should be in its role as an arterial pathway between communities. There are many of the projects on your list that serve no commercial masters that don't create an immediately identifiable economic impact. This is likely one of them but you can't ignore this because some business isn't lobbying for it. This road is a damned artery fix it! Please.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Kathy Lamorille

**Organization:**

**Zip Code:** 97086

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** Improve walking and biking and have better access to Graden sports park and walking trails. The sports park is on Paulmquest just east of Hogan.

**Question 2:** Rugg Road is a dangerous area. It needs to be straightened out some how. There are too many accidents there. That would help the community.

**Question 3:** It would improve safety

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**Name:** Travis Stovall

**Organization:** East Metro Economic Alliance

**Zip Code:** 97030

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** This route travels right through the center of Gresham and just East of the Historic Downtown Area. The improvements along this route would dramatically increase the availability of alternative transportation opportunities. Currently this area is poorly serviced by sidewalks and adequate bike lanes. By improving this route pedestrians and cyclist have much better access to this part of the city and are more encouraged to choose these alternative modes of transportation.

**Question 2:** This project will greatly improve traffic throughput which reduces idling and congestion. With enhanced alternative transportation options more people are likely to choose walking and/or cycling. This and the improved access to the region will enhance the responsible economic development opportunities.

These increased opportunities will lead to development closer to where people live there in reducing the need to commute and improving overall quality of life.

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**Name:** Sue O'Halloran

**Organization:** KMO Real Estate

**Zip Code:** 97030

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** This is an important access point for folks from SE Gresham Damascus/North Clackamas County area by Highway 212 to have direct access into Gresham and to transportation hubs such as light rail. It is also a key to the eventual development of this portion of the Springwater development plan. The road is dangerous now and there is no room for pedestrians (no sidewalks) or bicycles.

**Question 2:** The initial study money is needed to determine how best with future funding availability to address the issues

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**Name:** Delores Porch

**Organization:**

**Zip Code:** 97030

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 1:** The area from Powell to the Springwater Trail access really needs improvement. It's

dangerous trying to walk or bike along the side of the street. I think more people would walk or bike if it was safer.

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**Name:** Carol Rulla

**Organization:**

**Zip Code:** 97080

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** This project will plan for a key link between Gresham / the Springwater Trail and future industrial land / housing to the south. Planning will include multi-use paths on a stretch of road where there are no bike lanes or sidewalks. Multi-use paths are an excellent choice for this area.

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**Name:** Joan Albertson

**Organization:**

**Zip Code:** 97030

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** This project will help move people so they can easily get to where they want to be regardless of what mode of transportation they choose. It will become a fantastic area for biking and walking when it is completed and should be enjoyed by those with disabilities. It is vital to the health of our area's economy and will support the needs and future growth of this region.

**Question 2:** Project as proposed has been very well thought out.

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**Name:** Steve Entenman

**Organization:** EMEA Transp Committee Chair

**Zip Code:** 97015

**Project:** Molalla Ave – Beaver creek Rd. to OR 213

**Question 1:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 2:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 3:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

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**Name:** William Peterson

**Organization:** City of Wood Village

**Zip Code:** 97060

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** Completion of the pedestrian and bicycle facilities on this segment of Sandy will provide direct non-vehicular access to major employment lands

**Question 2:** This project will complete a roadway and eliminate unsafe features. If additional

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

connectivity could be provided to north-south access points additional safe routes would be created for access to employment lands and specifically to EJ housing areas.

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**Name:** Travis Stovall

**Organization:** East Metro Economic Alliance

**Zip Code:** 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** This is a much needed project along Sandy Blvd. This area is a significant employment center for the East Metro area and it is poorly serviced by sidewalks and/or cycle lanes. Boeing is located in this area along with other major employers and their employees are seen walking along the roads close to vehicular traffic due to the lack of adequate pedestrian and alternative transportation options.

**Question 2:** This is a much needed project along Sandy Blvd. This area is a significant employment center for the East Metro area and it is poorly serviced by sidewalks and/or cycle lanes. Boeing is located in this area along with other major employers and their employees are seen walking along the roads close to vehicular traffic due to the lack of adequate pedestrian and alternative transportation options.

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**Name:** Sue O'Halloran

**Organization:** East Metro Economic Alliance

**Zip Code:** 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** This is a highly traveled road serving a major industrial area. The road is currently two-lane and not adequate for either freight or employment purposes. It definitely does not meet standards for bike or walk commuting.

**Question 2:** The project as planned meets community needs

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**Name:** Sue Bridwell

**Organization:**

**Zip Code:** 97230

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** This project would be more successful if improvements were extended to 185th.

**Question 2:** I have lived off 185th and Marine Drive for the last 7 years. I use 185th and Sandy Blvd. intersection extensively and over the years have seen numerous near miss accidents. This includes people accessing Sandy Blvd. in both directions as well as turning onto 185th from Sandy Blvd. This is especially problematic during Boeing shift changes. Potential solutions to this problem is to put a stop light at 185th and Sandy Blvd. Another option is to add an additional lane on the south side of Sandy Blvd. from 181st to 185th and move the TriMet bus stop on the south side. This would allow Boeing employees traveling to work to access the southbound lane sooner. This also would allow a safe left turn onto Sandy Blvd.

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**Name:** Carol Rulla

**Organization:** 97080

**Zip Code:**

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

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**Question 1:** This project would provide multi-modal paths where there is currently spotty options for biking & walking safely. This is a key stretch of road in an industrial area that ultimately connects to some higher density residential.

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**Name:** Joan Albertson

**Organization:** Zip Code: 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** The area is ripe for additional transit services as well as biking. Boeing employees love to walk in the 'wild' fields on their lunch hour so this area does see a lot of people walking for exercise.

**Question 2:** Well very thought out. Sometimes we can overthink a project and it never gets done.

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**Name:** Steve Entenman

**Organization:** EMEA Transp Committee Chair

**Zip Code:** 97015

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 2:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 3:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

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**Name:** Wilton Roberts

**Organization:**

**Zip Code:** 97239

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** These corridors already have a great deal of pedestrian and bike traffic. The project would go a long way toward 'humanizing' these areas. Crossing either arterial at present is not a happy experience and using the bus requires such crossings.

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**Name:** Lori Freiley-Salinas

**Organization:**

**Zip Code:** 97236

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** We have several new crosswalks on Division St one at about 143rd and another about 157th. Both of these have had several pedestrians struck a couple of the accidents were pedestrian fatalities. If these cross walks had lights that flashed it would be easier for drivers to see people in them. It would be much safer there are a lot of children in the area especially at the apartments up by the 157th

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

crosswalk

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**Name:** Joe Recker

**Organization:**

**Zip Code:** 97213

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** Powell and Division Streets are extremely important transit streets through SE Portland and support a high (and growing) concentration of origins and destinations. Transit service on these two streets is some of the most reliable and frequent bus lines in the region and directly connects with over 100000 jobs in the Portland Central City. Key project features include transit priority signalization crossing improvements a road diet on SE Division for improved safety and transit stop improvements throughout the corridor. All these components are necessary to ensure people can travel without a car.

**Question 2:** The project currently includes the most necessary improvements to see tangible benefits for the traveling public. No changes are needed.

**Question 3:** As a top-tier high-capacity transit corridor these modest (but necessary) improvements produce a highly cost effective investment in both active transportation and transit.

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**Name:** Sarah Frumkin

**Organization:**

**Zip Code:** 97266

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** I moved to East Portland from inner SE three years ago and also work in East Portland. I used to bike commute to work and walk regularly in my neighborhood. I no longer bike to work even though I'm much closer due to feeling unsafe on both Powell Division and 122nd which are all streets I would need to either cross or ride on in order to get to my work. Though there are bike lanes it is too close to traffic and does not feel safe with the speed of cars on those streets. Street crossings feel particularly unsafe. Lack of sidewalks on Powell also prevent me from feeling safe walking to Safeway or other businesses from my house.

**Question 2:** I think the improvements listed sound like a start. Increasing access to sidewalks on Powell should also be a funding priority.

**Question 3:** It is shocking to me the disparities in services and safety for pedestrians and bikers in East Portland compared to other parts of the city. I hope that the local government continues to address these inequities in their budget prioritizing. I'm especially concerned about the safety of my children and the safety of my students.

---

**Name:** Heather Perason

**Organization:**

**Zip Code:** 97236

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** As the mother of two-year-old who pushes the stroller down a graveled shoulder of road through pits of mud because there are no sidewalks I fully support this project. In addition I would love to see this speed limits lowered in areas where there are no sidewalks. Currently on 136th Ave. the

speed limit is 35 mph through our small residential neighborhood And cars go much faster than that.

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**Name:** Steve Entenman

**Organization:** EMEA Transp Committee Chai

**Zip Code:** 97015

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 2:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 3:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

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**Name:** Karen O'Neal

**Organization:**

**Zip Code:** 97236

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** It would help people tremendously. To be able to walk along Powell (especially if it had sidewalks along ALL of Powell) would be great. It would certainly benefit people w/disabilities (with or w/o a wheelchair) and would benefit families especially when pushing a stroller.

**Question 2:** Sidewalks and crosswalks!!!

**Question 3:** No. Other than thank you. I know projects take time and this one is long overdue.

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**Name:** Terry Dublinski

**Organization:** COPING

**Zip Code:** 97215

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** Powell and Division and huge streets that are a barrier to crossing. This project will significantly increase the ability and comfortably for all users on road that have been predominantly designed for vehicle improvement.

**Question 2:** There should be an upgrade traffic light/ HAWK pedestrian crossing next to the high school at 28th. This would allow for a seamless 20 MPH greenway with less than 500 cars a day to be built from SE 27th and Hawthorne past Clinton south to Raymond and points east without having to ride on busy bikelanes.

**Question 3:** These corridors need pedestrian and bike crossing help and this needs to be modernized.

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**Name:** Eavan Moore

**Organization:** **Zip Code:** 97206

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 1:** I cross Division at 68th -- at a marked crosswalk -- and risk my life every single time. A rapid-flash beacon at that location and marked crosswalks at other locations on Powell and Division would help pedestrians make it to the store to the park and to bus stops safely.

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**Name:** Anne Wagner

**Organization:**

**Zip Code:** 97008

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** My family prefers to walk or ride our bikes in our community. We frequent the area affected by this work and fully support the proposed improvements

**Question 2:** Future improvements beyond the scope of the current project would be beneficial. Improving pedestrian and biking safety and accessibility is vital for downtown Beaverton so additional work will be needed.

**Question 3:** Not at this time.

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**Name:** David Vernier

**Organization:** Vernier Software & Technology

**Zip Code:** 97210

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Canyon Road has long been a mess. In addition to traffic congestion it is dangerous and downright ugly. This project can greatly improve the aesthetics make the street safer and even help with the congestion.

**Question 2:** Eventually I think a longer section of Canyon road could be reworked.

**Question 3:** Even though I do not live near Canyon Road my office is near there. I have known this area for many years and this is a much needed improvement. The Canyon Road project exemplifies the kind of smart targeted multimodal investments we need to make in our region to prepare for our future growth.

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**Name:** Mark Fryburg

**Organization:** PGE

**Zip Code:** 97229

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Pedestrian-friendly design will make bicycling or walking thru central biz district easier and safer. Will be easier to catch a bus or walk to Max stations. Definitely multimodal!

**Question 2:** This is a well-thought out plan. I was on the city's Civic Plan Steering Committee and this proposal already incorporates my suggestions.

**Question 3:** It will improve quality of life in Beaverton - Create a stronger sense of place in the city center.- Create new employment opportunities by stimulating mixed use development. Helps entire regional economy..- Well planned with strong community support. Started with the Visioning process

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which drove subsequent plans. - Will beautify Beaverton.- Compliments other downtown plans including the adjacent Old Town and Creekside districts and Urban Renewal District.

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**Name:** Philip Mandel

**Organization:**

**Zip Code:** 97008

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** As an avid cyclist I see this project as an important part of making Beaverton streets more bicycle-friendly.

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**Name:** Alan Love

**Organization:**

**Zip Code:** 97223

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Currently there is NO truly safe and efficient East/West corridor for people on bikes near this area. Though this will add another piece to the puzzle it should only be viewed as the beginning of the process. The rest of Canyon heading East and West of this point still needs extensive work to make it a true corridor for non-auto traffic.

---

**Name:** Bill Berg

**Organization:**

**Zip Code:** 97007

**Project:** Canyon Rd Streetscape and Safety Project

**Question 1:** Canyon Road is an extremely busy state highway that cuts right through the middle of Beaverton. Pedestrians and those riding bicycles face numerous safety hazards as they either travel along or attempt to cross Canyon in the area that is the focus of this project. Access to the Beaverton Transit Center north of Canyon and one of the busiest multi-modal facilities in the TriMet system is challenging and hazardous for those coming from south of Canyon due to lack of adequate safe crossings. The improvements outlined in this proposed project would provide easier and much safer travel for those accessing transit would help increase north-south connectivity along the route and would stimulate reinvestment and redevelopment in the area by making it more attractive and accessible.

**Question 2:** I believe that the project as proposed is a fiscally-conservative and pragmatic step along the path to improving safety for all travelers in the area. There are additional benefits in that this project contributes to the community's desire to improve the safety access and business revitalization in the Canyon Road area as expressed clearly during the Beaverton Community Vision process in which over 5000 citizens actively participated.

**Question 3:** Metro has a great opportunity to participate at a key phase in this important public-requested renewal and revitalization project in the heart of Beaverton. The results of this project will positively impact thousands of Beaverton residents every day. The funding outlined in this proposal will enable the engineering and construction of critical enhancements to Canyon Road that will bring much-needed improvements in the safety connectivity and multimodal access for everyone along the route. I believe the return on investment and overall impact of the items proposed in this project justify a high-priority place on the list for Metro funding. Thank you!

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Glenda Martin

**Organization:**

**Zip Code:** 97007

**Project:** Beaver Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave

**Question 1:** This trail would be awesome as it would extend our ability to safely ride our bikes from our front door down into Bvtn. We ride them to the Nature Park now but then are limited to feel comfortable riding in traffic from that point on. We could visit shops and events in Bvtn. via our bikes.

**Question 2:** The length of project fits my needs :)

**Question 3:** Having benches along the way is a big help to us. Though we like to ride we are "getting on in years" and need to rest in order to continue.

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**Name:** Lance Larson

**Organization:**

**Zip Code:** 97008

**Project:** Beaver Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave

**Question 1:** This would enable to safely and more directly bike to and from work on 158th. It will also be used by my family to ride bikes on.

**Question 2:** Looks good to me. Let's do this!

**Question 3:** These multi-use trails are great. My inputs would be ensure there are some maintained garbage cans along the route...possibly some recycling ones too.

---

**Name:** Glenda Martin

**Organization:**

**Zip Code:** 97007

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** Although this isn't in my neighborhood to facilitate getting to work and services we use the Fanno trail coming in off of Denney and throughout that area. It's a great place to ride bikes/walk in park- like settings and good asphalt surface. The extension proposed for this trail eventually can give one miles and miles of enjoyment.

**Question 2:** Just connect all the "dots" sooner than later. Little patches of the trail here and there aren't conducive to an extended ride.

**Question 3:** Having benches to rest are a must.

---

**Name:** Olivia West

**Organization:**

**Zip Code:** 97223

**Project:** Fanno Creek Trail: Woodward Park to Bonita Rd and 85th Ave to Tualatin Bridge

**Question 1:** Get to work and services on a safe route that connects the areas not currently connected or are somewhat hazardous to navigate. Provide beneficial effects to the commute as one travels through

these natural areas. Improve walking and biking which enhances health and wellness as well as recreation opportunities encouraging one to leave the car at home.

**Question 2:** I believe this project is well conceived in creating a continuous 'trail/route' for individuals commuting to work or to services and for recreation.

**Question 3:** In Tigard we are striving to reduce our carbon footprint to live in our environment correcting oversights of the past (I'm thinking of our successful efforts to protect the Tualatin River and its many tributaries) and creating effective ways for us to travel without a car to work service providers stores events etc.. This project really would benefit and assist in our meeting our goals for our environmentally conscientious city.

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**Name:** Glenda Martin

**Organization:**

**Zip Code:** 97007

**Project:** Merlo/170th Complete Corridor Design Plan

**Question 1:** We live in the area and like to ride bikes. 170th Ave has developed bike lanes from Bany to near TV Hwy but after that the road narrows so much and there is no place to walk let alone ride a bike. This stretch of road up to Merlo is very unsafe for bikes/peds making it unusable for me to access the Max by bike.

**Question 2:** I don't know how you can widen the road in this section but the length proposed definitely needs improvements.

**Question 3:** Not only is this section not bike/ped friendly I avoid it completely in my vehicle at certain times of day with all the back up due to one lane. This is unfortunate because it is a direct route for me to get home. We need more North/South driving choices that facilitate traffic flow.

---

**Name:** Chris Cordes

**Organization:**

**Zip Code:** 97007

**Project:** Merlo/170th Complete Corridor Design Plan

**Question 1:** This would be a HUGE improvement given the location of several schools small businesses especially along Baseline and the Max station right there -- not to mention the use of TVWD's athletic fields. And because several businesses that utilize large vehicles are located there it would do even more to increase safety for pedestrians and bicyclists.

**Question 2:** Design solutions should up front include roadway expansions because designing and changing roadways later will continue the saga of Too Little Too Late in traffic management.

---

**Name:** Chris Cordes

**Organization:**

**Zip Code:** 97007

**Project:** Washington County Arterial Pedestrian Crossings

**Question 1:** This obviously fits the bill.

**Question 2:** Anything you can do to extend improvements into unincorporated areas of Washington County (such as the Aloha-Reedville area) will answer the anxieties of those residents who do not have the benefit of municipality funding.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Marcia Leslie

**Organization:**

**Zip Code:** 97219

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This stretch of Foster Road has long been a hazard to pedestrians and cyclists with several hit/killed over the years. This would enhance the safety considerably both crossing to/from bus stops getting to shopping etc.

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**Name:** Amber Ruth

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would have a huge impact on neighborhood traffic and walkability. Foster already has a plethora of diverse businesses but we as a neighborhood need to encourage walking and biking to make this area thrive. My family can walk/bike to get most things we need but the trip right now isn't pleasant due to busy traffic. We want people to stop and shop at our neighborhood businesses not just speed by.

**Question 2:** Add a crosswalk at 70th-71st and Foster! There have been multiple pedestrians hit by cars in this area because of the wide gap between the light and the nearest crosswalk. During they day I see runners and people walking their dogs cross the street here. It's a natural place for people to cross Foster so let's make it safe for people to do so.

---

**Name:** Rian Murnen

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would calm traffic on Foster so that it is safer to walk or ride in the area. It would also improve the transit rider experience. But beyond the street it would also improve the vitality of the area bringing more businesses closer to our neighborhoods so that we don't need to drive to other districts like Hawthorne Sellwood or Clackamas.

**Question 2:** The project could be improved by dedicating the most space to pedestrians then second to bicycles. Following on that would be transit. Private automobiles should be ranked last in terms of space dedicated to their use and efficiency (as in speed) at which they are allowed to operate. Foster is the "Main St." for several adjoining neighborhoods and it needs to feel like a community

**Question 3:** I'm excited by the possibility that our area of town could become livable. We've felt neglected by local regional and state leaders; now is the time to build up all of Portland not just the wealthy areas.

---

**Name:** Max Brugger

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** The 14 and 17 Bus Lines are great routes into downtown and the rest of the public transit infrastructure but biking to a bus stop is only an option if you're willing to take the risk of the bus having capacity to hold your bike. If bike parking facilities existed along this stretch of Foster as well as safe crossings (median islands crosswalks signage stop bars etc) to get to these facilities many more people could benefit from the existing transit lines.

**Question 2:** Instead of reducing traffic lanes "sharrows" could be considered for some segments.

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**Name:** Daniel McElligott

**Organization:**

**Zip Code:** 97266

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I commute everyday to Portland city center through Foster rd .. approx. 8.5 miles. I always have to compete with autos on this stretch of my commute.

**Question 2:** The project should focus on not only adding bike lanes but providing stretches of it that can be separated from the traffic to promote cycling for members of the community that take less risks.

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**Name:** Charlotte Cooper

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Oh goodness it would be such an improvement. Foster is impassable by bicycle currently & the street is so inhospitable to pedestrians. Improvements are so long overdue & would improve the quality of life for neighbors all along the corridor not to mention open up more low impact transportation opportunities to those who hesitate to bike on foster.

**Question 2:** I love the idea of eliminating two lanes on foster & putting in bike lanes. I think that project alone would do loads to improve the 'hood.

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**Name:** Eric Rouleau

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This is a much needed improvement to this area. There is a definite need for safer bicycle travel on these roads.

**Question 2:** Connect the bike path to other bike paths in the area to make for easier commuting.

**Question 3:** The sooner the better as this is a much needed enhancement

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**Name:** Brett Holycross

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Along Foster Road are most of the elements needed for basic shopping and services but currently it is not a safe option for bikes or pedestrians. If there were bike facilities ON Foster Road as

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

well as enhanced pedestrian facilities many of the area's residents would be able to easily live without cars. Foster Road provides the most direct route to these services and must include facilities for bikes and pedestrians in order to thrive.

**Question 2:** I believe that it will only be improved by following the recommendations from the Refresh of the Foster Road Streetscape Plan which is being created with much community input. The community and PBOT will have a great plan - the plan needs funding this time unlike the last plan which was never implemented.

**Question 3:** This project will enhance an area which has been underserved for far too long. Foster Road is an area which is poised for a revitalization and this project could be the beginning of such a transformation. The road cross-section needs to change to be more of a livable "main street" and less of a freeway. Bike facilities on Foster Road will be vital in order to meet the expectations of future residents and to meet the current transportation needs current residents including homeless and the poor.

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**Name:** Rachel Mortimer

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would enable me to access the businesses in my neighborhood more easily through walking or biking. Better bike infrastructure in this neighborhood would also make it more likely that I would commute by bike. Currently as a less experienced rider I find it difficult to get from my home to the well-traveled bike routes and crossing Foster is one of the main challenges. What if I could ride down a protected bike lane on Foster? It would change the way I do everything.

**Question 2:** I would very much like the new bicycle facilities to include a protected lane of travel. With the speeds and traffic on Foster simply painting a lane will not make it feel safe enough for me to ride there. It would also be helpful to have more bike-triggered lights to cross Foster.

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**Name:** Erin Seale

**Organization:** Erin Seale Developmen

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would improve walking and biking on Foster immensely. I frequent Foster Rd for shopping many times a week but I often drive my car when I would rather bike because biking on Foster is too stressful. My fianc  is critical of pedestrians who jaywalk but he admits that there's no reasonable alternative when we are on Foster. Reducing the number of lanes on Foster narrowing the gap between the two sides and adding bicycle lanes in conjunction with other progressive improvements would have a calming effect on the neighborhood that would help Foster service pedestrians and cyclists. It would be a help to the lower-income residents. I love riding my bike to Clackamas Shopping center but the worst part of the trip is getting from my house at 77th and Foster to the 205 multi-use path; there are times when I had to ride on sidewalks that are hardly wide enough for a bike and the intended path is unclear. I feel the current improvements while they're wonderful and have been eagerly anticipated in my household don't go far enough to include safe bike transportation to the 205 multi-use path on-ramp.

**Question 2:** I would like to make sure that attention is paid to traffic calming and shared space principals instead of relying on stoplights and crosswalk lights. This type of anti-social traffic engineering sets up pedestrians and bicyclists as obstacles in the way of the driver's next green light. Reducing lanes on Foster

and narrowing the space that pedestrians and cyclists need to cross should be the top priority after which the project as a whole should be re-assessed. Consider Poynton England as an example that defies logic. <http://laughingsquid.com/poynton-regenerated-english-village-revives-town-center-by-removing-traffic-signals/> I also hope that waste bins are included in the improvements to bus stops as littering is a problem on Foster and there are very few if any garbage cans available.

**Question 3:** This project is eagerly anticipated among my neighbors and friends along with the Portland Mercado. It could go a long way toward making Foster a more livable neighborhood for many people. Despite the current conditions we already have many pedestrians and cyclists and I promise improvements will bring many more. Thank you for taking the time to survey the community and I look forward to (hopefully) seeing the results!

---

**Name:** Nathan Baisch

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Bicycle is my main form of transportation I would very much like to see this road become a route in which commuting is an option.

**Question 2:** As a nearby resident I believe Foster is a street that has not met its commercial potential due to the lack of pedestrian traffic. Slowing Auto traffic and investing in bicycle lanes will bring pedestrian traffic and therefore more commerce.

**Question 3:** As a father of children under the age of three and a home owner in close proximity to Foster Rd. I am highly invested in seeing this road made more safe for the growing number of children in my community.

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**Name:** Zoe Moskovitz

**Organization:** NWIPA

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would absolutely increase the walkability and bikeability of foster road. Foster road is not the most pleasant for walking now. The hypotenuse is a great way to get from point a to b! as the owner of a new small business is on foster road I would love to see as many people walking and biking by as possible. I would be much more likely to NOT drive for quick trips from 63rd to the Fred or produce market.

**Question 2:** I think it just really needs to happen!

**Question 3:** I support whichever plan will make the street the most safe and beautiful.

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**Name:** Bruce Williams

**Organization:**

**Zip Code:** 97206

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Excellent this would make access to a number of businesses and transit stops along Powell easier to access for neighborhoods off Foster and aid in revitalizing businesses along Foster. Please fund!

**Question 2:** Project should especially focus on SE Powell to 82nd with care taken especially around the safety of already dangerous crosswalks across Foster.

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**Name:** Naga Nataka

**Organization:** Foster Village

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** The addition of buffered bike lanes will help immensely in getting myself to work safely via bicycle as well as a number of my friends & co-workers who live in the Arleta-Mt. Scott Neighborhood and commute by bike. In addition a reduction from 4 lanes to 2 lanes with a center turn lane will help in pedestrian crossings to make the area more walkable. It will also slow traffic and make it more likely that cars traveling through will stop to shop at the businesses along Foster. This could greatly help to revitalize the area.

**Question 2:** It's an urgent priority to get bike lanes on Foster from 52nd to 72nd. Bike traffic drops off dramatically east of 72nd so I'd rather see bike lanes for West Foster be an earlier phase of development rather than waiting to add bike lanes to the entire stretch at the same time. It may save a life or two.

**Question 3:** We don't need a streetcar on Foster! Please don't even think about it. It's a waste of money for no practical return. Instead we should get the 17 & 14 buses back onto more frequent schedules. Keep up the great work!

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**Name:** Erica Bjerning

**Organization:** Foster Powell Neighborhood Association

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

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**Name:** Rachel Gottgetreu

**Organization:** **Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster is DANGEROUS for pedestrians and cyclists this would go a long long way in creating a safe environment for people without access to cars.

**Question 2:** The project scope it right on. Combined with the implementation of the foster street-scape plan Foster would be seriously transformed into a road worthy for pedestrians and bikers. The extra funds would make a HUGE difference. Instead of patching up the problem it would actually fix it.

**Question 3:** I strongly encourage you to allocate the funds to this project. It would make a real difference to the residents of the neighborhood and allow business to flourish. Right now Foster is way too out of control to engender any sense of community or business development. This funded project combined with the street scape would be a total game changer for this overlooked area of South East Portland.

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**Name:** Kristin Bennett

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Bike lanes would be great. It is very dangerous to ride on Foster.

**Question 2:** Allowing more improvement would hopefully foster new businesses and bring a stronger sense of community to the area. Having three lanes would help to slow down traffic and create more walk- ability. Creating more crosswalks and bike lanes would help with safety along with better street lighting.

**Question 3:** I hope to see great improvements to the area. I hope that a streetcar will be available and allow more access to the area. I am also hoping that this project will help to bring a better grocery store to the neighbourhood.

---

**Name:** Andrew Cecka

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would be very helpful. I ride my bike to work every day and work very hard to avoid this areas right now because they are very dangerous. This causes me to go out of my way. Additionally I walk the neighborhood with my family and we've experienced a lot of traffic issues with cars driving far too fast not stopping for pedestrians ignoring crosswalks and generally abusing the wide lanes and 35 mph speed limit. These changes will help with all of that.

**Question 2:** The project should be focused where it is. Though many people are asking for it to be focused more to the East I think the greatest benefit to citizens and business will be the area that it is currently focused on. Please do not move focus further to the East. That would just leave a dead zone of areas that could have received great benefit from improvement in the middle or dilute the funds available for improvement spreading the benefit further but risking the overall positive effects of this catalyst. Those risks are just not worth taking at this point. As the community

**Question 3:** I would be willing to support this with my time and energy in any way possible. You could contact me at [andrewcecka@gmail.com](mailto:andrewcecka@gmail.com). It's a very important project for our city and our community and I'm incredibly proud of the work you've done. Thank you!!

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**Name:** Mia Matusow

**Organization:**

**Zip Code:** 97202

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** t would help people feel more comfortable outside a car because more safety measures would be in place for pedestrians and bikers.

**Question 3:** It would be nice to encourage local business development to make the Foster area a destination and not just part of a commute.

---

**Name:** Jim Forney

**Organization:**

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Zip Code:** 97232

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** improve biking to music rehearsals

**Question 2:** additional ped crossings with blinking lights on demand would be nice

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**Name:** Kay Dickerson

**Organization:** Bob White Big Band

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** many of us use powerchairs walkers canes in this neighborhood. Crossing SAFETY is a major concern. Trimet IS our only transportation. it's SO dangerous to cross SE Foster with shopping bags etc. We also have young families moving in.

**Question 2:** short-term smaller projects like crossing stripes. crossing lights TO START to get drivers used to the idea that you can't drag race from 73rd to 78th anymore.

**Question 3:** please mail out Mercado fliers to the businesses & Chinese church in this area. they have no clue what is going on.

---

**Name:** Reggie Andrews

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** If this project helps add a grocery store within a 10-minute walk of my house I'm all for it. This neighborhood needs one thing: Fresh produce within a convenient space. The problem is particularly endemic for homes in South Tabor where a walk to the Safeway at Cesar Chavez is doable but hardly enjoyable (along Powell). Green Zebra's 2014 opening at Division and 50th will help but a replacement for the shuttered store at 66th and Foster is long overdue.

**Question 2:** Anything to further the growth of independent businesses in the area will be welcome.

---

**Name:** Brian Enigma

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I think that anything we can do to increase the walkability of the Foster area is important to the community and local businesses.

**Question 2:** I think that focus on pedestrians and bikes should be the most important.

---

**Name:** Chris Scott

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Road is one of the most dangerous streets in all of Portland. With better means for

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

alternate transportation it will encourage people to leave their cars at home and use the improvements for biking public transportation and walking.

**Question 2:** I think upgrades to the current crosswalks needs to happen immediately. As someone who uses the crosswalks on a daily basis they all need to have the flashing lights. I've heard to many cars screeching to a stop from my house due to not paying attention

**Question 3:** As someone who lives half a block away from Foster I am extremely excited for this project to get under way and improve the quality of life for people using this road. It is long overdue and needs to happen quickly. I also think 65th Ave between Foster and Holgate needs to be examined. The east side of the 65th is residential and cars speed down there way to fast to cut over to Holgate. It would be great to get some speed bumps installed to slow cars down.

---

**Name:** Matthew Nenninger

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Improved pedestrian and bike safety features would be a big help to non-car commuters. Foster Road is a barrier and an obstacle to riders

**Question 3:** As a person who primarily uses a car for travel I would welcome the increased bike and pedestrian safety features even if it means a reduction in vehicle travel lanes. I think it would all help increase neighborhood livability and business community viability.

---

**Name:** Kathleen Clarkson

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would help people safely cross Foster and encourage people to walk around the neighborhood and support local business.

**Question 2:** Creating a more friendly environment for non-drivers is the most important part of the project.

---

**Name:** Beyth Hogue Greenetz

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I believe this project would significantly increase the safety of walking and biking in the Foster corridor. Increased safety to travel by foot or bike will increase neighbor interaction and patronage to local businesses. Such an environment would reduce the time I spend outside of the neighborhood.

**Question 2:** I cannot think of any improvements.

**Question 3:** No

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**Name:** Vicki Wilson

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:** Foster Powell Neighborhood Association

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** More safe bike facilities and lanes would encourage people to stay in the neighborhood which would make the retail area more valuable. More biking and walking in the neighborhood improves safety and livability for the community. Adding bike lanes and more crosswalks will slow traffic and save lives in this neighborhood

**Question 2:** I think that all of these improvements are valid. We'll take anything we can get.

---

**Name:** Luke Bonham

**Organization:** ROSE CDC

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** So many tragic deaths have happened on Foster we need to improve the pedestrian safety. Also Foster can be a key to connecting bikers in the Lents neighborhood with other parts of Portland efficiently and safely.

**Question 2:** Project should focus on improved crosswalks 3 lanes rather than 4 and bike lanes

**Question 3:** Foster is a road with great potential all we need is a push to make the improvements that will spur positive growth in the area

---

**Name:** Ronald Se

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would vastly help. And as much as I'd love to see light rail connect from the Clackamas Line to the Milwaukee Line down Foster a greatly enhanced bike travel corridor down Foster would be very helpful indeed.

**Question 2:** Light Rail should be highest priority. We need a way to close the gap between Clackamas Line and Milwaukee Line in SE Portland. Foster corridor is perfect.

**Question 3:** 1. Light Rail.2. Beautify to get rid of blight & attract commerce3. Bike access.4. Pedestrian access.5. Cars last.

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**Name:** April Zohn

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Very much. The Foster-Powell neighborhood has been attracting many new businesses including restaurants bars and retail shopping locations. Walking is always the best option from our home to those businesses but crossing Foster can be terrifying (although the new cross walks on SE 64ish and SE58ish are a GREAT addition). Access to and from the bus stations would also be greatly improved with new / additional cross walks and slower traffic speeds. Bicycle infrastructure would also be great.

Although I stick to the internal bike routes off the main roads you see many people using foster for quick trips onto Powell etc. which seems very dangerous.

**Question 2:** I think all of the improvements are needed and necessary.

**Question 3:** There is strong community support for this project in the Foster-Powell neighborhood. PLEASE implement it soon. Thanks very much for all your hard work and outreach efforts to the community.

---

**Name:** Ben Basom

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Road can be dangerous especially for bicycles. Cars travel at excessive speeds and with no left turn lane ion much of Foster cars weave around stopped cars waiting to turn. There is a large population of people around Foster that travel by bike myself included. More people would likely travel by bike if things could be made safer. Furthermore the Foster-Powell neighborhood has a very large number of children aged 1-3 who in the near future will need safe bike and walking access to places like parks and school

**Question 2:** I like the ideas of medians for crossing. You may explore incorporating left turn areas into these medians.

**Question 3:** As a resident of Foster-Powell I support this project.

---

**Name:** Jim Taylor

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would help people travel the community in several ways. Per the description provided it would make travel on Foster safer and more inviting. Riding a bike on Foster now is a bit daunting. I usually stick the to sidewalk on my bike now or if traveling farther go to Center street because it is not comfortable to ride Foster the way it is. Walking on Foster could be dramatically improved also. There are not crosswalks at several well used crossing locations making walking Foster dangerous as the past fatal car collisions attest to. Pedestrian improvements will help local business and improve living quality of the neighborhoods.

**Question 2:** A crosswalk around 70th between the crosswalks at 72nd and 67th is needed people are always in the road there. Better lighting at crosswalks some crosswalks are not well lit and even with the lines on the road are very dangerous crossings at night. Crosswalks at buss stops are confusing it is difficult to tell if a person is waiting to cross or waiting for a buss.

**Question 3:** I strongly support the improvements. The Foster road bike and pedestrian amenities seem to be neglected compared to some other areas of the city. It is good time to perform these updates.

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**Name:** Sue Wiswell

**Organization:** ROSE CDC

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 1:** SE Powell is a very congested street ..the cars drive far to fast. Traffic is heavy ...it is difficult to cross the street safely ..Cycling is on Powell is unsafe.

**Question 2:** Project should be extended further on SE Powell ...actually past intersect of on and off ramps to 205...and all the way to 122nd

**Question 3:** Improvement to SE Powell is long overdue...Actually improvement to several other streets in the SE neighborhoods are long overdue...streets like Powell Division and Foster are very congested and safety for pedestrians and cyclests is unsafe...

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**Name:** Blair McMillan

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would allow pedestrians bicyclists and transit users a safe alternative to driving automobiles. It would allow for non-motorized travel to shops employment as well as other amenities reducing environmental footprints allowing for people to become active and attracting consumers to the neighborhood.

**Question 2:** I think the project does a nice job at allowing people the option to get rid of their cars and choose active modes of transportation. I think it is important to include all users in the plans including elderly children and disabled.

**Question 3:** The Foster Road improvements would allow people in the surrounding neighborhoods access to amenities that many other Portlanders already have. There are very few places in town that require an extreme flashing cross beacon (at 81st & Foster) just to cross the street. Currently Foster is not safe for peds and bikes and improving this will increase the livability for many people.

---

**Name:** John Carter

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Makes Foster more friendly and accessible to people on foot and bicycle.

**Question 2:** Reduce motor-vehicle speeds.

**Question 3:** Please remove one auto lane in each direction and convert to buffered bike lane. Stagger auto street parking on each side of street to create a more curved street that will naturally calm traffic.

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**Name:** Tim Schmidt

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Not significantly.The street has ample sidewalks but desperately needs crosswalk improvements that can easily be done without this big of a project. There already is a good bike route through the neighborhood that safely separates motor vehicles and bikes which obviously is much safer

than combining unprotected bicyclists and motor vehicles. There is adequate bus service. But finding ways to clean up the bus shelters and more benches would be nice. I use all three of the above modes of travel and I see that crosswalks are really the only important issue in this project as far as transportation for those without a car.

**Question 2:** Keep bikes and motor vehicles separate for safety's sake! The Flood Plain projects need a good bit more discussion and a lot more public outreach from the locals.

**Question 3:** I live close to and use Foster Road regularly and I strongly feel that Foster Road being a major regional arterial street running from Damascus into SE Portland should not have vehicle lanes reduced. The purpose of an arterial road is to move a lot of people. If you bottleneck the road then it will have traffic stopping idling polluting and making a lot more noise in the our neighborhood as they start and stop. So for safety sake as well as quality of life please maintain our current bike routes to keep bikes and motor vehicles on separate roads.

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**Name:** Christine Charneski

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Road needs to become seriously more friendly to pedestrian and non-motorized use -- both along it's length and in getting across it. The proposed improvements will HOPEFULLY make Foster Road seem less like a freeway to motorists using it.

**Question 2:** My opinion is that there should be an emphasis on enhanced crossings and any other strategies helpful in slowing traffic. Speed and poor lighting lead to dangerous situations.

**Question 3:** Foster Road has been long neglected (it's not alone) and the driving culture in this end of town needs to be changed.

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**Name:** Daniel Papkin

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would really help make the area more user- friendly for my family and would definitely make us less likely to use our car for short trips.

**Question 2:** Proposals sound good especially those that focus on moderating the speed of traffic through the area. This is by far our primary concern.

**Question 3:** Thank you for considering it.

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**Name:** Linda Austin

**Organization:** Performance Works NW

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It will be easier to walk and bike safely to and from various neighborhood points

**Question 3:** Looking forward to making our area more walkable and bikeable!

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Rachel Baron Holmes

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Proper bike lanes would allow cars and bikers to understand how to travel more safely when sharing the road.

**Question 2:** The project should focus on bike lanes.

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**Name:** Blake Kincaid

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would help the people living near the area to safely visit local businesses. It would also encourage more restaurants and small shops to locate in the area if the street was easier for people to walk along shopping and stopping to eat. I've lived in SE Portland most of my life and Foster is much less busy than it was when I was younger. This is purely anecdotal but there used to be a rush hour traffic jam on Foster and I haven't seen a traffic jam in many years. Powell on the other hand. . .

**Question 2:** The project looks good to me. This section of Foster is already developing into a more pedestrian centered area with smaller retail businesses and eating establishments. This project will help with that.

**Question 3:** The current setup on Foster is not compatible with the likely path of future development. This project is needed ASAP to increase safety for bicycles and pedestrians. There will be more and more pedestrians as more businesses locate to the area

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**Name:** Dan Flanagan

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would be an incredible asset to the community. I recently purchased a home in the neighborhood and love the area but these improvements are necessary for the livability of the neighborhood for the many folks that don't drive cars. This project will improve the safety livability and accessibility of the neighborhood and do great things for the community.

**Question 2:** I'd like to see improved bicycle facilities on Foster Rd.

**Question 3:** I'd like to see improved bicycle facilities on Foster Rd.

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**Name:** Dhair Barr

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** improve walking biking

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**Question 2:** Better businesses better community along foster

**Question 3:** I am so excited to be in a neighborhood that wants to improve itself and its streets!

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**Name:** Dana Gyllen

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** The road is nearly innavigable in anything but a car at this point. It's downright scary on a bike or as a pedestrian. This hurts the local community from neighbors to businesses as Foster Rd. is a primary thoroughfare that remains largely inaccessible and unused. This project would be an immense improvement for the residents and businesses in the area along with surrounding communities by making Foster Rd. safe accessible and useful as an area and district. And only helps to improve the City of Portland and it's ultimate goal of providing livable walkable communities.

**Question 2:** The project should be extended to ensure that it becomes safe for local and neighboring residents whether they commute via car bus foot or bike. Crosswalks are terribly marked at many locations traffic moves at incredibly high speeds and there have been a number of unnecessary deaths resulting from unsafe conditions.

**Question 3:** The area has the potential to be a great hub for the outer southeast community however Foster Rd. in it's current state has rendered the area nearly unusable. Much effort has been placed on many other areas within the city with very little to no focus on the Foster Rd. corridor. It's unsafe and unfriendly and desperately needs improvement. Please help and consider this as an urgent necessary and long overdue improvement.

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**Name:** Laurie Hagar

**Organization:**

**Zip Code:**

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** We live in the Foster Powell neighborhood. If the area were more pedestrian friendly we would walk more to the local businesses instead of driving to businesses in other areas. More customers at the local businesses will make the area thrive.

**Question 2:** The heart of the pedestrian area should be from 63rd to 72nd and serve the desired purpose. I think that is what the plan calls for.

**Question 3:** Please do it! The area has so much potential for the community. This project will help get us there.

---

**Name:** Justin Carinci

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster is the only diagonal road in the area and thus the most direct route for all trips downtown or inner southeast (which is most trips for residents of the project area). But Foster is off

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

limits to all but the most fearless cyclists. The speeds are too high and the roadway too wide. With two travel lanes in each direction cars exceed the speed limit knowing they can pass. That creates a highway environment and it's caused pedestrian deaths and near-impossible crossings for cyclists and pedestrians.

**Question 2:** There's plenty of room to meet all needs if we reduce travel lanes to one in each direction. Cars should get a left-turn lane so they're not delayed by tricky left turns. (Tacoma Street near the Sellwood Bridge is a good example of how going from four to three lanes actually reduced congestion and improved reliability.) Cyclists should get a separated cycle track so they're not competing for space with cars. Holgate should get a protected or protected-permissive left turn from Foster to avoid cars making a sharp left at the pedestrian crossing onto 65th to get back to Holgate.

**Question 3:** Foster has some wonderful wide sidewalks in stretches and these should be protected of course. People bike on them now but providing a separated cycling option will clear the sidewalks for walking dining and other business- and community-boosting activities. Where sidewalks are lacking they should be widened to allow for this and to promote the kind of neighborhood commercial feeling we're all going for. Bulbed crosswalks street trees lights bike racks -- these are all just gravy but they're all just window dressing and wasted money if you keep Foster a four-lane highway and pretend that you can improve safety access and mode split.

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**Name:** Alison Dennis

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would improve pedestrians' and cyclists' ability to cross Foster Rd enabling them to access destinations on and near Foster.

**Question 2:** The Project should focus on adding bicycle facilities along Foster as well in order to provide a safe and convenient way for people on bicycles to reach destinations on Foster as well as travel though and to Foster-Powell Mt. Scott Arleta and Lents. Because of Foster's diagonal orientation it is often difficult to reach destinations on and around foster on bike without riding on Foster however the current road conditions (high speeds no separated bike infrastructure) are extremely hazardous.

**Question 3:** Modifications to the road design that will slow auto speeds down to the actual speed limit and better enforcement of the speed limit are also key to making Foster safer for all users especially pedestrians and cyclists.

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**Name:** Allison Mace

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Improved crosswalks and bike facilities would greatly improve the ability to get around without a car. I currently live in the neighborhood and drive most places because of the high speed on Foster and limited crosswalks between lights.

**Question 2:** Project needs to include reduced speed limit and speed reducing characteristics to slow down traffic on Foster. Speed of traffic is a key barrier to making Foster more walkable and a better community resource.

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**Name:** Jess Mace

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Unless there is a speed limit reduction on Foster I doubt any of these changes will do much to accomplish this goal safely. Cyclists are not going to use the facilities if they feel threatened by 40+mph traffic.

**Question 2:** All new crosswalks should be signalized and speed limits should be reduced (~30mph). Traffic flow could be improved by creating at least some buffered bus pull-out zones to remove buses from the immediate flow of traffic.

**Question 3:** This cannot happen soon enough.

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**Name:** Li Alligood

**Organization:** Foster-Powell Neighborhood Association

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Road presents a significant barrier for community members traveling by foot bike or transit. The pedestrian experience is really uncomfortable - although most of the neighborhood's businesses and services are on Foster Rd walking along Foster to reach them is unpleasant for many reasons - there is no buffer between the sidewalk and fast-moving traffic there are minimal street streets so it can be quite hot and exposed the sidewalks are in poor repair in many places and crossing Foster is dangerous. There are no bike facilities on Foster so bikes either risk traveling in the vehicle lanes or on the sidewalks. Foster has good transit connectivity but transit stops generally lack shelters so transit users don't have protection from the weather.

**Question 2:** The Foster-Powell Neighborhood Association fully supports the proposal. We have been waiting for 10 years for implementation of the 2003 Foster Road Streetscape and Transportation Plan and are really excited to see the improvements constructed. City staff has been very collaborative and have incorporated many of our suggestions into the design.

**Question 3:** This project will have a powerful impact on this area of Southeast Portland.

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**Name:** Stephanie Woods

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

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**Name:** Gregory Ewer

**Organization:** Oregon Symphony

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Traffic on Foster Road is too fast and unpredictable for me to even consider riding a bike on it. Fewer car lanes and the addition of a bike lane would enable me to commute to work much more quickly and directly by bicycle.

**Question 2:** The project should focus on improving pedestrian/bicyclist safety as well as helping the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

neighborhood become less of a speed through area and more of a home for its residents. I think the current focus is right on the money!

**Question 3:** Thank you for focusing on these important improvements. Foster Road is unique in Portland and a bold vision for a more livable walkable neighborhood is what we residents have been desiring for years! Now is the time to make it happen

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**Name:** Christopher Talarico

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** The improvement in bike access would be tremendous and the improved safety for cyclists as well as pedestrians at crossings is imperative.

**Question 3:** I think the positive impact to small businesses in the area would be a huge benefit in addition to the accessibility and safety improvements. Foster Road is very much in need of this kind of project.

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**Name:** Emily Root

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** would help individuals cross foster safely improve access to businesses on foster for individuals who are biking/walking

**Question 2:** I think a focus on beautification at the same time would be helpful (i.e. street trees planting beds street lamps with flower baskets). By increasing pedestrian and bike travel options and at the same time increasing the curb appeal this could really uplift this neighborhood.

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**Name:** Erica Bjerning

**Organization:** Foster Powell Neighborhood Association

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would be immensely helpful in improving multi-modal capacity. In its current configuration Foster is both difficult and dangerous to cross on foot. Even crossing side streets is dangerous at those wider intersections that exist. The crosswalks that exist without the hawk signals might as well not even be there for as much protection as they provide pedestrians. Cycling on Foster is also crazy dangerous. Bike lanes and intersection improvements would vastly improve cycling safety as at least there would be visual cues to drivers that cyclists are on the road. If I have to ride my bike on Foster I only ride

on the sidewalk which has its own safety issues. Reducing travel lanes would solve so many problems: Slows traffic so severity of crashes is lessened provides a turn lane so there's less swerving from lane to lane fewer travel lanes to cross on foot... Adding street trees and other beautification efforts would also help slow traffic and encourage people to look at their surroundings more.

**Question 2:** I think the main way it could be improved would be to increase even further the amount of

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funding it has so safety improvements can be as robust as possible.

**Question 3:** This project is extremely important to many many people along the corridor. There is tremendous community support for Foster Road improvements as demonstrated by high turnouts at open houses hosted by the PDC. I hope you'll seriously consider funding this project.

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**Name:** Katrina Woltze

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** The additions of islands crosswalks signage curb extensions and bicycle lanes would be a valuable benefit to Foster Blvd. Providing safer access and passage along Foster for pedestrians transit users and bicycles will be immensely beneficial to the neighborhood and cause less anxiety to drivers as well since it is often difficult to see them along the boulevard currently. Being attentive to the need for business to maintain some street parking is also important for community development.

**Question 2:** The project needs to work to balance the needs of the residential neighborhoods surrounding Foster Blvd with the commercial interests that provide economic support to the neighborhood. It is important to realize the value the light industrial businesses provide to the community as well as the more retail oriented businesses and to work to make the commercial and residential sides work together.

**Question 3:** I have lived off of Foster and 74th for close to 15 years and while the neighborhood has improved somewhat in that time it has not done so to the degree of other gentrifying communities in Portland. In large part I think this is due to Foster being a relatively poorly managed thoroughfare. It is largely not safe for non-automobile traffic and the presence of pedestrians and bicycles is nerve wracking for drivers because it is so difficult to see them when they are present. The improvements that have been made at crossings like the one near the Fred Meyer at SE 82nd has been very valuable and a sign that continued improvements along Foster will make a difference and hopefully benefit the growth and stability of the surrounding neighborhoods.

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**Name:** Adam Stadlander

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This is a weird question metro should know better than me. I think slowing traffic and increasing ped and bike access is paramount! Very pro reducing traffic lanes!

**Question 2:** Bike lanes slow or decrease traffic more pedestrian crossing and space.

**Question 3:** Foster has so much potential but is such a dangerous area that many of us that live near it don't utilize it as much as we would like to.

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**Name:** Daniel McMillan

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I currently bike commute every day on a route that takes me around Foster. If these bike

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

lanes were to be put in I would ride down Foster every day and it would save me a lot of time and hassle. I know that there are a lot of other people who would benefit from this in the same way.

**Question 2:** I really like the proposal to connect this project with other parts of the city. For example the connection to Mt. Tabor would be wonderful. Making connections to different parts of this city that make this city so great is a great way to make this city even greater (Too many greats in that sentence?).

**Question 3:** Please do it! All of it. I look forward to Foster being a pleasant street to be on. I hate having to avoid it as it is now. I am very encouraged that there is a focus on not only improving the safety of the street but also on bringing in local sustainable multi-racial businesses that will improve the neighborhood.

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**Name:** Eriv Werner

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Greatly improve access. Right now it is hard to cross Foster especially to get to the Mt. Scott community center. It is also the most direct road currently by bike you have to zigzag through side streets bypassing local businesses. Also even if I visit a business on Foster I don't want to spend additional time there walking around.

**Question 2:** Right now the road feels like a fast way for people to get through the community and not spend time in the community. What will happen to the additional traffic on Holgate that might appear? During the afternoon rush hour it is very hard to cross the street especially to get to the Holgate Library. If there is going to be more traffic that's not horrible but will there be additional crosswalks there too?

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**Name:** Seth Gallant

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Improving pedestrian and transit facilities in the Foster Road corridor would make it much easier and much more attractive to walk to businesses on Foster Road and to travel within the corridor. The current lack of opportunities to safely cross Foster Road greatly hinders the community's ability to access shops restaurants and bars on the community's main street. Any effort that calms traffic on Foster Road will make it easier to get around within the corridor without a car. Facilities that make Foster Road safe and attractive for bicycling would improve access to locations in the corridor and greatly reduce bicycle travel time to locations within the larger region and downtown.

**Question 2:** The project limits seem appropriate. The proposed improvements are exactly what I would like to see on the Foster Road corridor.

**Question 3:** I live near 72nd and Foster. I commute to work downtown by bus most days and frequently by bike. I am highly supportive of this project and would like to see traffic calmed on Foster traffic lanes reduced to one through lane in each direction bike lanes improved transit stops wider sidewalks improved pedestrian crossings and lighting. The current pace of traffic greatly hinders the attractiveness of businesses in the main street core (Holgate to 69th). Bike lanes or other treatments that make bicycling safe on Foster would dramatically reduce the time it takes me to reach downtown by bike.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Mo McKenna

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** major improvement. I will bike and walk more often if this project is launched. Foster is currently very unsafe due to the speed of traffic.

**Question 2:** I want to make sure that if traffic slows down on Foster we are careful about streets that folks use for cut through.

**Question 3:** The whole neighborhood is excited and talking about it!

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**Name:** C T

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Blvd is a terrific street and improvements for alternative means of transit: biking and walking would be much appreciated. The project described above will allow the slower moving folks to see more and stop more at the area businesses.

**Question 2:** Focus first on walking improvements: So residents & businesses in the area are a higher priority than those biking through and not necessarily stopping.

**Question 3:** I love the wide sidewalks; I hope that will not change much. Loss of street parking may not be in the best interest of the area businesses since many businesses do not have off-street parking.

---

**Name:** Erin Telford

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Walking biking and transit access are difficult on the four-lane busy street. Cars travel unnecessarily fast making less-than-desirable conditions for pedestrians and other forms of transit.

**Question 2:** Very interested in the phase 2 bicycle ideas as well as lessening traffic lanes on Foster.

**Question 3:** Very excited about the prospects. I think this could have a huge impact on this neighborhood and community in a positive way.

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**Name:** Jennifer McCargar

**Organization:** Devil's Toolbox Web & Graphic Design

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would greatly improve people's access to light rail and busses. There are a lot of non drivers in SE I am one of them. If my husband isn't driving I'm on my bike or the bus. If it's easier then it's better.

**Question 2:** Anything that improves pedestrian mobility is good it does need to be in balance with the motorized part of our community. 50/50 peeps!

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** Lets gt it done!

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**Name:** Matthew Ward

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It will improve the quality of walking and biking experience as well as greatly improving safety for both as well. It will also hopefully increase foot traffic which will be good for the local businesses in the area.

**Question 2:** Project should be extended all along the Foster Road Corridor and the Foster Arleta area. Would like to see left turn signals installed in some of the more major four ways south of foster like 72nd and Woodstock.

**Question 3:** I am glad that this often neglected area of South East Portland is getting some help it is about time.

---

**Name:** Rebekah Birt

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project is greatly needed as walking along Foster Road especially from 90th Ave to Powell can be very scary. I would take public transportation more if the area felt more safe (ie: more lighting proper sidewalks bus shelters etc).

**Question 2:** I really like the proposal. I would hope that eventually this kind of project could extend east of 90th.

**Question 3:** I'm hopeful and excited that it will happen!

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**Name:** Jason Frick

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** foster road is currently unsafe for the increasing numbers of bicycle commuters i see daily. improving bicycle infrastructure would not only increase cyclists' safety but would also reduce the stress drivers must feel when interacting with cyclists. we can certainly do better than the current situation. in addition improving pedestrian infrastructure is also needed. with foster road becoming a more popular destination for shoppers and diners we're unfortunately seeing more injuries.

**Question 2:** foster road is currently unsafe for the increasing numbers of bicycle commuters i see daily. improving bicycle infrastructure would not only increase cyclists' safety but would also reduce the stress drivers must feel when interacting with cyclists. we can certainly do better than the current situation. in addition improving pedestrian infrastructure is also needed. with foster road becoming a more popular destination for shoppers and diners we're unfortunately seeing more injuries.

**Question 3:** thanks for allowing input

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**Name:** Kate Weltner

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Putting in bike lanes and reducing the number of car travel lanes to 2 with a center turn lane would make Foster infinitely more suitable and safe for pedestrian and bike traffic. As a local resident with a car AND a bike I would be more inclined to bike commute downtown if Foster provided a safer travel route. As Portland continues to grow we must provide incentives for auto passengers to use alternate forms of transportation otherwise the integrity and serenity of our neighborhoods are in jeopardy. This seems especially pertinent in consideration of connecting incorporated eastern land with downtown via rail/mass transit options.

**Question 2:** Consideration should be given to allow for lower income housing while at the same time not creating huge apartment complexes that mar the views or shade out other properties' vegetation/gardens. Incentives should be provided for businesses to set up shop along the dilapidated sections of Foster. Creating a safer travel corridor will increase foot traffic to these businesses and perhaps inspire residents from other parts of town to frequent them as well. So much potential along Foster! It would be great to see more/diverse restaurants bars and shops creating a colorful neighborhood vibe.

**Question 3:** Rehabilitation and gentrification share some fine lines. As we increase the desirability of the neighborhood we must be careful not to push out long-term residents that help to make up the very diverse fabric that makes this area great. It is also very important to put money into the local schools as the children are the ones who will grow to be stewards of the neighborhood. If they don't get the attention and resources they need for a proper education no amount of money put into businesses and aesthetics will be enough to stop the neighborhood from again devolving into disrepair.

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**Name:** Victoria Oglesbee

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Implementing all of this project including the new bike facilities (protected bike lanes) would greatly increase the safety for people choosing to walk or ride a bike. They will be much more likely to either leave their cars at home or venture into this area to shop if they do not own a car.

**Question 2:** The plan could be greatly improved with the inclusion of buffered bike lanes for safety.

**Question 3:** Completing this project and having it include buffered bikes lanes would greatly increase Portland's chance of keeping it's high standing in this country in regards to bike amenities.

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**Name:** Anne Oneal

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would be amazing to feel safe biking on Foster! I would ride my bike much more often in the neighborhood with improvements to Foster blvd. I'd also feel my kids were safer.

**Question 2:** I'm really excited to hear that the improvements include biking lanes and trees/plants. That

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

stretch of Foster feels really bare and looks poor and dirty. Plants and trees will help the area feel more friendly and welcoming.

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**Name:** Jacob Sherman

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would be fantastic! It would make commuting as a pedestrian or cyclist so much safer!

**Question 2:** I would love to see it somehow connect in with a N-S bike boulevard that plugged people into the larger network.

**Question 3:** Nope!

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**Name:** Jared Birt

**Organization:**

**Zip Code:** 97266

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Very well. Foster needs attention to draw new people in. Improvements will make it more desirable for better business to move in the area. More foot traffic to the right kinds if business improves a area and makes the value go up.

**Question 2:** Good wide Side walks are crew shal with cross walks. That chances the culture for better in places. Also street lights. Bike lanes are a added bonus. East of 82nd & Foster up to 92nd needs lots of attention and should be part of the foster project.

**Question 3:** Please allow this money to pass and go to Foster/Lents up to 92nd neiborhood area to reduce crime and alow good business there to grow and receive more foot traffic to grow the culture there. Young responsible family's want to move to foster Lents area if it was improved with better foot traffic options and business like coffee shops restaurants and a good groshierey store. Thank you.

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**Name:** Craig McMillen

**Organization:** Kern park christian church

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Just the increased safety aspect is very attractive in addition with the budding business community it will help facilitate smoother traffic flow.

**Question 2:** The project should be adaptable to future street car potential overall this project will increase attractability to the community as well as spur future development

**Question 3:** I find it very difficult to commit to much time to community planning and am very grateful for those who sacrifice time/energy on my behalf. This project is very exciting to our local community and any additional funds would be wisely invested here in the Foster/Powell community. Thanks

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**Name:** Michelle Giuffre

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Improve walking and biking around the neighborhood allow businesses to get more foot traffic help our local businesses cater to more pedestrians and cyclists help neighbors in the area bike downtown faster improve the liveability of the neighborhood

**Question 2:** Project should add more greenery in the central median to slow traffic down.

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**Name:** Joseph Greenetz

**Organization:**

**Zip Code:** 9720

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would improve walking and biking.

**Question 2:** The project should focus on creating safe crosswalks along Foster. It is a very busy road for a residential area and it can be difficult and unsafe to attempt to cross on foot.

**Question 3:** Foster is a great road and I would love to see it get even better!

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**Name:** Greg McMickle

**Organization:** \Zip Code: 97232

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** Foster is a major arterial and anything that will slow it down and impede the flow of traffic will create more congestion and pollution. SouthEast Portland along this corridor was ghetto-ized when The Mt. Hood Freeway project was abandoned and Foster has had to take up the slack. Reducing the number of lanes will create a mess.

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**Name:** Darilyn Busch

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Both of my children walk or bike to and from school each day (one mile each direction) because there is funding for bus service in Portland Public Schools. They are 10 and 12 years old. We live near Powell/SE 71st and they walk to Arleta (SE 66th) which requires them to cross Foster. Many other children in the neighborhood also walk or bike to that school daily. Arleta is a K-8 and serves hundreds of kids on the east side of Foster. Foster is the most dangerous part of their route. There have been several pedestrian deaths crossing Foster just in the past 2 years and it scares me as a parent to face this reality every day.Improvements to Foster including a bike lane more visibility for pedestrian crosswalks and improvements in the sidewalk conditions would make a huge difference in the safety of the community.

**Question 2:** I think the goals of the project as outlined are very good. Some money set aside to deal with property owners that don't maintain the areas on/next to the sidewalk would also be a good idea. There are sections of abandoned/foreclosed properties that have become dumping grounds and there is debris garbage and broken glass on the sidewalk in those areas. Some property owners have extremely overgrown grass/weeds which block the view when turning for drivers pulling onto Foster making it difficult to see pedestrians or bicyclists.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** Please approve the funds. Thank you

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**Name:** Matthew Rafferty

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Easier and safer access on Foster is what this neighborhood needs. There are many children that use Foster to get to and from school who have difficult times trying to cross the street. It's not just difficult for children but anyone using Foster. We've been in the neighborhood for 6 years and we avoid using the street as much as possible (walking or driving) because people use the road as a highway to get across town.

**Question 2:** Safer crossings lower speed limits safe bike access are all things that can improve the use of Foste. Not only will pedestrians and cyclists benefit but so will local businesses that we want to survive to make it a thriving neighborhood.

**Question 3:** This project will also make it safer for drivers too. They won't have to play "chicken" with pedestrians and better lighting and signage will make pedestrians more visible. The people in this neighborhood want to improve the area for ourselves and future residents. We all invest in this area and want our investment to continue to improve our neglected neighborhood. Thank you!

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**Name:** Susan Hashem

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Greatly. Foster road needs to slow down. It is a neighborhood. People live here and should be able to cross safely. Kids should be able to walk to Arleta school without their parents worrying about them getting hit by the speeders.

**Question 2:** Slow the speed. Like Hawthorne. More lights.

**Question 3:** I am hopeful that foster can be a lovely business area with a walkable Main Street and safe streets for families.

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**Name:** Mark Borrayo

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster Road in its current state is under used as a walking/biking corridor. Any change that would get more people from the neighborhood on Foster would improve the business climate there. And in turn attract more people from the outside to the area.

**Question 2:** Clearly marked and pedestrian - friendly crossings to encourage movement across Foster. There are many young people who must cross that street to get to Arleta school. Many parents when given the option choose to drive there children to school rather that have them walk and cross Foster.

**Question 3:** Foster has been designated a High Crash Corridor by PBOT. Please help us make this road a safer one.

---

**Name:** Eliana Temkin

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Make it easier not get to work and good for bikes and walkers. Good for children

**Question 2:** I think this is a good project.

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**Name:** Michael Hernandez

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would incentivize using alternative means of transportation which would reduce the amount of traffic/pollution the amount of pedestrian fatalities and the amount of bicycle/motor vehicle collisions. The upcoming generations cannot afford to drive so alternative modes of transportation are being utilized more and more. It also attracts potential revenue for small business to thrive. People who spend less on gas tend to spend more in their local community even when it's just a quick stop for a beer or a sandwich.

**Question 2:** This project needs to meet Portland's commitment to reducing carbon emissions by 2030. The only way to do that is to make it friendly for alternative modes of transportation.

**Question 3:** More bike lanes and crosswalk beacons for pedestrians but more importantly enforcement of traffic laws through the corridor as many who use it as an arterial disobey the posted speed limits and crosswalks until someone gets hurt. Thank you.

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**Name:** Danielle Horn

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster road is difficult to cross in many places as there are few crosswalks and cars aren't looking for pedestrians or bike riders. The good crosswalks such as the one by Fred Meyer are too few and far between. Better marked crosswalks and better signage to alert drivers would make the community safer for pedestrians and cyclists.

**Question 2:** I think the current proposal meets most of the needs of the community especially if it includes bike lanes. This would make it much easier and safer to bike along Foster road. Currently biking along

Foster road is difficult because of the lack of room for bikes to travel along the roadway. Foster is one of the best corridors for traveling between my home and grocery shopping but I often take a longer less convenient route because I don't feel safe biking along the road and I don't want to ride on the sidewalk.

**Question 3:** I'm really looking forward to this project happening. I like my neighborhood and want to see Foster road get the help it needs and deserves to serve the community better.

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**Name:** Lindsey Popov

**Organization:**

**Zip Code:** 97206

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** We would love to walk along Foster more often but it's a busy road. The crosswalks are few and far between and very poorly marked. It even feels dangerous crossing at a light sometimes. Foster is badly in need of improvements to make it more walkable and bikeable and this project would go far to increasing our carless enjoyment of our neighborhood.

**Question 2:** Beware of taking away too much parking/sidewalks for the bike proposal as we are really hoping Foster starts attracting more excellent businesses that will start drawing more visitors to the area. However right now the lanes are so extremely narrow that biking is incredibly treacherous so some improvements are certainly needed.

**Question 3:** Foster is a great investment and we really think that is going to be one of the next great areas of the city.

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**Name:** Jeremy Montz

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It seems like it would improve the safety and look of Foster making me consider biking more in this neighborhood. Might visit more neighborhood shops.

**Question 2:** Making it safer for pedestrians and bicyclists. I wouldn't want to reduce Foster's number of lanes- would make it too congested during traffic hours- but the on street parking could go.

**Question 3:** As a local homeowner who's new to the area (4 years) I'm excited to see some beautification and investment in the area. Fo-Po is great central location in SE w/ easy access to everywhere yet it looks a little run-down and can be dangerous. I think a little investment can go a long way here polishing that 'diamond in the rough.' I'm also very pleased to see the plans are considering bicyclists as that is a huge part of the cities's identity.

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**Name:** Becky Ewer

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would be great for the community. It would provide safe walking and biking areas.

**Question 2:** I like the focus of this project. The lighting will greatly enhance the safety of Foster Road and the bike lanes will make the neighborhood more manageable for those without cars

**Question 3:** Go for it!

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**Name:** Theo Brown

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This project would help make Foster much safer to pedestrians & bikers which would encourage more foot traffic more small businesses and fewer accidents and injuries. It would make a huge difference.

**Question 2:** I wish even more could be done but I think the project is a good start. I would love Foster to be a tree-lined boulevard with median instead of a pseudo-freeway.

**Question 3:** I believe that Foster Ave can be one of Portland's great neighborhoods especially with the help of projects like this. I live in Foster-Powell and I have a three-year-old daughter and I am a bicyclist & driver. I want Foster to be safer and slower and I think it will change the entire neighborhood. Thank you.

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**Name:** Tonya Moore

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Greatly! So many people get around without a car already either because they are going a short distance enjoy walking or don't own a car at all. Foster has become a superhighway like its cousin Powell. Very very dangerous to walk or bike on Foster. To cross it is an act of bravery even in crosswalks. Cars can travel too fast and often do not see a reason standing on the edge of a crosswalk trying to cross. I have seen pedestrians just stand there as car don't stop and drive by either ignoring not seeing or choosing not to stop because no one else is either. I don't bike to Foster shops because there are no bike racks to lock up my bike once I arrive.

**Question 2:** I like the project as it is proposed.

**Question 3:** No

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**Name:** Dan Campbell

**Organization:** Foster Powell Neighborhood Association

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would allow people who live around foster not to have avoid biking and walking on it because of perceived safety concerns.

**Question 2:** I think for the project to be effective the lanes need to be reduced otherwise the other improvements will not be as effective

**Question 3:** It is absolutely necessary that we are able to fully fund this project as this area continues to be the fastest growing area for families it thus important that we're able to protect the people who live near the street and by doing so the foster community can thrive.

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**Name:** Nicole Forbes

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would be an improvement we've got to start somewhere.

**Question 2:** Can't tell if this project extends to the max line but if not it should.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Lindsey Ball

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** We could access neighborhood parks and establishments without driving. Would also be able to bike more safely to daycare and work.

**Question 2:** Proposal should include green landscaping.

**Question 3:** Thank you!

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**Name:** Adam Coulter

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Very Well!

**Question 2:** Looks great as is

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**Name:** Christina McGovney

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would help people tremendously. Currently I do not feel safe on Foster Road. I am also a bike commuter and would be able to bike down foster safely. If we make the street more accessible safer and more ascetically pleasing we will see an increase in pedestrian and cycle traffic and that would help the community and the businesses along Foster.

**Question 2:** I am happy with the existing project. I would prefer to see Foster become two lanes with one middle turning lane. I would like to see bike lanes safer crosswalks and the potential for future alternate transport such as a streetcar. I want to see more trees and foliage and more benches. Better bus stops sheltered etc.

**Question 3:** Let's do it right now!

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**Name:** Clark Foerster

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Foster is currently not a safe road to bike on or walk across in too many areas. this plan would greatly benefit those of us who must use it.

**Question 2:** Since Foster rd is the primary landmark in this area I think the improvements being considered should be used to really make a difference just with Foster. Specific improvements would be increasing width of sidewalks so smaller food carts could fit on them. This would increase foot traffic energize businesses and change the way people feel about Foster. That is the biggest change that is

needed: changing how people feel about Foster. Traffic would naturally slow if there were fun things to look at like in the Hawthorne district.

**Question 3:** Grateful that there is energy and money to put to this task.

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**Name:** Sherri Michl

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** More bicyclists may feel more comfortable using this busy road and therefore use it more often if they have a delineated bike lane.

**Question 2:** Foster Rd seems wide enough to add a bike lane without losing a traffic lane or parking. The traffic lanes need to be preserved to handle the volume of auto traffic and parking should be preserved to encourage access to the businesses that are reinvigorating this area. The sidewalks are very broad and are the best sacrifice to make if needed to create a bike lane.

**Question 3:** Preserving the parking spaces shrinking the sidewalk a bit to place a bike lane between parking and sidewalks provides a safety buffer for bikes from the high speed traffic and also would further pedestrians from the traffic making walking along the sidewalks more pleasant.

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**Name:** Terri Dublinski

**Organization:** COPIN

**Zip Code:** 97215

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** This would be great. Foster because of its diagonal nature would be a perfect commuter route and would activate the street. This award should NOT be granted without safe bike facilities on Foster meeting modern safety standards. If there are no bike facilities then the money should go somewhere else...period. This neighborhood is sorely lacking in quality bikeways and we have an opportunity to create a world class corridor.

**Question 2:** This community needs a safe activated main street instead of the "Mount Scott Highway." Bike and pedestrian development will follow and many private business and retail establishments would have lots of room on Foster to create a livable community but ONLY if there is access to all modes. Again this will only happen with bike facilities ON Foster...and not narrow four foot bikes lanes in the door zone. The inclusion of a family friendly (buffered bike lanes on 72nd or diagonal light connecting Raymond across the intersection) greenway connection from SE Raymond east to Lents park with SE Mitchel to the west

and eventually SE Raymond past 52nd is a critical greenway connection not in the 2030 masterplan. This greenway would connect the entire neighborhood east to the future 20's and 30's greenways west if a safe crossing of Foster and 72nd is built.

**Question 3:** This is the most important project currently being studied in SE Portland right now. The modernization of this dangerous corridor is critical to reaching our safety and livability goals. A quality bikeways ON Foster must happen if we are to meet our carbon reduction and 2030 transportation goals and if the project does NOT include a bikeway on Foster than this grant should NOT be granted. The money could be used to build proper bike facilities on other streets instead.

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**Name:** Jessica Campbell

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** Improve biking especially. Right now it's really scary to bike on Foster.

**Question 2:** I'm pretty happy with the current plan.

**Question 3:** We really need to slow traffic down along Foster. People fly down the road at high speed. It feels dangerous to cross the street or to bike. It would be great if Foster could feel more pedestrian friendly and have small businesses with bike racks out front.

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**Name:** Meghan Humphreys

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I bike commute daily from ~77th & SE Woodstock to downtown as well as use my bike to get to local shops in the Mt. Scott Arleta and Foster Powell neighborhoods. Having a better safer environment on SE Foster for cyclists would make it so much easier to get to places that we want to patronize. As it is now when I want to go to a specific place on Foster I have to remember what cross-street gets me closest to that destination AND which streets extend all the way to Foster. As a pedestrian on Foster it would mean fewer bikes zinging by us on the sidewalk which is not optimal or safe for those on foot.

**Question 2:** The Foster Streetscape Plan Update by the City of Portland Bureau of Transportation has many positive improvements in the works (still in planning stages now.)I strongly support going beyond just striping a basic bike lane on Foster to add physically-separated facilities that would be significantly safer -- safer both for cyclists and for pedestrians.

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**Name:** Steph Span

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** walk to shops and storesbike safelyconnect to more neighbors in a broader areamake neighborhood safer because more people are on foot.

**Question 2:** Not sure

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**Name:** Majken Elek

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I bike daily to work grocery store and to local eateries and all by crossing or driving down the busy Foster road. I mostly ride my bike on the sidewalks because the traffic is travelling too fast and too dangerously to ride alongside the vehicles. As this neighborhood grows it is imperative that we create accessible and safe corridors for bicyclists. I would like to see the Foster road business community

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improve and grow but from experience it seems as though the current Foster road prohibits pedestrians and bicyclists from traversing this road safely. Many a night I see cars racing down the road as though it was a freeway. I would like to see speed limits lowered and bicycle lanes put in along with roadside trees and or a median green space. We need this!!!!

**Question 2:** I bike daily to work grocery store and to local eateries and all by crossing or driving down the busy Foster road. I mostly ride my bike on the sidewalks because the traffic is travelling too fast and too dangerously to ride alongside the vehicles. As this neighborhood grows it is imperative that we create accessible and safe corridors for bicyclists. I would like to see the Foster road business community improve and grow but from experience it seems as though the current Foster road prohibits pedestrians and bicyclists from traversing this road safely. Many a night I see cars racing down the road as though it was a freeway. I would like to see speed limits lowered and bicycle lanes put in along with roadside trees and or a median green space. We need this!!!!

**Question 3:** Please implement it!!

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**Name:** Brian Jordan

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** it would be a massive improvement as foster is a major corridor these days.

**Question 2:** if the project goes thru as described it would be an amazing and much needed improvement.

**Question 3:** if the project goes thru as described it would be an amazing and much needed improvement.

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**Name:** Jeffrey Beedy

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** It would make it more accessible for bike traffic.

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**Name:** Mason Walker

**Organization:**

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I currently reside at SE 76th and Foster. There isn't a great bike route from my house to where I work (downtown). This project would create a safe corridor for me and my neighbors connecting the Foster-Powell neighborhood with the great Clinton St. bike corridor.

**Question 2:** I personally like the proposal a lot as it serves me and my neighbors well. I feel like it's well-planned as it connects a handful of useful corridors including the Springwater Clinton and 92nd Ave.

**Question 3:** Thanks!

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Matthew Walker

**Organization:** Business owner

**Zip Code:** 97214

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I believe that this project would greatly help people travel by non-motorized vehicle throughout the Foster corridor. I am a member of the Mt Scott Community center and have biked there several times. To get there I must cross Foster and it can be very difficult and dangerous at times. Improving bicycle and walking lanes and making the street-scape more inviting I would certainly be more inclined to bike and frequent local businesses.

**Question 2:** The areas of improvements listed in the project seem that they will meet the community needs well.

**Question 3:** I think that this project is critical in order to improve safety and bring business and services into the district that will restore and improve the entire Foster corridor.

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**Name:** Eavan Moore

**Organization:** OPAL Environmental Justice

**Zip Code:** 97206

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 1:** I live in Foster-Powell and this is my main drag. This project will make it safer to cross the street and to travel along it helping pedestrians bus riders and cyclists get where they need to go without risking death by car. There are multiple options within this project and for both safety and livability reasons I strongly support putting as much of Foster as possible on a road diet. I am agnostic on bike lanes per se but I do believe that the three-lane option is the best for residents of the neighborhood.

**Question 2:** The accessibility of public transit must be a priority because that is key to serving lower-income residents. I envision a Foster where buses flow smoothly and transit users wait at safe covered shelters. What I'd like to see supporting transit: If the funds already allocated to Foster improvements are not ultimately used to acquire right-of-way and widen sidewalks at SE Foster and 82nd this RFF project must ensure that's possible. It has a particularly important impact on the westbound bus stop at SE Foster and 82nd. What I do not want to see: bus turnouts. These slow down buses and cause confusion among drivers.

**Question 3:** Personally: I would particularly appreciate a rapid-flash beacon at 65th. More generally: I believe this project is one important step in the process of recognizing Foster as a place where people live work and play as more than a highway. It is actively unsafe and unpleasant to be on Foster and that is hampering the growth of the small businesses we need here.

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**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category.

There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are

therefore especially important to supporting TriMet's ability to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Canyon Rd Streetscape and Safety Project

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Downtown Hillsboro Accessibility Project

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Merlo/170th Complete Corridor Design Plan

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Alan Lehto

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Washington County Arterial Pedestrian Crossings

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** OR 99W: SW 19th Ave to 26ths (Portland) Barbur Blvd Demonstration Project

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Powell/Division Corridor Safety and Access to Transit

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability

to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

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**Name:** Gordon Teifel

**Organization:**

**Zip Code:** 97006

**Project:** Merlo/170th Complete Corridor Design Plan

**Question 3:** I am a member of the Aloha community and offer my support for three Regional Flexible Fund nominations submitted by Washington County: Pedestrian Arterial Crossings, Merlo/170th Complete Corridor Design Plan, and Silicon Forest Green Signals. I am also an appointed member of the Aloha- Reedville Study and Livable Community Plan Citizen Advisory Committee. Community feedback from this project illustrates a very high demand for improvements that will enhance safety and convenience for all community members whether walking, biking, taking transit or driving. The feedback also highlights the need to continue the ongoing work of upgrading our substandard roads to include sidewalks, bike lanes and improved traffic flow.

My wife and I are active recumbent trike riders throughout these neighborhoods. We crave for safe bike lanes on these roads. The older, disjointed bike lane on 170<sup>th</sup> across from the Nature Park lacks width for the trikes in tandem to wiggle around vertical obstacles. We are placed then on the lane of traffic over the fog line. No north-south bikeway exists between neighborhoods across Beaverton Creek, which forces the bike route to 185th or 170th. The bike lane on 170th south of Farmington is a delight to ride in huge contrast.

All three project nominations fit well with the Aloha-Reedville Study and Livable Community Plan, which has revealed that sidewalks and safe pedestrian crossings are among the top needs stated by our residents, and that increased traffic congestion is also a major concern. As this federally- and Metro-funded planning project draws to a close we are eagerly seeking implementation funds.

Over the past 50 years our neighborhoods have seen significant development and population growth bringing a lot of traffic to our arterial roads, many of which do not have safe places to walk or bike. These demands will only increase as South Hillsboro and South Cooper Mountain develop and as employment continues to grow in the Sunset Corridor to the north. While the County has upgraded several arterial roadways in our community, many needs remain. SW 170th Avenue carries over 15,000 daily cars and trucks on a two-lane road with ditches next to a neighborhood with lots of children and low-income residents. The existing narrow asphalt path on one side of the road is not safe enough for people trying to walk or bike to Beaver Acres Elementary School, Tualatin Hills Nature Park or MAX light rail. The Merlo/170th Complete Corridor Design Plan would help determine practical solutions to safely move people by all modes in the corridor.

On wider roads like 185th Avenue, Baseline Road, and 170th Avenue between TV Highway and Farmington Road, safe places to cross are few and far between. The Pedestrian Arterial Crossings project would provide much needed crossing improvements to help our residents safely reach bus stops, schools, shopping and homes. Cornelius Pass Road, which forms the western edge of our community, is an important commuter route connecting our residents with jobs in north Hillsboro. Traffic congestion is increasingly a problem on Cornelius Pass and other north-south roads in our community. The Silicon Forest Green Signals project would use technology to better coordinate the traffic signals and adapt them to real-time traffic conditions, helping to improve traffic flow.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

I strongly support the three nominations, and hope to see implementation funding that will strengthen our community and provide increased safety and convenience for all travel modes. Sustaining the livability of our community depends upon it.

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**Name:** Carol Mastronarde

**Organization:** Jennings Lodge

**Zip Code:**

**Project:** Jennings Ave: OR99E to Oatfield Rd. Sidewalk and Bike Lanes

**Question 3:** I am writing on behalf of the Jennings Lodge Community Planning Organization which is recommending the Jennings Lodge A venue: Oregon 99E to Oatfield Road Sidewalk and Bike Lanes for Regional Flexible Funds. The funding of this project is critical to the safety of school children and other pedestrians walking along the busy Jennings A venue roadside and dodging turning cars at the 99E intersection. This route also connects to the regional trolley trail and local bus service. Additionally, three school districts are within the immediate area including a primary elementary school. The road is also significant because it is the longest east west connection in the area.

I am sme all of the projects that yon are reviewing have merit but this project is critical to the safety of our children and residents. In fact, the project was created through the efforts of neighbors sitting down with County staff and School District Superintendents to anive at a solution. It is the best example of citizens and government working together to improve and protect our community I appreciate your time and urge you to recommend The Jennings Lodge Avenue; Oregon 99E to Oatfield Road Sidewalk Project for funding.

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**Name:** Cheryl McGinnis

**Organization:** Clackamas River Basin Council

**Zip Code:** 97015

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 3:** On behalf of the Clackamas River Basin Council, I am writing in support of the City of Gladstone's application to conduct a feasibility study for repurposing the Union Pacific Railroad's Historic Trolley Bridge as a future active transportation link for pedestrians and bicyclists to cross the Clackamas River between Gladstone and Oregon C ity.

Our mission is to foster partnerships for clean water, to improve fish and wildlife habitat, and enhance the quality of life for those who live, work and recreate in the Clackamas River Basin. Results of the feasibility study will potentially lead to completing the last mile of the Trolley Trail, a travel corridor priority identified from previous regional planning efforts in Metro's Trolley Trail Master Plan of 2004. Completing the Trolley Trail project will add to the local quality of life for commuters and recreationists and has historic and cultural significance.

We are pleased to see that the scope of study includes an assessment for any necessary stream bank restoration as well as structural inspections and analysis of the bridge, footings, and abutments. Support from Union Pacific Railroad and Oregon Department of Transportation is noted to contribute to any required rehabilitation work. In sum, the Clackamas River Basin Council supports a favorable funding decision for the proposed Trolley Trail Historic Bridge Feasibility Study.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Foster Rd: SE Powell Blvd to SE 90th Ave - Pedestrian/ Bicycle Phase 2

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

Oregon Walks volunteers on the Plans and Projects Committee have reviewed the proposed projects for Regional Flexible Funding, administered by Metro. We strongly support funding projects that prioritize access, safety and connectivity for pedestrians.

We especially support funding of projects that provide access to transit and to other destinations that have the potential to attract many pedestrians, including those that improve pedestrian crossings on busy arterials, and those that serve vulnerable populations including the young, the old, the poor, and minority populations. We also support projects that fill gaps in the sidewalk system and those that overcome barriers often found near freeway interchanges. Our priorities are based on the research documented in the Oregon Walks publication Getting Around on Foot.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** OR 99W: SW 19th Ave. to SW 26th (Portland) Barbur Boulevard Demonstration Project

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Powell-Division Corridor Safety and Access to Transit

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Oregon Walks volunteers on the Plans and Projects Committee have reviewed the proposed projects for Regional Flexible Funding, administered by Metro. We strongly support funding projects that prioritize access, safety and connectivity for pedestrians.

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---

**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Southwest In Motion (SWIM)

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** St. Johns Truck Strategy Phase 2

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** 170th/Merlo Complete Corridors

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

Oregon Walks volunteers on the Plans and Projects Committee have reviewed the proposed projects for Regional Flexible Funding, administered by Metro. We strongly support funding projects that prioritize access, safety and connectivity for pedestrians.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Canyon Rd. Streetscape and Safety

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Downtown Hillsboro Accessibility

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs  
Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Washington Co. Pedestrian Arterial Crossings

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs  
Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Jennings Ave: OR 99E to Oatfield Road Sidewalk and Bike Lanes

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs  
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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** SE 129th Avenue – Bike Lane and Sidewalk Project

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

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**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Molalla Ave – Beaver Creek Rd. to OR 213

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

Oregon Walks volunteers on the Plans and Projects Committee have reviewed the proposed projects for Regional Flexible Funding, administered by Metro. We strongly support funding projects that prioritize access, safety and connectivity for pedestrians.

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**Name:** Les Poole

**Organization:**

**Zip Code:**

**Project:** Trolley Trail Historic Bridge feasibility Study: Gladstone to Oregon City

**Question 3:** I have been a resident of the Milwaukie / Gladstone area since 1992. The Trolley Trail has been a great addition to the neighborhoods, and has proven to be an excellent use of public funds. Converting the former streetcar line into the trail was a long pursued dream spearheaded by Thelma Haggemiller and a few of my neighbors. The trail officially ends at SE Glen Echo, however a paved multi-use path continues towards Oregon City, intersecting with Portland Blvd. near Gladstone High School.

Portland Blvd once flourished as the main route through Gladstone. The street car ran through downtown before crossing the Trolley Bridge on the way to and from Oregon City. Although the bridge was built decades ago, it was designed to carry trains instead of autos and wagons. A recent structural inspection found no conditions that would prevent the bridge from being preserved and used for the next 80 - 100 years. (Also note that the bridge withstood the February 1996 flood.)

The historic Trolley Bridge is located near High Rocks on the Clackamas River, and is easily seen from the I-205 Clackamas River bridge. The river is deceptive in that area, and is a favorite gathering place in the Summer. Preservation of the bridge will provide a safe passage over the river in all seasons. Inevitably, swimmers will be forced to use the shoulder of the freeway to cross the river if the Trolley Bridge is permanently closed or demolished.

Please help preserve the bridge that is a link to our past and to our future. Award the funding grant that will extend the reach of the historic Trolley Trail, and will benefit the visitors and citizens in the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

Gladstone and Oregon City region.

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**Name:** David Goldbay

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Leanne Gilles

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Liliana Nelson

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Heidi Watts

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Tiffany Agetdy

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Gary Thompson

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** John Haid

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Bryan Anderson

**Organization:**

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Natalie Herbst

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** David Wenz

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Mark Fenerboar

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Jenn Thompson

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Steve Davis

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Thanadeth Keoprasith

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Gina **Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Linda Johnson

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Brad Wiley

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** L Hamann

**Organization: Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Nicole Pierson

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** J Carter

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** William Berk

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Elise Cannon

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Vera Carter

**Organization:**

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Brianna Piazza

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Donna Nelson

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Piyawan Marquez

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Joshua Ping

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Matt Lowes

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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**Name:** Mary Wheeler

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Active Transportation & Complete Streets Projects

**Name:** Shea Burdiaz

**Organization:**

**Zip Code:**

**Project:** SE 129th Ave- Bike Land and Sidewalk Project

**Question 3:** In support of this very important project for the Happy Valley community

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

2015-18 RFFA Public Comment

#### Green Economy & Freight Initiatives:

- Clackamas County ITS plan, Phase 2B South Rivergate Freight Project
- St Johns Truck Strategy, Phase 2
- Hogan Rd: Powell Blvd to Rugg Rd
- Sandy Blvd: NE 181<sup>st</sup> Ave to East Gresham City Limits
- Concept Development for Hwy 217 Overcrossing at Hunzicker St
- N Going to the Island Freight Project
- Silicon Forest Green Signals
- Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** How well would this project Improve operation of the freight System?

**Question 2:** How could it be improved to meet community needs?

**Question 3:** Is there anything else you would like to tell us about the project?

**Name:** Kristen Meyers

**Organization:**

**Zip Code:**

**Project:** St Johns Truck Strategy Phase 2

Question 3: I am writing as a 6 year resident of the St John neighborhood to request that you continue to support the RFF plan to improve the safety of N Fessenden/N St Louis. I have lived for 3 years at the N New York/N St Louis intersection and the last 3 years we have been living at the N Polk/N Fessenden intersection.

First, I want to say that crosswalk installed at N New York/N St Louis and the re-routing of large truck traffic off of Fessenden have been serious improvements to the safety and walk-ability of the road. However, I feel that these improvements are only the beginning to a much more thorough project that can ensure safety along this entire corridor.

We are a family of 4, with two young children. We are always on foot, usually with the dog, the stroller, and one kid on a bicycle. We frequent Pier Park, the tacqueria down the road, and the convenience store for snacks. We have friends that live near George Middle School and friends on N Columbia Way. I also catch the bus to and from work on this road. We are on this section of the road a lot and still have serious concerns about the safety of this road. Please consider the following issues we continue to deal with as we navigate the road with our families:

1)More crosswalks. There are simply not enough for the amount of foot traffic on this road. Drivers who are trying to be kind often stop to let us cross but we refuse to cross. This is because all to often cars will route around the stopped car via the bus/parking lanes and we fear they will not see us. The other concern is that the stopped car is stopping with little notice and so we have seen too many close calls for rear end accidents.

2)More sidewalk transitions. It is hard to walk with a stroller and a toddler on a bicycle because there are not enough transition from the sidewalk to an intersection. We often have to swing out into the bike/park lane until we come to a transition to re-enter the sidewalk.

3)Complete sidewalks on N Columbia Way between N Smith and N Fessenden. There is a good section of this road where there is no sidewalk. We end up walking in the bike/park lane until we get to the Shell Gas Station.

We love this neighborhood and really look forward to more improvements to the area. Thank you for your time, consideration and support of the RFF plan. We ask that you continue to fund this plan as an important safety initiative for all the residents in this North Portland neighborhood.

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**Name:** Sylvia Allen

**Organization:** Ebisu Associates

**Zip Code:** 97203

**Project:** St Johns Truck Strategy Phase 2

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

Question 3: I read the RFF and I am in favor of the N Fessenden/N St Louis/N Lombard St safety changes.

**Name:** Roger Anthony

**Organization:** ODOT

**Zip Code:** 97206

**Project:** East Portland in Motion: Access to Employment and Education

**Question 3:** East Portland In Motion is, to borrow a phrase from the Portland Development Commission, a public-private partnership working to devise transportation improvement programs in Outer East Portland. It has embarked on a five-year program to promote active and alternative transportation options.

One of the key considerations is to make these options more accessible and more functional. East Portland, by virtue of its relatively flat terrain and the grid design of its streets, is exceptionally well-suited for the use of alternative forms of transportation. The next crucial step is to enable transportation alternatives to be incorporated into people's daily lives through access to work or school. This is an area where East Portland can set itself apart from much of the city, and continue its growth into an attractive place to be for families and business.

**Name:** Lucius DiLorenzo

**Organization:**

**Zip Code:**

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** My wife and I have lived about a half block of N Fessenden for about ten years. Over that time we have watched the street slowly improve.

When we first moved in it had the feel of a modern ghetto. Freight traffic rumbled through amidst all the other traffic. Panhandlers and others constantly walked the street. Trying to cross Fessenden was unpleasant and dangerous.

Since then things have improved. At first it was the people on the street. For whatever reason the place cleaned up. One could walk without getting stopped for money. This allowed buildings that had problems retaining tenants find suitable businesses (in my area a Mexican market and Taqueria). These improvements, however, exacerbated one of the other problems: people having trouble crossing the street. In addition to all of the school children and bus users there were now a lot of the other neighbors walking to businesses, but the traffic and freight were still roaring. At one point my neighbor had to pick up his four year old and sprint as a speeding semi bore down on him with horn blaring and no attempt to stop or slow as he crossed N Fessenden with his son.

Late last year there was another improvement. Thanks to great sustained community effort over the course of many years, freight is now mostly off N Fessenden. The impact on the community has been so great as to be immeasurable. I cannot truly state what a joy it is to live without the constant rumble and clang, along with the knowledge that the pollution along the corridor was much higher than should be acceptable, and of course traffic on N Fessenden has improved as well.

Now it is time to take these improvements a step further. The improvements proposed for N Fessenden, if funded, will slow still often speeding traffic, alert drivers to pedestrians, and make it easier for freight

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

to not accidentally take the route. Most importantly though it will make the area feel like the great neighborhood it has the potential to be. This will bring even more people out, strengthen the community, and entice landlords to make improvements to their commercial and residential properties, thus increasing area value and strengthening the tax base.

Please support funding of this project.

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**Name:** William Peterson

**Organization:** City of Wood Village

**Zip Code:** 97060

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** I have very limited data on the Freight system impacts, other than to note that the lack of a complete street impedes the safe operation of larger vehicles on Sandy.

**Question 2:** I am unaware of any improvements that would assist the project.

**Question 3:** The consensus of regional local governments for proceeding with this project is a major achievement. Coupled with the work on the East Metro Connections Plan, this Sandy Blvd work from the Columbia- Cascade River District Improvements will significantly improve access and development potential for current and potential employment lands in our region.

---

**Name:** Judy Russell

**Organization:**

**Zip Code:**

**Project:** St Johns Truck Strategy Phase 2

**Question 3:** I am a new resident in the St Johns neighborhood. Just the other day a gal came knocking on my door informing how much she and others have worked to get the big truck off of Fessenden. Now it seem like they are asking for some much needed improvement on the ST. Louis / Fessenden area. I agree with the request for 1 red pedestrian-activated crossing beacon @ Charleston, with a cross walk painted on the road.

3 yellow pedestrian-activated crossing beacons @ Seneca, Burr, Midland...again painting a cross walk will also help.

Narrowing the road, widening the bike lanes are Portland friendly, and St John will benefit from this. Putting in medians with trees sound like a nice improvement to the city and will invite business up into the St Johns neighborhood. Good for everyone.

The blind curve is what is the scariest. Car can come barreling around it at high speed and I walk and ride my bike and I wait an extra long time to cross to make sure it's safe....So please add my comments to the stack, and it would be great if something was done.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Name:** 051313 Kelly Jonson

**Organization:**

**Zip Code:** 97224

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 1:** I do not see that it does. This is a great project for cars in Tigard to get across highway 217 to shop but I do not see how it improves freight. Is Hunzicker even a freight route?

**Question 2:** Would be good for the community and business to walk or drive across 217 to shop. This still does not help freight.

**Question 3:** On Tigard's TSP as a mid-term project which means 10-20 years out. This is not a short term project. It will also cost 30 million according to Tigard's TSP. This project when ready to be built should qualify well for other funding sources. This project is a stretch for Tigard to get funds from this funding source.

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**Name:** Jim Tucker

**Organization:**

**Zip Code:** 97062

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** Just being out there during the day it is easy to see the amount of trucks that go thru that intersection. The close proximity to Interstate 5 and the lack of a major road connection to the interstate in this location require any freight headed to the interstate to go thru this intersection. There is also a large area that has plans for major industrial development and this intersection is right in the middle of that

**Question 2:** The local community has asked for improvements to Grahams Ferry and to Tonquin Road. Sidewalks and bike lanes along those roads with room at this intersection for freight to make the turn without running over a bike would be great. Additional money available could be used to improve Tonquin Road over to the newly planned Tonquin Trail and thus provide a sidewalk and bikelane connection over to the future trail.

**Question 3:** So many of the other projects are located near the Portland area. It would be fair that we do not forget about the southern part of the metro area. Yes there are also really good people down this way that also need jobs good roads for freight and other users.

---

**Name:** William Evans

**Organization:** Casso Consulting

**Zip Code:** 97005

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** There are a variety of trucks using this intersection including fire trucks at a very high

volume. At present this intersection is unsafe and delays traffic effecting businesses. This project will improve safety decrease delay and enhance future designated industrial land thereby increasing employment. This project would be the initial enhancement of the transportation system that will support the development of the largest planned industrial designated area in the south metro area. Cannot think of a better investment to support freight and the green economy.

**Question 2:** If the project where expanded on all three legs but the purpose is to fix the intersection. Subsequent projects are planned to complete the outer legs.

**Question 3:** This intersection is a major route to Hillsboro and Washington co. The mixture of truck traffic and autos to include bikes has reached a critical threshold effecting safety and delays. Traffic experiences major delays in the peak hours and throughout the day. Commuter bikes are at an extreme risk when biking through this intersection. I highly recommend this project.

---

**Name:** Oregon State Senator Chip Shields

**Organization:** Oregon State Legislature

**Zip Code:** 97301

**Project:** St. Johns Truck Strategy, Phase II

**Question 3:** As the Oregon State Senator representing North and Northeast Portland, I have followed the progress my constituents in St. John's, the freight community and the Portland Bureau of Transportation have made over the past two years in crafting a plan that both improves freight traffic flow on the peninsula and allows the community of St. Johns to reclaim a major corridor as a neighborhood street. I am amazed at the community 's ability to come together to suit the needs of each stakeholder involved, and I heartily support funding of the St. John's Truck Strategy, Phase II project as a greatly-needed public safety and community development measure.

The effect of the re-routing the through-traffic freight trucks, combined with the needed pedestrian safety treatments to N. Fessenden Street and N. St. Louis Avenue cannot be overestimated.

Approximately half

of St. John's population of 15,000 people lives north of the corridor, and almost half of those residents are children, seniors and/or disabled individuals. They have been cut off from dovntown St. John's by the corridor, for it is unusually wide for a street of its type, i s heavily trafficked, and has no pedestrian safeguards on a long stretch that includes a dangerous blind curve. A large concentration of children live north of that curve and need to cross the busy street to reach the library and community center, and children from south of it cross there to reach Pier Park and its pool in the summer. The area is also anticipated to grow significantly, as the corridor is zoned multi -family.

I support funding of the St. John's Truck Strategy, Phase II project because it will drastically improve public safety and it will lay the foundation for transforming St. John 's from an area that di splays years of neglect to eventually being able to fulfill the highest of community development goals- a safe, livable, economically vibrant neighborhood. The project runs through the heart of St. Johns, and without the changes along N. Fessenden Street and N. St. Louis Avenue, this community goal cannot be fulfilled. I urge your support in funding this public safety and community development project through Metro Regional Flexible Funds.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Name:** Donna Darrel

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** Looking forward to a safe and attractive corridor. Please approve and fund all of the recommendations for the St. Johns Truck Strategy Phase 2.

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**Name:** Jacob O'Brien

**Organization:** Interaction Design

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** I am writing to express my support for the proposed improvements on N Fessenden/St. Louis. I live on Charleston, north of Fessenden and have to cross or turn onto Fessenden daily.

In the 4 years I've lived here, I've had far too many close calls and regularly am surprised by someone coming around the corner where St. Louis becomes Fessenden much too quickly, which often results in my having to accelerate excessively. In addition my family (wife, 3 year old son, and I) cross here on foot and bike and often wait up to 5 minutes before someone stops to let us cross or traffic clears. Despite some people stopping you always have to worry about another car going around them into the bike lane to pass.

These are just some of my experiences, but I've witnessed similar situations with others crossing at other locations along the corridor. This part of the community has far too many children and seniors crossing to not do something to improve the situation.

I support all of the following improvements:

1 red ped-activated crossing beacon at Charlston 3 yellow ped-activated crossing beacons at Seneca, Burr, Midland Reduction in speed to 30 on straightaways and 25 at the curve wide median islands curb extensions narrower car lanes wider bike lanes w/ a buffer speed reader boards before the blind curve at St. Louis/Fessenden warning signs at St. Louis/Fessenden speed cushions at the blind curve

Thank you for your time

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**Name:** Jessica Hightower

**Organization:**

**Zip Code:**

**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** I am writing as a concerned citizen of the St. John's community. I live directly on Fessenden Street and witness the immediate need for changes to this street on a daily basis. I know you are familiar with the proposed changes as agreed to by the St Johns Truck Strategy, Phase 2 committee in February of 2013, and I am deeply thankful to have the first part of the plan, removing non-local delivery trucks, be

so successful. Fessenden/St. Louis is in such great need of cross walks, median islands, and narrower car

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

lanes. Because of the unusual width of the street, cars continually drive faster than the already fast 35mph. This is of course worse during the morning and evening commute. I have a school and city bus stop located 1 block away from my house and witness children trying to cross traffic (no marked crossing!) to wait for their bus every day. Again, because the car lanes are so large, it is that much more difficult to find a break in traffic to run across the street.

We are a household that walks to the store/ library/ dining out in St. Johns/etc. and the 15 block gap between cross walks along Fessenden/St. Louis, creates unsafe and discouraging trips. St. John's is only growing along with the rest of Portland, and more people and families with children will be moving to the area, only increasing the need for safety along this street. As a long time resident of Portland, I am proud of this city's accessibility to those with all different types of transport. Unfortunately, our street falls very short of being a safe and enjoyable corridor to live on.

I urge you to fund these safety changes and drastically improve the livability of this community.

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**Name:** Lyla Wood

**Organization:**

**Zip Code:**

**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** My family of 5 registered voters supports the crosswalks and the changes for Fessenden /St. Louis

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**Name:** GW Perkins

**Organization:**

**Zip Code:**

**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** As a parent who crosses Fessenden at Charleston street during trips to the local park, I can tell you that the intersection is in dire need of some sort of traffic signal or other control mechanism.

---

**Name:** Cristina Bezzaro

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** These streets are so busy, with a lot of traffic and so dangerous to cross the most time of the day. As a neighbor I ask for the possible solution to this problem.

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**Name:** Rich Arnold

**Organization:**

**Zip Code:**

**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** I live in St. Johns on Seneca St. near Pier Park. I fully support the recommendations made by

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

the Citizens for a Safe and Attractive Fessenden/St. Louise. Removing the truck traffic has helped but additional calming improvements are needed.

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**Name:** James Dibble

**Organization:** Evraz Steel

**Zip Code:** 97203

**Project:** South Rivergate Freight Project

**Question 1:** The current transportation system through the Rivergate Industrial Area is lagging far behind the growth of commercial development of distribution in the area. This area is encompassed in between Port of Portland Terminals 4 5 and 6 has grown to become a core of family wage employment inside the Portland Metro Area. This area is a key location to the import and export activities associated with our Gateway to the World the Columbia River. This Transportation of goods has become a core of employment in our region accounting for approximately 10% of the jobs in NW Oregon and SW Washington.

The Rivergate area is multi-modal in nature with heavy truck rail and ocean vessel shipments. The growth in this area has pushed the existing infrastructure beyond the current capacity. The Federal truck route through this area of Portland is the confluence of North Columbia Blvd North Lombard Avenue and North Marine Drive. This route provides truck and automobile access to both Interstate 5 and the St. Johns Bridge. Demand for shipping by railcar has grown and recently has benefited from Connect Oregon funding to expand capacity in the Ramsey and Rivergate yards. Increased rail traffic has caused more frequent and longer delays at the North Rivergate Blvd. crossing. Along North Rivergate Blvd there are a number of businesses including EVRAZ Steel Simplot Ash Grove Georgia Pacific Portland Container China Import and Del Monte that all need ready access to/from their businesses in order to be competitive. Recently the City of Portland assisted in the relocation of ADM from the East side of the Willamette River (near OMSI) to this area which will add a significant amount of daily truck traffic to the current congestion issues. Recent traffic surveys have revealed a 1:1 truck to automobile ratio along North Rivergate Blvd.

This is this highest ratio of truck to automobile in the entire Portland Metro area. Current issue: Congestion during times of rail crossing blockage on North Rivergate Blvd. At times truck and automobile traffic back up onto North Lombard Avenue. Intersection of North Lombard Avenue and North Rivergate Blvd is not engineered in a way to support truck turning radius. When trucks traveling south down North Lombard Ave need to make the turn onto North Rivergate Blvd they frequently are required to drive up onto the sidewalk in order to navigate the greater than 90 degree hairpin turn. The presence of manufacturers in the area demands ready access for Fire and Ambulance services.

**Question 2:** There are a number of different possibilities for transportation infrastructure improvement which all require funding approval for study. Future growth in this area will require infrastructure investment. Re-engineer the North Lombard Ave and North Rivergate Blvd intersection to allow for the safe travel of both automobiles and trucks. Purchase of Time Oil Road by the City of Portland as an alternate route to the businesses down North Rivergate Blvd. Once purchased the road will require engineering upgrade to handle both heavier trucks as well as an increased volume of trucks. Installation of traffic monitoring system that could forewarn drivers entering area that the rail crossing at North Rivergate Blvd is blocked thereby allowing alternate routing down North Rivergate Blvd. Possible bridge crossing over rail tracks at North Rivergate Blvd or North Ramsey Street.

**Question 3:** I am currently the Manager of Logistics and Transportation for EVRAZ Steel and see the traffic issues in the Rivergate area every day. The situation has gotten worse with the recent construction of warehouse and distribution capacity along North Lombard Avenue.

---

**Name:** Kim Wright

**Organization:**

**Zip Code:** 97203

**Project:** South Rivergate Freight Project

**Question 1:** Immensely especially once Dole gets going with their freight movements.

**Question 2:** A truck holding lane for trucks entering the container yard South/East of the tracks crossing rivergate. Currently trucks line up in the middle lane and have to make right turns across traffic to enter.

**Question 3:** Warning system is a great idea but Time Oil will need to be upgraded.

---

**Name:** Annie Allerdice

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** What is there is deprecated by large expanses if unlit areas. That no one wants to walk. If no one feels safe it falls into a negative for the area. We want to welcome new business not scare them off. It has to be safe. Clean and pedestrian friendly. Like Hollywood area or Mississippi.

**Question 3:** This area needs to attract more Mom and pop businesses and families. if we do not start it will never improve.

---

**Name:** Michelle Bickley

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Safety should improve if pedestrians have more designated safe areas at which to cross these routes. Improvements to parking bike lanes and vehicle lane widths should keep all traffic moving more smoothly and efficiently.

**Question 2:** I do think that at some point as population and freight needs both increase in this area trucks will have to be moved entirely out of these residential areas of St. Johns and kept on Columbia/I-5. I'm slightly worried that these changes will all be temporary. I hope that planners are seriously looking at future big-plan options that would keep all but local truck traffic out of this area. I don't see why it's impossible to have trucks travel from Burgard back to Columbia or Marine Dr. and onto I-5 for rt 30 or elsewhere. This is not unreasonable and I believe that with a steadily growing population higher home prices and an increasingly-active St. Johns citizenry there will be many more difficulties and tensions over

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

these issues.

**Question 3:** Thank you for putting efforts into improvements for this often-neglected part of Portland that houses a huge percentage of freight shipping and industry that supports the region. Please continue to consider all of us who live here and deal with major trucking issues every time we leave our homes and often when we're in them. I look forward to all improvements and to the day when an "ideal" solution can be discussed.

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**Name:** Terry Dublinsky

**Organization:** C.O.P.I.N.G with Bikes: "Center of Portland Integrating Neighborhood Greenways with Bikes"

**Zip Code:** 97215

**Project:** St. Johns Truck Strategy, Phase 2

**Question 2:** Bike lanes should be extended northward on Lombard to connect up to the already built system in the employment/ industrial zone.

---

**Name:** Crystal Glanz-Kreutz

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** It would certainly improve the relations between the freight system and the residents. Question 3: St John's & North Portland are often over looked for funding on improvement projects such as this. With density increasing and a need to make Portland safe and livable to EVERYONE this project is a perfect place to make improvements that are not band-aid solutions but instead long term ones with wide- spread positive impact.

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**Name:** Bethe Hayes

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** The official truck route only adds a couple minutes to a trip through St Johns and the trucking industry has cooperated with the local residents about stopping illegal routes through the neighborhood. The trucks are still using StLouis/Fessenden in the middle of the night at speeds around 50mph. Police writing tickets for this would improve the Trucking Industry's continued cooperation in keeping Trucks off St Louis/Fessenden.

**Question 2:** This project will encourage and allow residents of St Johns to frequent businesses and services in the neighborhood. As it stands it is too dangerous to walk with your family for daily needs and errands. Once you get in the car you are are likely to drive 5 miles not 5 blocks. The project should be implemented fully. We need as many crossing beacons lights speed readers and crosswalks as we can get.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Question 3:** Our neighborhood has been working on this for years and it is ironic that we have had to fight for so long against illegal truck traffic. Yes illegal truck traffic. The Washington residents using this route care nothing about our neighborhood either. They see a big wide open street in a poor neighborhood with no police or bureau of transportation enforcement. Please help us take back our neighborhood for the betterment of the businesses residents and families of St Johns.

---

**Name:** Christina Hersey

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 2:** If the street were more walkable it would attract more local businesses.

**Question 3:** Fessenden is a blight on the city and some redevelopment efforts could totally turn it around.

---

**Name:** Laura Hoffar

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** If Lombard/Fesseden were to truly move in the direction of more pedestrian friendly streets than ultimately an alternative plan for truck routes would improve their travel time safety etc.

**Question 2:** Project should be extended and focus on all of the above.

---

**Name:** Jessamyn Johns

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Well they would/are not having to stop for pedestrians (not like they really did!) as much as the route they take now has fewer residential blocks on it.

**Question 3:** Please fund us here! We are in Dire need of help crossing our street! The trucks being gone is a good first step but I still feel in danger almost every time I cross St Louis. I dread the day My children want to go to the library or community center by themselves. I am going to have to walk them across it is not safe for kids to cross by themselves even though I know it does happen. The new marked crosswalk at Center with the bump-outs is great because it keeps jerks(I mean drivers) from going around someone who has been kind enough to stop. I have seen this and it is super scary especially when children are crossing. So please include these in your design. Also the slowing of the speed limit would be great! People already are going way over the speen limit this also keeps them from being able to stop for people. Lowering it would make it safer and feel much more like a neighborhood not a small highway! Thanks so much! - A mom who loves everything about St Johns besides Fessenden/St Louis.

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**Name:** Frederick Kahn

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Big trucks are now restricted on the street as a result of community action and enforcement by PPD.

**Question 2:** A local group has prepared a plan for improvement that has been in the making for the past ten years.

**Question 3:** There have been serious accidents on Fessenden. The condition on this street make it a no man's land that has a very detrimental effect on liveability.

---

**Name:** Kendra Meinert Hodson

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Trucks go through St. Johns constantly already. They don't need any more help.

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**Name:** Derrick Moon

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** This project will help the area but more needs to be done. The amount of traffic coming thru the area has increased to the point where there is gridlock in the afternoons. Has there been a study done on the increase in traffic for the area? This plan does not take into account the increased vehicle traffic in any way. The freight improvements seem to be logical completing sidewalks for safety reasons also seem logical however the increased traffic from the bridge was never brought up.

---

**Name:** Susan Poe

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** It is a credit to the freight community that they were willing to work with the neighborhood on this issue. The dramatic increase in safe access to community resources afforded by this process was a force that forged a consensus of all the stakeholders.

**Question 2:** Prompt funding!

---

**Name:** Brandon Ricke

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Question 1:** I am not aware of any impact positively or negatively on the movement of freight. Having lived here for ten + years I am all aware of the importance of the freight coming in and out of this area. As long as the trucks continue to stay off Fessenden we will be fine.

**Question 3:** I sincerely hope this project is going to move forward here in St. John's. It will affect so many here.

---

**Name:** Elise Shearer

**Organization:** Tigard CCAC

**Zip Code:** 97223

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Improving safety by providing a specific freight corridor is important in this neighborhood.

**Question 2:** Install red light cameras at the intersections to curb traffic accidents.

---

**Name:** Pia Welch

**Organization:**

**Zip Code:** 97035

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Improves safety in the area for bicycles trucks and pedestrians. Improves access to the industrial land - more companies are moving in and the traffic will increase. This will improve travel times and delays.

**Question 2:** Future phase could be the purchase of Time Oil Road.

**Question 3:** Have spent time on this project talked to businesses and have seen the area this is a great multimodal project that will have an immediate impact.

---

**Name:** Rick Kappler

**Organization:**

**Zip Code:** 97225

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 1:** It would make for less travel time. **Question 2:** It could encourage walking and exercise.

**Question 3:** Studded tires need to be banned.

---

**Name:** Elise Shearer

**Organization:** Tigard CCAC

**Zip Code:** 97223

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 1:** This project would help improve freight access between the Tigard Triangle and the 72nd

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

Avenue industrial corridor running parallel to I-5 through Tigard. It would also allow for easier access by employees to both locations both via auto traffic and HCT.

**Question 2:** The Varns Street on-ramp to Hwy 217 is one of the most dangerous ramps to traverse as too many cars attempt to cross 3 lanes of traffic to cross I-5 onto Kruse Way. This is too short of a ramp to do so safely. They are essentially blind to oncoming east-bound traffic because of the curve of the 217 hwy at that point and the high speed of the traffic half of which is changing lanes also to merge onto I-5 southbound. There should be a new split ramp from Varns Street with a left lane coming over I-217 eastbound traffic landing to the left on the grassy median and allowing traffic to merge more safely onto Kruse Way and I-5

**Question 3:** The Varns Street off-ramp also needs to be moved further west to start behind the property at 12805 Southwest 77th Place and tied into Hunziker street and 72nd Ave. These ramps are too short and too dangerous!

---

**Name:** Kelly Smith

**Organization:**

**Zip Code:** 97225

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 1:** I do not think this helps freight. 217 is for freight but an overcrossing with no way to get to 217 seems like it does not benefit freight.

**Question 2:** Spend the money on 217

**Question 3:** There are other great freight projects to fund

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**Name:** John D Organization:

**Zip Code:** 97223

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 3:** This project is in the wrong County. Tigard is in Washington County.

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**Name:** Philip Thornburg

**Organization:**

**Zip Code:** 97124

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 1:** This would improve transportation for our company and many others between Tigard Triangle and Downtown Tigard.

**Question 2:** this has my vote.

---

**Name:** Luis Herrera

**Organization:**

**Zip Code:** 97124

**Project:** Silicon Forest Green Signals

**Question 2:** I believe that all signals from Cornelius pass through 185th need to be redone. There has been a great increase in traffic due to the addition of employees and buildings by Intel and soon from the building of the new Kaiser Hospital on evergreen.

---

**Name:** Ed Casey

**Organization:**

**Zip Code:** 97062

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** At present this intersection is full of trucks that have to slowly approach the intersection and slowly accelerate away from the the intersection. Any movement away from this intersection with truck traffic means SLOW traffic! In addition with all entries to this intersection at a downward approach wet or snowy icy conditions will mean hazardous stopping. Improvements to Grahams Ferry or Tonquin will increase traffic counts and without an improvement to this intersection the traffic will become more congested.

**Question 2:** The proposal as I've recently seen seems adequate. (as of 4-23-13)

**Question 3:** Either a light at the intersection or a good acceleration lanes going south will improve safety. Crossing traffic from North-bound GFR to Tonquin could be a problem without traffic signals (yellow blinking or GYR turn signal)

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**Name:** Cheryl Dorman

**Organization:** Tualatin Chamber of Commerce

**Zip Code:** 97062

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** This project will reduce freight delay and improve safety on a very dangerous intersection! There is a lot of freight/truck traffic plus commuters that use this intersection and with upcoming 124th street this project will be even more imperative to complete. Future expansion with Basalt Creek and SW Concept plan that will develop an additional 600 acres will make this intersection improvement even more necessary!

**Question 2:** Not sure how it could be improved

**Question 3:** This project will receive support in the Tualatin area and has few downsides or negatives from completing this project.

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**Name:** Tim Marshall

**Organization:** Knife River Corporation - Northwest

**Zip Code:** 97389

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** Improve operation of freight system; Reduces freight vehicle delays. Creates improved access to industrial land.

**Question 3:** Knife River Corporation Northwest is one of multiple industrial residents in the Tonquin Road

Grahams Ferry Road are. Knife River is supportive of the Tonquin Road/Grahams Ferry Road Intersection improvements. Improvements to this intersection would have an immediate impact to delivery times and make delivery more reliable. Our many employees and customers have been using this intersection for many years and we have watched the traffic increase to the point where this intersection has impacted the efficiency of the delivery of our products. Our facilities alone can generate approximately 150 trips per day on an average basis and significantly more for peak events. Combine that with the traffic generated by our neighbors and the vehicles passing through the area and the escalating degradation of the performance of this intersection affects the regions sales employment and general operations. The existing conditions at this intersection are unsafe for truck operators who use this route daily. Concern is expressed regarding the existing grades narrow lanes and absence of shoulders. These conditions negatively affect our operations and create an unsafe condition for all users of this route. There is a real concern about the inadequate facilities for bikes or pedestrians. The conflicts between heavy trucks making wide turns and bikes using the traveled lane are dangerous realities every day. With the influx of more bikes and pedestrians in this area a signalized and illuminated intersection will enhance safe turn movements and help truck drivers see other users. Its our understanding that Washington County is proposing to improve the Tonquin Road/Grahams Ferry Road intersection by improving the grades to 5% or less adding left turn lanes on Tonquin Road and Grahams Ferry Road and providing bike lanes and sidewalks. Truck turning movements will be accommodated with appropriate radii to facilitate safe truck operations and will prevent the off-tracking that trucks are routinely forced to do to make it through this intersection. The proposed improvements will be a tremendous benefit to Knife River and our neighbors by decreasing the freight vehicle delay and increasing freight reliability and safety. Knife River plans to maintain its operations in this area for a long time in the future. As a local employer we see these improvements as a reasonable investment in the future of this area. All other parties using this route will also benefit from an increase in the safety and efficiency afforded by the proposed improvements. Thank you for your consideration.

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**Name:** Curtis Flusche

**Organization:**

**Zip Code:** 97218

**Project:** N Going to the Island Freight Project

**Question 1:** This project would dramatically decrease safety in the proposed area.

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**Name:** Deborah Dunn

**Organization:** Portland Freight Committee Chair

**Zip Code:** 97204

**Project:** South Rivergate Freight Project

**Question 3:** This project will improve freight access and reliability in the regionally significant South

Rivergate Industrial District. Increased freight rail activity in South Rivergate has caused the increased frequency and duration of road blockages from the existing at-grade rail crossing of North Rivergate Boulevard - the only public access road serving South Rivergate. Time Oil Road is the only alternative access road and it is privately owned by a consortium of industrial users. Between 3 and 6 trains a day use the at-grade crossing and cumulative daily blockages exceeding 4 hours have been documented, resulting in traffic backing up north and south on N. Lombard Street affecting all Rivergate businesses and employees. Time Oil Road has also become completely blocked at times prohibiting access for emergency vehicles. The expansion of South Rivergate industries (i.e., Columbia Grain, Evraz Steel, and ADM) will exacerbate the problem with increased train and truck volumes.

This project will develop a circulation strategy and begin preliminary engineering for freight improvements throughout the South Rivergate Industrial District. This project will be phased to identify both short and long-term access and circulations improvements to include: 1) rail blockage solutions (i.e., grade separation and rail operational improvements), 2) reconstruction of the N. Lombard/Rivergate Blvd intersection to accommodate heavy truck volumes, 3) installing ITS communication infrastructure including advanced notification systems for rail blockages and CCTV cameras to monitor truck/rail traffic, and 4) evaluating the cost/benefit of improving Time Oil Road as a city-owned facility and alternative access route when N. Rivergate Blvd is blocked by freight rail traffic.

The Portland Freight Committee identified the South Rivergate Freight Improvement project as their highest priority and recommends this project receive \$2,937,000 in Portland's anticipated share of the Green Economy & Freight funding.

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**Name:** Deborah Dunn

**Organization:** Portland Freight Committee Chair

**Zip Code:** 97204

**Project:** St. Johns Truck Strategy Phase 2

**Question 3:** This project implements the transportation improvements recommended in the MTIP funded Planning and Development phase which was completed in February 2013. This project will construct needed freight mobility and pedestrian improvements along N. Lombard Street which is a designated NHS Connector Route serving major freight movements between the Rivergate Industrial District and the statehighway system (St. Johns Bridge/US 30). The recommended improvements include sidewalk infill, signal upgrades, intersection realignment and widening travel lane widths along N. Lombard Street to improve freight/vehicular movement and pedestrian safety. These improvements reinforces this facility as a critical multi-modal link on the designated regional freight network for heavy trucks rather than using the local St. Louis Avenue/Fessenden Street corridor.

The St Louis/Fessenden corridor segment of this project carries high volumes of through traffic with trucks comprise 9% of total traffic, which is due to the significant time advantage as a cut-through route compared to the designated freight route on N. Lombard Street. This project will address neighborhood safety and livability by constructing a variety of traffic calming and pedestrian improvements along the St Louis/Fessenden corridor while also improving the operation of the designated freight route along N. Lombard. This project has undergone extensive public involvement and outreach and has the support of both neighborhood and freight stakeholder groups including the St. Johns Neighborhood Association and

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

the City's modal advisory committees - bicycle, freight and pedestrian. To maintain the continued support from both freight and neighborhood stakeholder groups, it is imperative that both the Lombard and St Louis/Fessenden improvements move forward together as a cohesive transportation package.

The Portland Freight Committee recommends the St. Johns Truck Strategy Phase II project receive \$500,000 in Portland's anticipated share of the Green Economy & Freight funding and \$2,500,000 in Portland's anticipated share of the Active Transportation funding.

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**Name:** Deborah Dunn

**Organization:** Portland Freight Committee Chair

**Zip Code:** 97204

**Project:** Going to the Island Freight Improvements

**Question 3:** This project will improve access to a regionally significant industrial district (Swan Island) via improvements along N. Going Street which is the only access road for trucks travelling to and from Swan Island and Interstate 5. This project will reduce travel times for trucks and improve safety along the N. Going Street corridor by implementing ITS solutions including signal priority for trucks and traffic monitoring equipment. Safety and efficiency will be improved at the intersection of N Going Street at N Interstate Avenue which is an important intersection for light rail transit, bicycles, passenger vehicles, and pedestrians as well as the trucks that use this route for travel between Swan Island and I-5. This project will install ITS hardware to improve the functioning of the intersection of N Interstate Avenue at N Going Street, allowing for trucks to be granted priority, and installation of a variable message sign on eastbound N Going Street west of N. Interstate Ave to warn of vehicle/train conflicts. Other project elements include installing closed circuit television (CCTV) cameras and supporting hardware to allow for monitoring and management of traffic along the N. Going Steet corridor and to provide real-time traveller information using Bluetooth data collection devices.

The Portland Freight Committee recommends the Going to the Island Freight Improvement project receive \$335,000 in Portland's anticipated share of the Green Economy & Freight funding.

Funding all three of these projects will greatly improve regional freight mobility and enhance neighborhood livability in North Portland. The Portland Freight Committee appreciates the opportunity to provide our support and we look forward working with Metro in advancing these essential transportation improvement.

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**Name:** Robert Kellogg

**Organization:** Ibach CIO

**Zip Code:**

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 3:** I am writing to you to express the strong support of the Ibach Citizens Involvement Organization ("CIO") for Washington County's Grant Application to Metro for funding the Tonquin Road and Grahams Ferry Road Intersection Project from the Green Economy & Freight Initiative portion of the Regional Flexible Funds Program. Since the establishment of the CIO, which represents the approximately 1,100 households in Southwest Tualatin west of Boone Ferry Road, the Board of the CIO has received numerous complaints from residents regarding the present condition of Grahams

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

Ferry Road ("GFR") as a danger to users of the road (pedestrians, bicyclists and motorists) and property owners living adjacent to the road. Among these complaints, the intersection at Grahams Ferry Road and Tonquin Road has been called "perilous" by drivers, and "impassable" by bicyclists and pedestrians.

As noted in Washington County's Project application (the "WaCo Application"), the intersection of these two roads is situated in a depression, where lines of sight are severely restricted by the changes in elevation at the intersection, and height of vegetation surrounding it. The dangerous conditions of this intersection are exacerbated by a 45 mph speed limit along GFR- a limit that is often exceeded- and the presence of heavy commercial freight traffic entering and exiting Tonquin Road. Many of these commercial vehicles are heavy diesel trucks that require significant time (and fuel exhaustion) to climb the grades present both to the north and south of the intersection. In addition, because the intersection is not signaled, significant numbers of vehicles can queue either northbound or southbound on GFR awaiting a break in the traffic long enough to enter Tonquin Road - again creating a safety hazard of extremely limited stopping distances for vehicle cresting the hills on GFR at 45 mph. Moreover, these safety hazards will only multiply in the future because, as further described in the WaCo Application, this intersection is expected to see a significant increase in both commercial and residential traffic as the Basalt Creek Planning Area is developed.

The safety, freight mobility and fuel economy improvements to the FR/Tonquin intersection proposed in the WaCo Application will, among other benefits, substantially enhance pedestrian, bicycle and vehicle safety along FR. For this reason, the membership of the Ibach CIO strongly supports the proposed improvements to the GFR/Tonquin Road intersection, and encourages Metro to award the grant dollars requested in the WaCo application

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**Name:** Andy Duyck  
**Organization:** Board of County Commissioners  
**Zip Code:** 97124  
**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 3:** Improve the intersection at Tonquin and Graham Ferry Road to help catalyze development on 1700 acres in the industrial area as recommended in the Basalt Creek Plan.

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**Name:** Andy Duyck  
**Organization:** Board of County Commissioners  
**Zip Code:** 97124  
**Project:** Silicon Forest Green Signals

**Question 3:** Design and implement adaptive signal technology on Cornelius Pass and Cornell Roads to improve traffic flow through the center of the Silicon Forest and support this growing high-tech sector.

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**Name:** Brian Long  
**Organization:**  
**Zip Code:** 97123  
**Project:** Silicon Forest Green Signals

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### Question 1: Less time stuck at intersections

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**Name:** Bon Hill

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** The Freight folks have been diligent in having their freight trucks use Columbia Blvd. Trucks were using Fessenden to save 5 - 10 minutes off their drive the rumbling of the trucks would shake our houses. We have been fortunate to have them agree with us as we agree with them to have fewer stops through Columbia Blvd. Funding is needed for a bridge across Columbia so trucks do not have to stop for pedestrians and bicyclists as part of the NP Greenway Trail.

**Question 2:** Main focus is to have Fessenden/St Louis a true neighborhood street and fund the bridge across Columbia Blvd for through truck traffic and bicyclists and pedestrians.

---

**Name:** Mark Hill

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** The St. Johns neighborhood inherits a complex set of freight truck and commuter traffic problems. This plan is the product of a long dialog among all those affected on a way to resolve these problems. It is far from complete or perfect but it is a significant next step in finding a solution by successive approximation.

**Question 2:** This project could be improved by continuing the step-by-step process: Make the proposed improvements. Then study the effects. Then plan Phase 3.

**Question 3:** I want to commend city and contract planners for their patience and hard work in bringing together the interested parties to find agreement on Phase 2. I want to thank truckers for taking the risks of change. I admire the natives (residents of St. Johns) for organizing and making their voices heard.

---

**Name:** Matthew Schoenblum

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** This will improve safety among the trucking community. Although the new route is longer than the previous "de facto" truck route through the community it will be safer since it will be on a 4 lane road with appropriate truck turn outs and clearance and visibility for truck travel. The defacto route has 10000 kids homes and pets along it- the project will discourage trucks from using this short cut through the neighborhood. Although it is currently illegal for trucks to go through this street pedestrian improvements will make it less likely for them to cut through.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Question 2:** as stated earlier this has over 200 pages of planning documents and is very clearly well designed. Over half a million dollars has been spent already on planning and proposing this project with the community and it will only improve the area.

**Question 3:** There will be several other benefits in this project aside from transportation. The community of Fessenden St. and St. Louis Street is divided by this busy road which with enhancements will be joined together by safe crossing points and lower speed limits. The property value of the area will likely increase. Businesses will be more likely to locate along the route. Currently there are several burnt-down businesses boarded up businesses and vacant commercial space that does not see any foot traffic due to the current situation.

---

**Name:** Edward Mundrick

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Heavy truck traffic has already been routed away from Fessenden-St Louis. Smaller freight traffic such as delivery vans would benefit from the improvements.

**Question 2:** The plan would encourage the development of shops and restaurants. **Question 3:** I support the plan in its current form.

---

**Name:** Arne Bowman

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 1:** Freight already has an easy reasonable route on Lombard. This plan will make pedestrian travel an equal footing as trucks.

**Question 2:** Without this project the Fessenden/St. Louis area will continue to be a blighted region. The faster this project happens the quicker this neglected area of Portland will rebound and thrive. By slowing the traffic this area has the possibility of growing local businesses.

**Question 3:** It is hard to overstate how important and urgent this plan is for the livability of the area.

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**Name:** Stan Botkins

**Organization:**

**Zip Code:** 97203

**Project:** St. Johns Truck Strategy, Phase 2

**Question 3:** I support this project as a way to make the St. John's area more pleasant to live in. I live one block off Fessenden and it used to be a street I stayed away from because of the trucks speed of traffic lack of safe crossing areas. Since the large truck thru traffic has been lessened the street feels much safer and easier to cross. Traffic still moves pretty fast and there is still a lack of lighted cross walks. The changes suggested would make bike riding and crossing of Fessenden even safer especially for the large

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

amount of children that need to cross for school and other reasons.

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**Name:** Gerri Lent

**Organization:**

**Zip Code:** 97202

**Project:** Clackamas County ITS Plan, Phase 2B

**Question 1:** clackamas county bike/ped committee

**Question 3:** Leaving Milwaukie (heading east) on the Expressway and going to the 224 split to Damascus and East County is awash in cars. I think we should ration traffic use a la the first gas shortage so the scary bumper-to-bumper at rush hour(s) goes away. Why must we always look backwards (accommodate cars make sure traffic "flows")? In what traffic manual does it say every family deserves a car for every "adult"?

---

**Name:** Ralph Goldstein

**Organization:** clackamas county bike/ped committee

**Zip Code:** 97045

**Project:** Clackamas County ITS Plan, Phase 2B

**Question 1:** The hwy 212 work should be extended to the east towards Damascus. Bicycles need an uphill lane on this section. Tight curves and no shoulder make it unsafe. 212 to the west already has bike lanes. The section of work in south Wilsonville already has bike lanes. What would the improvement be?

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Name: Peter Lent

Organization:

Zip Code: 97089

Project: Hogan Rd: Powell Blvd to Rugg Rd

Question 3: Like usual it stops at the county line. Don't counties and metro ever talk to one another?

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**Name:** Sharon Huffman

**Organization:**

**Zip Code:** 97089

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** Do not know

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**Name:** Gail Hare

**Organization:**

**Zip Code:** 97080

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** This would greatly improve the safety of Hogan Road. I travel it daily and if there is a pedestrian or bike trying to use the road it is very frightening because there is no room and no decent shoulder.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Name:** Kevin ODonnell

**Organization:**

**Zip Code:** 97229

**Project:** Silicon Forest Green Signals

**Question 1:** REDUCES FREIGHT VEHICLE DELAY AND INCREASES BIKERS: increases access to employment centers from those bikers taking the Rock Creek Trail north of Hwy 26 to areas south of Cornell (like to Amber Glen) and greatly improves safety <-- this is the last unsafe crossing across miles of existing trails

**Question 2:** Trail crossing: hit that first as that is a real safety issue there Signal timing: hit the northern segments first; Intel traffic is killing Cornelius Pass around Hwy 26

**Question 3:** Rock Creek Trail Crossing at Cornell: this is a very long trail that connects to Hillsboro trails to the south and Westside trail to the northeast. Make sure you look at both Hillsboro trail maps and THPRD trail maps for Rock Creek Trail. VEHICLES: do traffic counts at West Union and Cornelius Pass and look at how much freight and commuters are coming from the north and how much Intel traffic is taking West Union to Cornelius Pass

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**Name:** Jamie Rhodes

**Organization:**

**Zip Code:** 97124

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** If you have been thru this intersection you would see the amount of freight moving in this area. There are not a lot of good options in this area for freight to get to I5. There is a major rail line within a half mile of this area.

**Question 2:** It could be more. With the planning the County has done to build a new road in this area it could also help fund some design for the road over to Boones Ferry. This would help traffic move so much better and thus help the community and those of us driving and biking thru that area.

**Question 3:** I continue to hear about numerous studies to improve the transportation options in this area but no commitment to help fund any of this from Metro.

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**Name:** Jonathan Crane

**Organization:** Tualatin CCIO

**Zip Code:** 97062

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 3:** The Tualatin Commercial Citizen Involvement Organization (CCIO) represents over 1200 commercial businesses and commercial property owners located in Tualatin. On April 9, 2013, business members attending the CCIO Annual Meeting voted unanimously to send a letter of support to Metro regarding Washington County's grant application to Metro for the roadway/bike access improvements of the intersection of SW Tonquin Road and SW Grahams Ferry Road.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

The project is #11 on your list of 2013 Metro Flexible Fund Grant Proposals and is for \$2.132 million of an intersection project budget of \$3.35 million. Although this intersection is located outside of the city limits, it is an important connector to Wilsonville from Tualatin. The reasons for supporting this project are numerous but the following are the top three:

1. The existing intersection is dangerous.
2. Currently freight, large trucks, cars, and bikes share this county road with an inadequate and deficient roadway structure.
3. The intersection improvement is part of a massive planned roadway system expected to total well over \$200 million.

We strongly urge you to approve this request by Washington County to help develop "industrial" and "bike" connections through this developing area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Hogan Road: Powell boulevard to Rugg Road

**Question 3:** Tom Hughes, President

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

President Hughes,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

Hogan Road: Powell Boulevard to Rugg Road (\$3,644,000): This project would improve multimodal access between the Gresham Regional Center and the Springwater Plan Area along Hogan Road. It will increase non-auto trip access to, through, and within the Downtown Gresham Regional Center and Springwater Plan Area and enhance mobility for all modes by constructing the roadway to full arterial standards.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Hogan Road: Powell boulevard to Rugg Road

**Question 3:** Bob Stacey, Councilor

Oregon Metro Council  
600 NE Grand Avenue  
Portland, OR 97232  
May 30, 2013

Councilor Stacey, HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Hogan Road: Powell boulevard to Rugg Road

**Question 3:** Craig Dirksen, Councilor

Oregon Metro Council  
600 NE Grand Avenue  
Portland, OR 97232  
May 30, 2013

Councilor Dirksen, HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Hogan Road: Powell Boulevard to Rugg Road

**Question 3:** Kathryn Harrington, Councilor

Oregon Metro Council

600 NE Grand Avenue Portland, OR 97232 | May 30, 2013

Councilor Harrington,

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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Thank you for taking the time to read through my suggestions and concerns. These projects would provide significant economic and livability benefits to House District 51 and would also do a great deal to address some of the historic inequities that have faced our underserved populations.

---

**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Hogan Road: Powell Boulevard to Rugg Road

**Question 3:** Shirley Craddick, Councilor

Oregon Metro Council

600 NE Grand Avenue

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

Portland, OR 97232

May 30, 2013

Councilor Craddick,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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Thank you for taking the time to read through my suggestions and concerns. These projects would provide significant economic and livability benefits to House District 51 and would also do a great deal to address some of the historic inequities that have faced our underserved populations.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Hogan Road: Powell Boulevard to Rugg Road

**Question 3:** Carlotta Collette, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Collette,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Hogan Road: Powell Boulevard to Rugg Road

**Question 3:** Sam Chase, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Chase,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Deanna Palm

**Organization:** Greater Hillsboro Area Chamber of Commerce

**Zip Code:**

**Project:** Silicon Forest Green Signals

**Question 3:** The Chamber is pleased to serve on the Citizens Advisory Committee for the Aloha-Reedville Study and Livable Community Plan. This major planning effort represents a strong commitment to improve a long-neglected part of our region, a community with rich potential but also deep needs. The

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

three projects proposed for funding will go a long way towards addressing some of those critical needs.

Community feedback from this project illustrates a very high demand for improvements that will enhance safety and convenience for all community members whether walking, biking, taking transit or driving. The feedback also highlights the need to continue the ongoing work of upgrading our substandard roads to include sidewalks, bike lanes and improved traffic flow.

All three project nominations fit well with the Aloha-Reedville Study and Livable Community Plan, which has revealed that sidewalks and safe pedestrian crossings are among the top needs stated by our residents, and that increased traffic congestion is also a major concern. As this federally- and Metro-funded planning project draws to a close we are eagerly seeking implementation funds.

Over the past 50 years our neighborhoods have seen significant development and population growth bringing a lot of traffic to our arterial roads, many of which do not have safe places to walk or bike. These demands will only increase as South Hillsboro and South Cooper Mountain develop and as employment continues to grow in the Sunset Corridor to the north. While the County has upgraded several arterial roadways in our community, many needs remain.

SW 170th Avenue carries over 15,000 daily cars and trucks on a two-lane road with ditches next to a neighborhood with lots of children and low-income residents. The existing narrow asphalt path on one side of the road is not safe enough for people trying to walk or bike to Beaver Acres Elementary School, Tualatin Hills Nature Park or MAX light rail. The Merlo/170th Complete Corridor Design Plan would help determine practical solutions to safely move people by all modes in the corridor.

On wider roads like 185th Avenue, Baseline Road, and 170th Avenue between TV Highway and Farmington Road, safe places to cross are few and far between. The Pedestrian Arterial Crossings project would provide much needed crossing improvements to help our residents safely reach bus stops, schools, shopping and homes.

Cornelius Pass Road, which forms the western edge of our community, is an important commuter route connecting our residents with jobs in north Hillsboro. Traffic congestion is increasingly a problem on Cornelius Pass and other north-south roads in our community. The Silicon Forest Green Signals project would use technology to better coordinate the traffic signals and adapt them to real-time traffic conditions, helping to improve traffic flow.

I strongly support the three nominations, and hope to see implementation funding that will strengthen our community and provide increased safety and convenience for all travel modes. Sustaining the livability of our community depends upon it.

Please call me if you have any questions.

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**Name:** John Ludlow

**Organization:** Clackamas County Board of Commissioners

**Zip Code:** 97045

**Project:** Clackamas County ITS Plan, Phase 2B

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Question 3:** At their February 26 and March 12, 2013 study sessions, the Clackamas County Board of Commissioners discussed and gave support for the following applications for the 2016-2018 Regional Flexible Funds Funding program: The Clackamas ITS Plan Phase 2B, a Green Economy I Freight project, which will continue to focus on key freight routes in targeted industrial areas and is our Green Economy/Freight. These three projects achieve both the policy goals of the Regional Flexible Funding program as well as multiple objectives for the county and will both efficiently and effectively use federal funds to advance the transportation needs in our region. Please share this information with the selection committee and let them know that these projects have the full support of the Clackamas County Board of Commissioners.

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**Name:** Rick Van Beveren

**Organization:** Reedville Center

**Zip Code:** 97123

**Project:** Silicon Forest Green Signals

**Question 3:** I am a member of the Reedville community and offer my support for three Regional Flexible Fund nominations submitted by Washington County: Pedestrian Arterial Crossings, Merlo/170th Complete Corridor Design Plan, and Silicon Forest Green Signals.

I am also a voluntary alternate member of the Aloha-Reedville Study and Livable Community Plan Citizen Advisory Committee. Community feedback from this project illustrates a very high demand for improvements that will enhance safety and convenience for all community members whether walking, biking, taking transit or driving. The feedback also highlights the need to continue the ongoing work of upgrading our substandard roads to include sidewalks, bike lanes and improved traffic flow.

All three project nominations fit well with the Aloha-Reedville Study and Livable Community Plan, which has revealed that sidewalks and safe pedestrian crossings are among the top needs stated by our residents, and that increased traffic congestion is also a major concern. As this federally- and Metro-funded planning project draws to a close we are eagerly seeking implementation funds.

Over the past 50 years our neighborhoods have seen significant development and population growth bringing a lot of traffic to our arterial roads, many of which do not have safe places to walk or bike. These demands will only increase as South Hillsboro and South Cooper Mountain develop and as employment continues to grow in the Sunset upgraded several arterial roadways in our community, many needs remain.

SW I 70th Avenue carries over 15,000 daily cars and trucks on a two-lane road with ditches next to a neighborhood with lots of children and low-income residents. The existing narrow asphalt path on one side of the road is not safe enough for people trying to walk or bike to Beaver Acres Elementary School, Tualatin Hills Nature Park or MAX light rail. The Merlo/170th Complete Corridor Design Plan would help determine practical solutions to safely move people by all modes in the corridor. On wider roads like I 85th Avenue, Baseline Road, and 170<sup>th</sup> Avenue between TV Highway and Farmington Road, safe places to cross are few and far between.

The Pedestrian Arterial Crossings project would provide much needed crossing improvements to help our residents safely reach bus stops, schools, shopping and homes. Cornelius Pass Road, which forms the western edge of our community, is an important commuter route connecting our residents with jobs in north Hillsboro. Traffic congestion is increasingly a problem on Cornelius Pass and other north-south

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

roads in our community. The Silicon Forest Green Signals project would use technology to better coordinate the traffic signals and adapt them to real-time traffic conditions, helping to improve traffic flow.

I strongly support the three nominations, and hope to see implementation funding that will strengthen our community and provide increased safety and convenience for all travel modes. Sustaining the livability of our community depends upon it.

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**Name:** Bernie Bottomly

**Organization:** Portland Business Alliance VP of Economic Development and Government Relations

**Zip Code:** 97232

**Project:** South Rivergate Freight Project

**Question 3:** The Portland Business Alliance would like to express its support of the Troutdale Industrial Access Project and the South Rivergate Freight Improvement Project through the regional flexible funds program. The Alliance would also like to express its support of regional freight analysis and project development through the Metropolitan Transportation Improvement Program.

The Alliance represents nearly 1,600 small, medium, and large businesses in the Portland area and is a strong advocate for improving freight mobility in the region. Our mission is to promote and foster an environment in the Portland region that attracts, supports, and retains private-sector jobs. A recent Value of Jobs study found that that every traded sector job creates 2.5 local-sector jobs, due to the new money that exports bring into the local economy. Freight mobility is critical to supporting our traded sector economy, ensuring the efficient movement of goods. For this reason, we support the following projects: The purpose of South Rivergate Improvements is to improve freight circulation and industrial land access within a regionally significant industrial district. This project would reduce freight delay and out-of-direction travel resulting from roadway blockage by inbound and outbound freight trains by identifying both short and long-term access and circulation improvement needs including grade separation and alternative routes and site access. It will improve the safety and structural condition of a strategic freight connection by rebuilding the N. Lombard/Rivergate intersection to accommodate turning movements for high volumes of heavy trucks and to identify the long-term improvement needs on N. Rivergate Boulevard between Lombard and Time Oil Road.

The Alliance strongly supports South Rivergate Improvements given the anticipated expansion of existing industries including Columbia Grain, Evraz Steel, and ADM that will further exacerbate congestion with increased train and truck volumes in the area.

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**Name:** Kim Wright

**Organization:**

**Zip Code:** 97203

**Project:** South Rivergate Freight Project

**Question 1:** Immensely especially once Dole gets going with their freight movements.

**Question 2:** A truck holding lane for trucks entering the container yard South/East of the tracks crossing rivergate. Currently trucks line up in the middle lane and have to make right turns across traffic to enter.

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**Question 3:** Warning system is a great idea but Time Oil will need to be upgraded.

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**Name:** James Dibble

**Organization:** Evraz Steel

**Zip Code:** 97203

**Project:** South Rivergate Freight Project

**Question 1:** The current transportation system through the Rivergate Industrial Area is lagging far behind the growth of commercial development of distribution in the area. This area is encompassed in between Port of Portland Terminals 4 5 and 6 has grown to become a core of family wage employment inside the Portland Metro Area. This area is a key location to the import and export activities associated with our Gateway to the World the Columbia River. This transportation of goods has become a core of employment in our region accounting for approximately 10% of the jobs in NW Oregon and SW Washington. The Rivergate area is multi-modal in nature with heavy truck rail and ocean vessel shipments. The growth in this area has pushed the existing infrastructure beyond the current capacity. The Federal truck route through this area of Portland is the confluence of North Columbia Blvd North Lombard Avenue and North Marine Drive. This route provides truck and automobile access to both Interstate 5 and the St. Johns Bridge. Demand for shipping by railcar has grown and recently has benefited from Connect Oregon funding to expand capacity in the Ramsey and Rivergate yards. Increased rail traffic has caused more frequent and longer delays at the North Rivergate Blvd. crossing. Along North Rivergate Blvd there are a number of businesses including EVRAZ Steel Simplot Ash Grove Georgia Pacific Portland Container China Import and Del Monte that all need ready access to/from their businesses in order to be competitive. Recently the City of Portland assisted in the relocation of ADM from the East side of the Willamette River (near OMSI) to this area which will add a significant amount of daily truck traffic to the current congestion issues. Recent traffic surveys have revealed a 1:1 truck to automobile ratio along North Rivergate Blvd. This is this highest ratio of truck to automobile in the entire Portland Metro area. Current Congestion during times of rail crossing blockage on North Rivergate Blvd. At times truck and automobile traffic back up onto North Lombard Avenue. Intersection of North Lombard Avenue and North Rivergate Blvd is not engineered in a way to support truck turning radius. When trucks traveling south down North Lombard Ave need to make the turn onto North Rivergate Blvd they frequently are required to drive up onto the sidewalk in order to navigate the greater than 90 degree hairpin turn. The presence of manufacturers in the area demands ready access for Fire and Ambulance services.

**Question 2:** There are a number of different possibilities for transportation infrastructure improvement which all require funding approval for study. Future growth in this area will require infrastructure investment. Re-engineer the North Lombard Ave and North Rivergate Blvd intersection to allow for the safe travel of both automobiles and trucks. Purchase of Time Oil Road by the City of Portland as an alternate route to the businesses down North Rivergate Blvd. Once purchased the road will require engineering upgrade to handle both heavier trucks as well as an increased volume of trucks. Installation of traffic monitoring system that could forewarn drivers entering area that the rail crossing at North Rivergate Blvd is blocked thereby allowing alternate routing down North Rivergate Blvd. Possible bridge crossing over rail tracks at North Rivergate Blvd or North Ramsey Street.

**Question 3:** I am currently the Manager of Logistics and Transportation for EVRAZ Steel and see the traffic issues in the Rivergate area every day. The situation has gotten worse with the recent

construction of warehouse and distribution capacity along North Lombard Avenue.

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**Name:** Corky Collier  
**Organization:** Columbia Corridor Association  
**Zip Code:** 97218  
**Project:** South Rivergate Freight Project

**Question 1:** This project addresses a major bottleneck at an at-grade rail crossing that will grow significantly worse in the coming years. The solution in this project is not the best but it's all we can afford. The ITS portion of the project is an excellent way to give large trucks advance warning of traffic problems. Once a truck has turned onto a smaller street (in this case N. Rivergate Blvd.) they cannot turn around. The ITS project should give trucks adequate notice to change their route or plans.

**Question 2:** The amount of flexible funds set aside for freight projects is woefully inadequate given that freight is a primary economic driver and the projects tend to be much more expensive to construct than for other modes. Nevertheless given the budget this project is well designed.

**Question 3:** Anticipated increased use of the rail line and N. Rivergate Blvd. is a welcome indicator of economic growth. This project is designed to prevent increased problems that come with more freight traffic. And it does it on a shoestring. Columbia Corridor Association strongly encourages your support of this project. Sincerely, Corky Collier Executive Director

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**Name:** Laura DeGrace  
**Organization:**  
**Zip Code:** 97203  
**Project:** St Johns Truck Strategy, Phase 2

**Question 3:** I just hope people remember that lots of people live on Lombard too. Our apartment building has been damaged by truck vibrations and they speed as well.

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**Name:** Kelly Tadlock  
**Organization:** PVA  
**Zip Code:** 97203  
**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** Safety would be greatly improved for the residents near Fessenden.

**Question 2:** Project should be fast tracked and extended on Fessenden so that new businesses would be attracted to the area Also improvements would attract home buyers The improvements would transform the area and provide a tax revenue increase

**Question 3:** It is long overdue

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**Name:** Bonnie Hadley  
**Organization:** URMDAC  
**Zip Code:** 97203

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** Lets look at how people and freight movement can co-exist. There is (or can be) a lot of employment in the area resulting in lots of freight moving around. Providing safe modes for the most frequent users will greatly enhance the area's chance for economic vitality.

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**Name:** Amanda Moore

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** IMPROVES SAFETY! It isn't safe for freight traffic to be using Fessenden and the connector streets to Columbia which is better designed to handle their volume speed and access to warehouses rail etc. The mix of freight and humans on foot car bike along Fessenden is disastrous.

**Question 2:** Adoption of the plan will benefit businesses by encouraging traffic to slow facilitate parking and generally make Fessenden more appealing for the people who live work and visit here.

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**Name:** Michael Sisler

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** The only freight that should be going on that street are ones that have business on that street and that would be an improvement for them because they would have less truck passing through and causing more congestion. No freight anymore! There are just too many residents in the area now.

**Question 2:** With slower traffic the business community would thrive. There would be more pedestrians able to walk to bunisses naturally. With the large amount of daily communters going slower and the street having less of a highway appearance there would be more opportunity for car traffic to notice what busniesses are there. It's amazing that there are vacant business buildings that have parking(!) and they are not even utilized. Many of the busniesses on Lombard don't have that much parking. Do you know how many poeple would stop at a Nature's on the way home to Vancouver to pick up something for dinner? Fessenden has that much traffic and so few businesses for it all.

**Question 3:** The closer-to-downtown portions of St. Johns has gotten a lot of work done their green streets the PDC and the like but pleaces like Six Points and north or Fessenden have gotten nothing. We have a very diverse population yet where is the equity? It's really a shame and we as a community are trying to work it. We're hoping Metro will help.

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**Name:** Sally Irwin

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** Improving the "around the horn" route will be helpful to the freight system.

**Question 3:** This project is particularly important in light of the growing presence of people with higher socioeconomic status in St. Johns. The disparity between people who either have reliable vehicles or live in the trendier center of town and the disadvantaged people who live closer to the industrial park and Columbia Blvd and do not have reliable access to vehicles raises the stakes for this particular project. The divisions in society are reflected in this neighborhood and amplified by the dangers associated with crossing Fessenden.

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**Name:** Dorothea Van Brockel

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** Better leading freight vehicles to established routes helps eliminate stress on freight truck drivers needing to stop for pedestrians and also for residents who will hopefully not be so isolated after the changes are made.

**Question 2:** A stop light or a four-way stop along Fessenden between Columbia Way and the curve before Seneca would force traffic to slow down and further discourage trucks and cut-through commuters from going that route which would make it safer for crossing at other intersections.

**Question 3:** I know funding is limited but it is vital to not further separate the north part of St Johns from the rest of the community. Fessenden acts as a line dividing school boundaries which is matched by higher poverty rates and demographic differences. These changes must happen in order to help prevent the perpetuation of inequity experienced in this neighborhood and to help reduce the effects of gentrification.

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**Name:** Michael Hoffar

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** It's a good start but sadly the amount of freight traffic North Portland and specifically St Johns sees on a daily basis is unacceptable in a residential neighborhood. I understand this is an expensive and complex problem but ideally a bridge for freight trucks specifically would be built to accommodate such traffic.

**Question 2:** Traffic reduction would increase foo traffic which ultimately would help local business.

---

**Name:** Aarisa Smith

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** The freight system will be made more safe by leveling the playing field for all drivers and discouraging reckless transit through residential neighborhoods. Right now law abiding and safe drivers

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

are at a disadvantage to their law breaking counterparts.

**Question 3:** Thank you for funding such an important project for this neighborhood. By joining the community and making it more safe this area will become more vibrant in business children will be safer and property values will rise. St. Johns is an often forgotten neighborhood when it comes to transit planning and we appreciate this crucial step. Next up... Better public transit please?

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**Name:** Donna Cohen

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** Freight folks can speak more effectively about this but I know it will improve everything you cite in the example. This is really a powerful project. :-)

**Question 2:** The only thing that concerns me are a few smallish features which the stakeholder committee agreed upon but which weren't mentioned in the plan hopefully because the city was trying to have clarity on the bigger issues for Metro. But for the record we need warning signs at the blind curve and possibly speed cushions. The speed limit on the Fessenden /St Louis corridor MUST come down to 30 on the straightaway and should be 25 at the BLIND curve where many children will be crossing.

**Question 3:** Here are some equity stats you need: In terms of equity Census Tract 41.01 overlays almost exactly the area north of Fessenden / St Louis. This census tract is 26% Latino 9% African-American and 3% mixed-race. Income is low compared to other areas of St John's and to Portland as a whole. One other thing that hasn't been mentioned - you won't find much in the way of pedestrian accidents on this corridor BECAUSE it is so dangerous people literally avoid it. Parents won't let their kids cross it. Families and disabled individuals will - literally - walk a mile out of their way to avoid crossing the street [e.g. they walk from Charleston/Fess along Fess/St Louis to Lombard east on Lombard and then north on Charleston to go to the library. So instead of walking across Fess at Charleston and going about 6 blocks to the library they walk [if they go] approximately 22 blocks! This analysis of dangerous intersections is discussed in one of the national studies which the city used for reference. Let me know if you want the details.

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**Name:** Rebecca Regello

**Organization:**

**Zip Code:** 97203

**Project:** St Johns Truck Strategy, Phase 2

**Question 1:** This project would reduce freight system operation.

**Question 2:** This project needs to be extended and more input needs to be received from the people that will be impacted. I think more effort needs to be made to notify residents of the project and the exact modifications that are being proposed.

**Question 3:** Our neighborhood does not need any more modifications to slow traffic. This money should be spent elsewhere! The only reason I know about this project is because I subscribe to on online

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

newsletter put out by the St. Johns Neighborhood Association. Many residents do not even know that we have a neighborhood association. There are people who live in this neighborhood that have an agenda and are out to make changes that they want but they aren't taking into consideration the impact on the whole community. I am sure there are other neighborhood residents and home owners that share my feelings and lack of support for this project.

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**Name:** Kathy Lamorille

**Organization:**

**Zip Code:** 97086

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** It would improve safety .

**Question 2:** Better access for business needs.

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**Name:** Travis Stovall

**Organization:** East Metro Economic Alliance

**Zip Code:** 97030

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** This route is used frequently by freight traffic due to the location of three freight companies in the vicinity of Sandy Blvd. Furthermore due to the large manufactures and other industrial sites in this area freight traffic is a constant. Without adequate transportation solutions there will be continued conflicts between freight vehicular and alternative modes of transportation.

**Question 2:** Extend down to 238th and connect to the 238th project and up to the Hogan Rd. project.

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**Name:** Sue O'Halloran

**Organization:** KMO Real Estate

**Zip Code:** 97030

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** The project will assist freight movement by adding additional lanes and making safer for all modes of travel

**Question 2:** The project meets community and business needs as planned

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**Name:** Delores Porch

**Organization:**

**Zip Code:** 97030

**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 2:** I don't know much about the neighborhoods south of the Springwater Trail and if they would walk or bike if there were improvements. What do those neighborhoods have to say?

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Name:** Carol Rulla  
**Organization:**  
**Zip Code:** 97080  
**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** This planning work is an important first step to providing another freight option for trucks going south through Gresham and to providing freight access so that the Springwater Industrial Area can be developed.

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**Name:** Joan Albertson  
**Organization:**  
**Zip Code:** 97030  
**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** Project as proposed has been very well thought out. **Question 2:** Project as proposed has been very well thought out.

**Question 3:** It is very much needed. Users think they are entering a rural area -- folks tend to speed excessively by the time they reach Hogan and Ambleside which is very dangerous for pedestrians and bicyclists.

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**Name:** Steve Entenman  
**Organization:** EMEA Transp Committee Chair  
**Zip Code:** 97015  
**Project:** Hogan Rd: Powell Blvd to Rugg Rd

**Question 1:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 2:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 3:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

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**Name:** William Peterson  
**Organization:** City of Woodvillage  
**Zip Code:** 97060  
**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** I have very limited data on the Freight system impacts other than to note that the lack of a complete street impedes the safe operation of larger vehicles on Sandy.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Question 2:** I am unaware of any improvements that would assist the project.

**Question 3:** The consensus of regional local governemnets for proceding with this project is a major achievement. Coupled with the work on the East Metro Connections Plan this Sandy Blvd work from the Columbia-Cascade River District improvements will significantly improve access and development potential for current and potential employment lands in our region.

---

**Name:** Travis Stovall

**Organization:** East Metro Economic Alliance

**Zip Code:** 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** This route is used frequently by freight traffic due to the location of three freight companies in the vicinity of Sandy Blvd. Furthermore due to the large manufactures and other industrial sites in this area freight traffic is a constant. Without adequate transportation solutions there will be continued conflicts between freight vehicular and alternative modes of transportation.

**Question 2:** Extend down to 238th and connect to the 238th project and up to the Hogan Rd. project

---

**Name:** Sue O'Halloran

**Organization:** KMO Real Estate

**Zip Code:** 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** Extend down to 238th and connect to the 238th project and up to the Hogan Rd. project

**Question 2:** The project meets community and business needs as planned

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**Name:** Josh Hinerfeld

**Organization:** Organically Grown Company

**Zip Code:** 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits  
**Question 1:** Most of our outbound trucks depart our facility between midnight and 5AM. Our inbound freight mostly arrives during daylight hours. So the additional turn lane at 181st Street may help reduce travel time for truckers departing our facility.

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**Name:** Carol Rulla

**Organization:**

**Zip Code:** 97080

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** The added turn lane and improved traffic signals will allow freight and other travelers to move more quickly safely and efficiently through this industrial area. The improvements will also make the area more attractive to new industrial development providing much needed jobs in the East Metro

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

area.

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**Name:** Sue Birdwell

**Organization:**

**Zip Code:** 97230

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** As the industrial park on 185th north of Sandy continues to grow there has been a dramatic increase in the amount of tractor/trailer traffic accessing Sandy Blvd. from 185th. The increased truck traffic makes an unsafe situation worse.

**Question 3:** Serious consideration should be given to including sidewalks and a bike lane.

---

**Name:** Joan Albertson

**Organization:**

**Zip Code:** 97030

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** Absolutely as there are many manufacturers in this area that use Sandy Blvd. It is vital to the health of our economy and will support future growth which will result in economic development.

**Question 2:** Very well presented as is.

**Question 3:** There have been significant increases in the freight and commuter traffic on Sandy in the last several years. Just for safety considerations this project needs to be done.

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**Name:** Steve Entenman

**Organization:** EMEA Transp Committee Chair

**Zip Code:** 97015

**Project:** Sandy Blvd: NE 181st Ave to East Gresham City Limits

**Question 1:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 2:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 3:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

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**Name:** Thomas Demaree

**Organization:**

**Zip Code:** 97223

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Question 1:** Not sure it would have any significant impact or beneficial effect. Probable increase in traffic on already busy 72nd north of project area.

**Question 2:** Widen 72nd all the way to Pacific Highway.

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**Name:** Douglas Twedt

**Organization:**

**Zip Code:** 97223

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 1:** Traffic on 72nd backs up southbound because of the two lights so close together at Hunziker and Varns. so eliminating the Hunziker/72nd intersection might help move traffic. There is still not enough room on 72nd to enlarge the left turn lane for entering the freeway. You cannot make the bridge wider.

**Question 2:** If I am near the library and want to go south on I-5 I use Hunziker to get there. I would miss that and not enjoy the other routes.

**Question 3:** Is the \$800000 going to be spent just deciding how the project will look? How much would the actual job cost and where would that money come from?

---

**Name:** Bonnie Hadley

**Organization:** URMDAC

**Zip Code:** 97223

**Project:** Silicon Forest Green Signals

**Question 1:** Properly-timed signals are the key to happiness. Seriously. Traffic moves more smoothly reducing personal stress and travel time. Less stopping and starting (in theory) improves everyone's gas mileage which is a beautiful thing. The technology for this is readily available - shame on us for not using it more widely already.

**Question 2:** Traffic moving more smoothly through these areas could conceivably reduce demand on other roadways - sharing the load if you will. This should be applied region-wide!

**Question 3:** Just do it!

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**Name:** Rick Van Beveren

**Organization:** Reedville Cafe|Catering| Center|Crossing

**Zip Code:** 97124

**Project:** Silicon Forest Green Signals

**Question 1:** Signal coordination would improve traffic flow in and through this vital north-south transportation corridor. It will link the new South Hillsboro Community to the expanding Intel campus in

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

the Silicon Forest...the most important employer in the state. Major arterials in this area will have to function at very high levels to handle the demands placed upon them. Signal optimization is a crucial tool for accomplishing this. The signals do not appear to be coordinated at present.

**Question 2:** Traffic stacks up in front of business driveways and common ways making it difficult for customers and vendors to

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**Name:** Chris Cordes

**Organization:**

**Zip Code:** 97007

**Project:** Silicon Forest Green Signals

**Question 1:** Any regularizing of traffic flow should improve the freight system.

**Question 2:** Focusing on the freight system seems narrow given the amount of non-freight traffic on these arterials. Schools are located on some of them as also shopping centers restaurants and small parks. As arterials they are handling intense amounts of non-freight traffic. Many freight vehicles today have advanced transmissions that allow them to accelerate almost as rapidly as larger passenger cars. Be these as they may allowing traffic to flow at a given speed will reduce emissions and petroleum consumption.

**Question 3:** Extending these traffic flow solutions into unincorporated Washington County (such as Aloha- Reedville area) will greatly help such areas which do not enjoy the benefit of municipally funded traffic solutions.

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**Name:** Jonathan Crane

**Organization:** President Tualatin Commercial CIO

**Zip Code:** 97062

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** The Tualatin Commercial Citizen Involvement Organization (CCIO) represents over 1200 commercial businesses and commercial property owners located in Tualatin. On April 9 2013 business members attending the CCIO Annual Meeting voted unanimously to send a letter of support to Metro regarding Washington County's grant application to Metro for the roadway/bike access improvements of the intersection of SW Tonquin Road and SW Grahams Ferry Road.

**Question 2:** Although this intersection is located outside of the city limits it is an important connector to Wilsonville from Tualatin. The reasons for supporting this project are numerous but the following are the top three:1. The existing intersection is dangerous.2. Currently freight large trucks cars and bikes share this county road with an inadequate and deficient roadway structure.3. The intersection improvement is part of a massive planned roadway system expected to total well over \$200 million.

**Question 3:** We strongly urge you to approve this request by Washington County to help develop "industrial" and "bike" connections through this developing area. We have also mailed a letter to Metro on our letterhead expressing our support.

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**Name:** Kenneth IteI

**Organization:** President Tualatin Commercial CIO

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

**Zip Code:** 97062

**Project:** Tonquin Rd / Grahams Ferry Rd Intersection Project

**Question 1:** This project would reduce freight vehicle delay by providing an alternative route for vehicles traveling between 99W and I-5 or I-205. It would also improve safety and efficiency for multiple modes of travel by reducing intersection grades installing traffic signals and constructing bike lanes and sidewalks. This project is also integral to increasing access to present and future industrial land and employment centers including land which is identified by Metro as Regionally Significant Industrial Land.

**Question 2:** I believe the project itself is an improvement to community and business needs because it adds additional improvements to a connection to I-5 which would not be completely addressed with the SW 124th connector to Tonquin Road project. This project fills a gap which would otherwise exist with the 124th project by itself. The design alternatives utilize existing rights-of-way and undeveloped land to the extent feasible while still meeting roadway design requirements.

**Question 3:** This project is essential in light of the fact the a full westside bypass is never likely to come to fruition. This is the most viable project combined with the 124th extension which increases connectivity between 99W and I-5 relieves congestion on SW Tualatin-Sherwood Road and provides improved access to large amounts of future employment land.

---

**Name:** Curtis Flusche

**Organization:**

**Zip Code:** 97218

**Project:** N Going to the Island Freight Project

**Question 1:** This project would dramatically decrease safety in the proposed area.

**Question 3:** Traffic including freight traffic generally far exceeds the speed limit on this section of Going Avenue. By reducing freight vehicle delays in this area this problem will only increase. Not only do heavy duty trucks regularly race through this area but other drivers also recklessly speed up and down Going treating it like a drag racing strip. This is a dangerous place to drive and an even more dangerous place to walk or ride a bicycle. I cannot see how reducing the current speed checks on this road can coexist with any claim of safety improvements. It will certainly be the opposite. Please re-consider this project with safety as the priority instead of the minor inconvenience of a couple stop lights.

---

**Name:** Alan Lehto

**Organization:** TriMet

**Zip Code:** 97201

**Project:** Concept Development for Hwy 217 Overcrossing at Hunzicker St

**Question 3:** I am writing to express TriMet's support for key project applications for the current Regional Flexible Fund program for the Local projects category. There are many great applications for local projects throughout the region. Of those, I want to highlight the following projects that provide better access to transit, support livability and are therefore especially important to supporting TriMet's ability

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Green Economy & Freight Initiatives

to deliver on regional and local goal. Thank you for the opportunity to provide comment on this process. TriMet helps make the Portland region a great place to live by getting people where they want to go. We look forward to working together with all awarded project sponsors and partners to improve livability in the region and get people where they want to go.

---

**Name:** Lidwien Rahman

**Organization:** Oregon Walks

**Zip Code:** 97208

**Project:** Hwy 217 Overcrossing Study

**Question 3:** Oregon Walks comments on regional flexible fund transportation projects and programs Oregon Walks, formerly the Willamette Pedestrian Coalition, has been advocating since 1991 to create walkable communities and to make the conditions for walking safe, convenient, and attractive for everyone.

Oregon Walks volunteers on the Plans and Projects Committee have reviewed the proposed projects for Regional Flexible Funding, administered by Metro. We strongly support funding projects that prioritize access, safety and connectivity for pedestrians.

We especially support funding of projects that provide access to transit and to other destinations that have the potential to attract many pedestrians, including those that improve pedestrian crossings on busy arterials, and those that serve vulnerable populations including the young, the old, the poor, and minority populations. We also support projects that fill gaps in the sidewalk system and those that overcome barriers often found near freeway interchanges. Our priorities are based on the research documented in the Oregon Walks publication Getting Around on Foot.

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Freight Analysis & Project Development

2015-18 RFFA Public Comment

#### **Regional Freight Analysis & Project Development**

Question 1: What issue or areas related to freight movement and the economy is a priority for development or analysis in the region?

**Name:** Bernie Bottomly

**Organization:** Portland Business Alliance VP of Economic Development and Government Relations

**Zip Code:** 97232

**Project:** Regional Freight Analysis and Project Development

**Question 1:**

The Portland Business Alliance would like to express its support of the Troutdale Industrial Access Project and the South Rivergate Freight Improvement Project through the regional flexible funds program. The Alliance would also like to express its support of regional freight analysis and project development through the Metropolitan Transportation Improvement Program. The Alliance represents nearly 1,600 small, medium, and large businesses in the Portland area and is a strong advocate for improving freight mobility in the region. Our mission is to promote and foster an environment in the Portland region that attracts, supports, and retains private-sector jobs. A recent Value of Jobs study found that that every traded sector job creates 2.5 local- sector jobs, due to the new money that exports bring into the local economy. Freight mobility is critical to supporting our traded sector economy, ensuring the efficient movement of goods. For this reason, we support the following projects: The Alliance supports funding for a regional freight analysis and project development through the Metropolitan Transportation Improvement Program. Funds would be used to develop analysis tools and project strategies that need additional coordination and support to ensure capital and operations investments and provide maximum benefit to the region. These strategies may address economic development opportunities, environmental and community impacts of freight movement, management and operation of the freight system, financing of freight infrastructure, and or analytical tools for better understanding of freight movements and impacts in the region. The Alliance is committed to improving the region's transportation infrastructure, advocating for strong transportation policies and projects, and focusing on the implementation of regional and statewide freight-mobility strategies. We recognize the economic development potential of the aforementioned projects and the opportunity to enhance our region's overall livability.

### 2015-18 RFFA Public Comment

#### **Regional Economic Opportunity Fund**

- Regional Economic Opportunity Fund Projects:
- Sunrise System: Industrial Area Freight Access and Multimodal Project
- East Portland Access to Employment and Education Multimodal Project
- NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project
- Troutdale Industrial Access Project
- US 26/Brookwood Interchange Industrial Access Project

Question 1: How could this project be improved to meet community and/or business needs?

Question 2: Is there anything else you would like to tell us about the project?

## APPENDIX A | PUBLIC COMMENTS

Public Comments: Regional Economic Opportunity Fund

**Name:** Roger Anthony

**Organization:** ODOT

**Zip Code:** 97206

**Project:** East Portland in Motion: Access to Employment and Education

**Question 2:** East Portland In Motion is, to borrow a phrase from the Portland Development Commission, a public-private partnership working to devise transportation improvement programs in Outer East Portland. It has embarked on a five-year program to promote active and alternative transportation options.

One of the key considerations is to make these options more accessible and more functional. East Portland, by virtue of its relatively flat terrain and the grid design of its streets, is exceptionally well-suited for the use of alternative forms of transportation. The next crucial step is to enable transportation alternatives to be incorporated into people's daily lives through access to work or school. This is an area where East Portland can set itself apart from much of the city, and continue its growth into an attractive place to be for families and business.

---

**Name:** William Peterson

**Organization:** City of Wood Village

**Zip Code:** 97060

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** The project represents the Most significant of the compromises achieved in the East Metro Connections Plan. A project improvement Could potentially be included in the access point to the Tree Hill Condominium development, relocating to achieve better alignment with the safety features of the redesigned roadway. Other potential compromises on the project were extremely well vetted during the process of EMCP, and this project represents the consensus of stakeholders on project content and scope.

**Question 2:** This is a badly needed improvement to a critical north to south corridor. If all the communities in the East Metro region are to shoulder a fair share of the access burdens as well as benefits, this roadway improvement must be completed and truck limitations on the current Roadway template eliminated.

**Name:** Travis Brooks

**Organization:**

**Zip Code:** 97062

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** Use parks money for greenways. Use bike taxes to fund bike lanes. Neither should EVER be funded by roadway dollars. Build/repair real road lanes!

---

**Name:** Peter Goodkin  
**Organization:** Clackamas Cty Ped/Bike Adv Committee  
**Zip Code:** 97034  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** This section of the metro area has not received its fair share of active transportation investment and is overdue.

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**Name:** Ethan Joes  
**Organization:**  
**Zip Code:** 97216  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** think it should be fully funded. SE Division east of I-205 (where I live) is a nasty bit of street that could really use some traffic calming and beautification. Sidewalks are broken/cracked/nonexistent there is little to no walkable shopping or entertainment and trying to turn left onto Division from any street is an exercise in prayer. I'd argue for tree planting sidewalk remediation and something to address the chaotic careening traffic through the corridor.

---

**Name:** Bob Kellett  
**Organization:**  
**Zip Code:** 97214  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** This project is long overdue. East Portland has tremendous challenges to being a place where people can get around safely on foot bike and transit. We can't wait until more people are killed to build sidewalks and to tame the worst streets.

---

**Name:** Sandra Morrell  
**Organization:** Homeowner  
**Zip Code:** 97236  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** Please approve the above proposal for this area. We are desperate for safety improvements in outer SE Portland. Our community continues to grow but our roads and lack of sidewalks are a major concern.

**Question 2:** Again please approve the funds for these projects so that we can live in a safer community. Crime seems to be encroaching our neighborhoods. We need to bring back a sense of safe neighborhoods where we can walk without the worry of impaired drivers or lack of sidewalks. My neighbors are reaching out to one another to get to know and help each other. Missing sidewalks lack of crosswalks rundown or vacant buildings/stores contribute to crime in our area. Please help those of us in outer SE Portland to improve our communities. Thank you.

---

**Name:** Cora Potter  
**Organization:** Lents Neighborhood Association Lents Town Center Urban Renewal Advisory Committee

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

Metro TPAC

**Zip Code:** 90266

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** I would like to stress the need for adding sidewalks and creating complete connectivity on all transit streets (like SE Ellis between 84th and 92nd). This should take priority over upgrades to existing sidewalks or bicycle improvements. No person in East Portland should have to board or alight a bus from a gravel shoulder. It is a major ADA compliance issue and creating access could help reduce reliance on paratransit by creating immediate access to transit where it did not exist before. This also helps promote good health outcomes by removing barriers to walking for people who need smooth sidewalks in order to walk or roll reducing dependence on door-to-door transportation either in private automobiles or using the public and quasi public paratransit systems.

Question 2: Please consider re-defining the western boundary of the project as SE/NE 82nd in order to include all of East Portland not just the areas east of 205.

---

**Name:** Joseph Santos-Lyons

**Organization:** Asian Pacific American Network of Oregon

**Zip Code:** 97227

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** Would be good to see this project be developed in partnership with community based groups like OPAL that have constituency in the region.

---

**Name:** Jerem Hoff

**Organization:**

**Zip Code:** 97239

**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 1:** Improved roads is the best solution to traffic and pollution.

**Question 2:** Why are only 1 or 2 of the initiatives designed to improve traffic and pollution? Most initiatives INCREASE traffic and pollution. We need to improve transportation. Instead of wasting this \$94 million on increasing traffic it should be put to the best use: building a new and lasting bridge over the Columbia River able to replace the old and tiny I-5 bridge. Widening and re-paving Interstate freeways in the Metro area should be the 2nd concern.

---

**Name:** Craig Ward

**Organization:** City of Troutdale

**Zip Code:** 97060

**Project:** Troutdale Industrial Access Project

**Question 1:** funding for the Troutdale Industrial Access project. This project is critically important to bringing 3500 jobs to East County at full build-out of the Troutdale Reynolds Industrial Park. It will also provide much needed tax base to fund public services locally and at the state level.

**Question 2:** facilitate more employment closer to affordable housing for east Multnomah county residents which would foster regional growth and environmental protection objectives.

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**Name:** Allan Rudwick  
**Organization:** Intel  
**Zip Code:** 97212

**Project:** US 26/Brookwood Interchange Industrial Access Project

**Question 1:** his project is another example of Washington county wanting to get as much pavement as possible. This should only be funded with the understanding that the surrounding streets - Evergreen Brookwood - will not ever be widened again.

---

**Name:** David Gleason  
**Organization:**  
**Zip Code:** 97015  
**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 2:** Make easy access to businesses cut off by the road. Underpass?

---

**Name:** Diane Zhitlovsky  
**Organization:**  
**Zip Code:** 97213  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** Project should be expanded e west to streets that have sidewalks. I have been on 70th street north of sandy a couple of blocks there's are no sidewalks. So I purpose to move the eat west line further west and leave the north south line add planned.

**Question 2:** Just put in the side walks. Its embarrassing that in a hip progressive city like ours there are large deaths that look like ewe area in rural Africa.

---

**Name:** Rose Mary Colorafi  
**Organization:**  
**Zip Code:** 97213  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** This project should include SE Ellis St sidewalks from SE 82nd Avenue to SE 92nd Ave. It is used as a main way to walk to the Max several major stores on SE 82nd Ave/SE Foster intersection the #10 bus line runs in both directions on Ellis there there is a school nearby around SE 89th Ave and it's important for safe travel by foot wheelchair walker and so on. Thank you.

**Question 2:** It's good to see that there will be some improvements in some places.

---

**Name:** Sally Keefe  
**Organization:**  
**Zip Code:** 97015  
**Project:** East Portland Access to Employment and Education Multimodal Project

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

**Question 1:** This particular project is absolutely needed as written.

**Question 2:** This area has sustained rapid growth and with that a breakdown in the connections for pedestrian traffic. Crossings are dangerous - ESPECIALLY at night and not much safer during daylight hours. Sidewalks are inadequate and need repair or replacement. To ride a bike in this area is taking your life in your hands. More improvements mean safer neighborhoods.

---

**Name:** Cynthia Wyatt

**Organization:**

**Zip Code:** 97089

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** This area desperately needs the addition of and improvement to sidewalks and crossings to increase pedestrian safety. Many elementary school-aged children are walking in the streets to school!

---

**Name:** Dorothy Davidson

**Organization:**

**Zip Code:** 97030

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 2:** This road has been so dangerous forever. Trucks carrying goods need to get to Gresham etc. Commerce would be improved as well as it would be safer for the rest of us who travel that road. I am so tired of all the money - especially in Portland-going to the welfare of bicycle riders. You can't tell me that when you take away a lane of traffic on a main street for bikes that it doesn't back up car traffic and cause more pollution. It is dangerous to drive in metro Portland any more because of cyclists who don't seem to think the traffic laws are for them. Not everyone can ride a bike or go on a bike to doctors dentists businesses. Get rid of the stupid blinking red arrows also. Burnside in Gresham is a disaster because of fooling around with the signals. Last Friday it was a parking lot all through Gresham w/ people trying to get out of town for the weekend and God forbid that anyone could cross Burnside even if they had the light- which I swear only changes every 5 minutes to cross Burnside any more. The traffic in the metro area is a mess. Someone has to be drunk to set up some of these ideas.

---

**Name:** Victor Salinas

**Organization:** Latino Network

**Zip Code:** 97215

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** I am speaking in favor of the East Portland Access to Employment and Education Multimodal Project because it is an issue of equity given that there has been so much displacement from families of color from N/NE Portland as.

---

**Name:** David Hampsten

**Organization:** EPAP, Hazelwood NA

**Zip Code:** 97216

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** REAFF 2016-18 Support for East Portland improvements

---

**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** Kathryn Harrington, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

Councilor Harrington,

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

East Portland Access to Employment and Education Multimodal Project (\$8,267,000): This project will provide my constituents lower cost access to jobs, businesses and education opportunities by building and improving sidewalks, pedestrian crossings, bus stops, bike facilities and other safety improvements in East Portland. As you know, East Portland has suffered from profound neglect for many years. Serious injury and crash records collected over the last ten years indicate a person is more likely to be killed walking, biking, or driving in East Portland than in any other part of Portland. This project would measurably improve accessibility and public safety in several parts of East Portland and is long overdue.

Sunrise System: Industrial Area Freight Access and Multimodal Project (\$8,267,000): This project would construct a new two-lane state highway to extend the Milwaukie Expressway from I-205 to OR 212 at SE 122nd Avenue. OR 212/224 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. Over 500 vehicle crashes were reported for this area during the five-year period of 1998 through 2002. The high crash rate is attributed to severe congestion and roadway deficiencies. This project would alleviate those problems. The project would also dramatically improve access to Clackamas County industrial centers and provide a boon to the local economy.

Powell-Division Corridor Safety and Access to Transit (\$2,918,020): This project makes priority improvements for non-auto trip safety and access to transit, employment, education, and essential services in the Powell and Division corridors linking downtown Portland and Gresham regional centers. The project includes areas of above average concentrations of minority and low-income populations. The corridor is served by two TriMet Frequent Service lines and is a designated regional High Capacity Transit development corridor. This is another project that is long overdue. The deterioration of Powell Blvd in East Portland has had a significant negative impact on the economic vitality of the surrounding businesses and neighborhoods.

**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** Shirley Craddick, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Craddick,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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Sincerely, Shemia Fagan

State Representative  
Oregon House District 51

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** Carlotta Collette, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Collette,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

another project that is long overdue. The deterioration of Powell Blvd in East Portland has had a significant negative impact on the economic vitality of the surrounding businesses and neighborhoods.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** Sam Chase, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Chase,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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Name: Shemia Fagan

Organization: State Representative, District 51

Zip Code: 97301

Project: East Portland Access to Employment and Education Multimodal Project

Question 2: Tom Hughes, President

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

President Hughes,

## HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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---

**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** Bob Stacey, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Stacey, HOUSE OF REPRESENTATIVES

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

**East Portland Access to Employment and Education Multimodal Project (\$8,267,000):** This project will provide my constituents lower cost access to jobs, businesses and education opportunities by building and improving sidewalks, pedestrian crossings, bus stops, bike facilities and other safety improvements in East Portland. As you know, East Portland has suffered from profound neglect for many years. Serious injury and crash records collected over the last ten years indicate a person is more likely to be killed walking, biking, or driving in East Portland than in any other part of Portland. This project would measurably improve accessibility and public safety in several parts of East Portland and is long overdue.

**Sunrise System: Industrial Area Freight Access and Multimodal Project (\$8,267,000):** This project would construct a new two-lane state highway to extend the Milwaukie Expressway from I-205 to OR 212 at SE 122nd Avenue. OR 212/224 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. Over 500 vehicle crashes were reported for this area during the five-year period of 1998 through 2002. The high crash rate is attributed to severe congestion and roadway deficiencies. This project would alleviate those problems. The project would also dramatically improve access to Clackamas County industrial centers and provide a boon to the local economy.

**Powell-Division Corridor Safety and Access to Transit (\$2,918,020):** This project makes priority improvements for non-auto trip safety and access to transit, employment, education, and essential services in the Powell and Division corridors linking downtown Portland and Gresham regional centers. The project includes areas of above average concentrations of minority and low-income populations. The corridor is served by two TriMet Frequent Service lines and is a designated regional High Capacity Transit development corridor. This is another project that is long overdue. The deterioration of Powell Blvd in East Portland has had a significant negative impact on the economic vitality of the surrounding businesses and neighborhoods.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** Craig Dirksen, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Dirksen, HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-

Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Sunrise System Improvements: Industrial Area Freight access and Multimodal Project

**Question 2:** Shirley Craddick, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Craddick,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Sunrise System Improvements: Industrial Area Freight access and Multimodal Project

**Question 2:** Carlotta Collette, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Collette,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few

of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Sunrise System Improvements: Industrial Area Freight access and Multimodal Project

**Question 2:** Sam Chase, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Chase,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Sunrise System Improvements: Industrial Area Freight access and Multimodal Project

**Question 2:** Tom Hughes, President

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

President Hughes,

HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

Project: Sunrise System Improvements: Industrial Area Freight access and Multimodal Project

**Question 2:** Bob Stacey, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Stacey, HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-

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**Name:** Shemia Fagan

**Organization:** State Representative, District 51

**Zip Code:** 97301

**Project:** Sunrise System Improvements: Industrial Area Freight access and Multimodal Project

Question 2: Craig Dirksen, Councilor

Oregon Metro Council

600 NE Grand Avenue

Portland, OR 97232

May 30, 2013

Councilor Dirksen, HOUSE OF REPRESENTATIVES

I understand that Metro is soliciting public comments on which flexible fund transportation projects would be the best investment for the metro area. As the state representative for House District 51, which spans Mid-Multnomah and Clackamas Counties, I thought it would be helpful if I provided my perspective on how a few of the proposed projects would impact our community. Since I was sworn in in January, one of my main focuses as state representative has been to address the shameful lack of adequate safe modes of transportation available to my constituents, particularly school children. Earlier this year, I helped form the East Portland Legislative Caucus partially in response to the tragic death of five-year-old Morgan Maynard-Cook who was struck by a car crossing a street in East Portland with no sidewalks and no adequate lighting. I am absolutely committed to this effort and believe that the following proposals would be an excellent start towards creating a more equitable, decongested and safe metropolitan area.

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**Name:** Nancy Ramirez Arriaga

**Organization:** Leadership Networks at the Latino Network

**Zip Code:**

**Project:** East Portland Access to Employment and Education Multimodal Project

Question 2: In support of the East Portland Access Project

**Name:** Nancy Ramirez Arriaga

**Organization:** Leadership Networks at the Latino Network

**Zip Code:**

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 2:** In support of the NE 238th Drive Project

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**Name:** John Ludlow

**Organization:** Clackamas County Board of Commissioners

**Zip Code:** 97045

**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 2:** At their February 26 and March 12, 2013 study sessions, the Clackamas County Board of Commissioners discussed and gave support for the following applications for the 2016-2018 Regional Flexible Funds Funding program: The Sunrise System Freight Access and Multimodal Improvements, a Regional Economic Opportunity Fund project, will address economic opportunities and job creation in a critical industrial corridor in. These three projects achieve both the policy goals of the Regional Flexible Funding program as well as multiple objectives for the county and will both efficiently and effectively use federal funds to advance the transportation needs in our region Clackamas County. Please share this information with the selection committee and let them know that these projects have the full support of the Clackamas County Board of Commissioners.

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**Name:** Susan Veaudry

**Organization:** Portland Bicycle Advisory Committee

**Zip Code:** 97204

**Project:** East Portland Access to Employment and Education Multimodal Improvements

**Question 2:** The City of Portland's Bicycle Advisory Committee (BAC) is a body appointed by the City of Portland's Commissioner in Charge of Transportation. It is charged with advising the city on matters related to bicycling. In December 2012 and January 2013 the BAC discussed in committee their priorities for the Regional Flexible Fund grant application. Committee members also met in a sub-committee meeting with city staff to develop their recommendation for projects for which to apply. We are now writing you to provide an endorsement of the city's Regional Flexible Fund applications. While the BAC supports the entire package of applications submitted by the City, we are especially supportive of the following. The Bicycle Advisory Committee is also especially supportive of the city's Regional Economic Opportunity Fund Project: East Portland Access to Employment and Education Multimodal Improvements.

Thank you for your consideration.

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**Name:** Alison Bess Hart

**Organization:** Gresham Area Chamber of Commerce

**Zip Code:** 97030

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** Gresham Area Chamber of Commerce has served as the voice of the East Multnomah County business community since 1931. Our mission is bringing together and serving the business community. Our membership consists of 500 businesses of all sizes, including professionals, education, government and civic-minded organizations of the region.

Transportation is a top priority for the Chamber. That being said, we are advocating for several Regional Flexible Funds projects that will benefit the East Multnomah County region. We ask that consideration be

given to granting funding to the below projects that directly impact our region. The Chamber supports investment in an efficient and well-maintained transportation infrastructure system, which is vital to the health of our region's economy. We urge your strong support for investment in East Multnomah County transportation infrastructure.

Thank you for your consideration in this matter.

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**Name:** Alison Bess Hart

**Organization:** Gresham Area Chamber of Commerce

**Zip Code:** 97030

**Project:** Troutdale Industrial Access Project

**Question 2:** Gresham Area Chamber of Commerce has served as the voice of the East Multnomah County business community since 1931. Our mission is bringing together and serving the business community. Our membership consists of 500 businesses of all sizes, including professionals, education, government and civic-minded organizations of the region. Transportation is a top priority for the Chamber. That being said, we are advocating for several Regional Flexible Funds projects that will benefit the East Multnomah County region. We ask that consideration be given to granting funding to the below projects that directly impact our region. The Chamber supports investment in an efficient and well-maintained transportation infrastructure system, which is vital to the health of our region's economy. We urge your strong support for investment in East Multnomah County transportation infrastructure.

Thank you for your consideration in this matter.

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**Name:** Representative Vega Pederson

**Organization:**

**Zip Code:** House of Representatives, State of Oregon

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 2:** We are writing today in strong support of the City of Portland's application for Regional Flex Funds for sidewalk improvements in East Portland. The City's proposed East Portland Access to Employment and Education Multimodal Fund, Foster Road, and Powell Boulevard projects will tremendously benefit the citizens of East Portland. Creating more walkable, bikeable, and transit-accessible neighborhoods will connect residents to their places of employment and their children's schools.

More than one quarter of Portland's residents live in East Portland and many of them are drawn by the relatively lower cost of living compared to other communities. Unlike other neighborhoods, however, East Portland was developed without considering neighbors' needs to walk to the park, take the bus to town, or bike to the store and buy groceries. As a result, many of our neighborhood streets lack sidewalks or safe crossings, making it impractical and unsafe to get around without driving. For many of our constituents, driving is not an option and they risk their health and safety each time they venture out of their driveway. Investing in sidewalks, connectivity, and access to transportation is a cost-efficient and responsible way to improve safety and livability for our constituents who have been historically underserved.

We also believe that expanding alternative transportation infrastructure is an economic investment in East Portland. Businesses are more likely to open and remain open in areas in which their customers and employees have safe routes to work and to local businesses. With the recent adoption of an East Portland enterprise zone, sidewalk and accessibility improvements will be another draw for new private investment in

a community greatly in need of new jobs.

We appreciate the constraints of JPACT's finances and are grateful for your willingness to consider our input. As legislators, we know too well the difficulties of deciding between highly worthy projects when you have limited resources. While we pursue ways to invest in critical transportation projects such as these on the statewide level, we hope to also lend an effective voice at the local level and respectfully seek your support for the City's three funding requests for alternative transportation options in East Portland.

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**Name:** Bernie Bottomly

**Organization:** Portland Business Alliance VP of Economic Development and Government Relations

**Zip Code:** 97232

**Project:** Troutdale Industrial Access Project:

**Question 2:** The Portland Business Alliance would like to express its support of the Troutdale Industrial Access Project and the South Rivergate Freight Improvement Project through the regional flexible funds program. The Alliance would also like to express its support of regional freight analysis and project development through the Metropolitan Transportation Improvement Program.

The Alliance represents nearly 1,600 small, medium, and large businesses in the Portland area and is a strong advocate for improving freight mobility in the region. Our mission is to promote and foster an environment in the Portland region that attracts, supports, and retains private-sector jobs. A recent Value of Jobs study found that every traded sector job creates 2.5 local-sector jobs, due to the new money that exports bring into the local economy. Freight mobility is critical to supporting our traded sector economy, ensuring the efficient movement of goods. For this reason, we support the following projects:

**Troutdale Industrial Access Project:** The Troutdale Industrial Access Project will strengthen our regional economy by opening 214 acres of the Troutdale Reynolds Industrial Park to development (Phase 1 is currently completed), and providing critical freight access to businesses locating in this park. Funding for this project will support the creation of higher wage, traded-sector jobs, build our export-based economy, and increase our tax base for public services. At full build-out, the Troutdale Reynolds Industrial Park will create 3,500 direct new jobs with estimated regional and local benefits of \$141 million in personal income, \$218 million in local purchases, and \$46 million in state/local taxes when considering all job impacts.

Troutdale is the first point of rest for westbound interstate traffic, including interstate trucks, traveling from the inland U.S. through the Columbia River Gorge. Traveling in the opposite direction, it is also the last interchange on I-84 before entering the Columbia River Gorge. North of the interchange is the Troutdale airport and large industrial areas. Finally, it is the primary access route for industrial traffic in East Multnomah County past NE 181st Street. Given its strategic location and importance, the Alliance strongly recommends prioritized funding for the Troutdale Industrial Access Project.

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**Name:** David Aulwes

**Organization:** Portland Pedestrian Advisory Committee

**Zip Code:** 97204

**Project:** East Portland Access to Employment and Education Multimodal Improvements

**Question 2:** To Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) members, On behalf of the City of Portland Pedestrian Advisory Committee (PAC), I am writing in support of multiple Metro

Regional Flexible Funds Allocation (RFFA) project applications and one REOF project submitted by the City of Portland and other agencies. The Pedestrian Advisory Committee supports the projects and urges that funding be awarded to build these projects. Funding these projects will further advance City policies to enhance public health, sustainability and opportunities for people to walk, bicycle, take transit and transfer between these modes.

There are a number of good projects submitted by the City and other agencies. The PAC considered a filtered list of priority projects and provided strong endorsement for five projects that address pressing access and safety concerns, especially for lower income residents. These projects will enhance access to transit and improve safety for pedestrians. The PAC recommends they be funded first as top priority projects.

As an advisory body to the City of Portland, the PAC strongly supports efforts to complete the pedestrian network, enhance opportunities for walking, bicycling, and riding transit and promote growth of vibrant communities within our city. We urge you to fund these proposed projects.

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**Name:** Kristina Weis

**Organization:**

**Zip Code:** 97236

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** In this project I feel very strongly about filling in missing patches of sidewalk. Roads like SE 136th are unsafe to walk down and it makes these roads and parts of town look shabby and neglected. Crossings would also be nice and the greenway sounds good although I don't know quite what that would be.

**Question 2:** The people (like me) who live east of 205 would really appreciate if this project (or at least the sidewalk part) happened.

---

**Name:** Kyle Tenzeldam

**Organization:**

**Zip Code:** 97236

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** I think the project will help with safety especially at night. There are many people that walk between foster and Powell during the evening.

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**Name:** Heather Perason

**Organization:**

**Zip Code:** 97236

**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** As the mother of two-year-old who pushes the stroller down a graveled shoulder of road through pits of mud because there are no sidewalks I fully support this project. In addition I would love to see this speed limits lowered in areas where there are no sidewalks. Currently on 136th Ave. the speed limit is 35 mph through our small residential neighborhood And cars go much faster than that.

**Question 2:** If some of the green spaces could include playgrounds that would also be great as there are no playgrounds within walking distance of many houses in our neighborhood.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

**Name:** Andrea Watson  
**Organization:** Reynolds School District  
**Zip Code:** 97236  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** Please fund this. East County economic development education connected is critical out here. Neglected far too long. Time for a good sized investment.

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**Name:** Terry Dublinski  
**Organization:** COPIN  
**Zip Code:** 97215  
**Project:** East Portland Access to Employment and Education Multimodal Project

**Question 1:** This is a well thought out and important project. East Portland has been under-invested in for a long time except for big ticket items like the MAX expansion. It makes no sense to spend billions on major active transportability infrastructure without connecting it properly to the rest of the community. This improves access to businesses residential and commercial zones and overall increases safety and health for the whole community.

**Question 2:** More attention should be paid to the CROSSINGS of 82nd. The study (budget \$200000?) of an "East Clinton Parkway" which could start with a grand greenway entrance from the Division street MAX stop past 82nd and connecting to Woodward via 73rd should be included as part of this project. The gravel road here few driveway access points and open undeveloped space between Clinton and Division offer us an opportunity to create a ribbon pocket park that would be the eastern entrance of a world class Clinton bikeway. Long term development between the corridors would follow.

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**Name:** Charlene DeBruin  
**Organization:** Eagle Creek Barton CPO  
**Zip Code:** 97022  
**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 1:** We believe this project is essential to relieve the traffic congestion on Hwy 224 Clackamas and help retain industry as well aid the commute.

**Question 2:** I live on that bluff down the street from Clackamas High School and I'm quite aware of the congestion on the 212/224 corridor during peak traffic periods. It admittedly sucks but it isn't a crisis. This is an \$8m project that may need to happen but not today. Learn from the mistakes of the Sunnyside corridor project and suspend this. The Sunnyside corridor was very expensive is about 1/2 a mile from my home is pleasing to the eye and completely under-utilized. Maybe in 10-15 yrs Sunnyside will be a bustling corridor but it's pretty dead today. Don't make the same mistakes those people made.

---

**Name:** Robert Ekas  
**Organization:**  
**Zip Code:** 97267  
**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 1:** This project to best suit the needs and quality of life for the communities that will be impacted by its implementation should be cancelled. This is a poorly drafted solution to a problem that isn't a dire need. Firstly the business and residential zones along the 212/224 corridor will be negatively impacted. As it stands the residential areas have adequate access to this traffic corridor and the small businesses that line it benefit as well. Second a re-route of the traffic flow in the manner proposed has two costly obstacles; the National Guard Armory and the natural geography of the bluff that is home to thousands of people and several schools. Now I know that the bluff itself isn't threatened but running a highway right at the base of what is a somewhat extreme slope is going to be expensive. Third the traffic crisis along the 212/224 corridor isn't extreme enough to warrant spending over \$8m that is better spent elsewhere.

**Question 2:** I live on that bluff down the street from Clackamas High School and I'm quite aware of the congestion on the 212/224 corridor during peak traffic periods. It admittedly sucks but it isn't a crisis. This is an \$8m project that may need to happen but not today. Learn from the mistakes of the Sunnyside corridor project and suspend this. The Sunnyside corridor was very expensive is about 1/2 a mile from my home is pleasing to the eye and completely under-utilized. Maybe in 10-15 yrs Sunnyside will be a bustling corridor but it's pretty dead today. Don't make the same mistakes those people made.

---

**Name:** Jan Foley

**Organization:**

**Zip Code:** 97267

**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 1:** This area needs connection to the "outside" meaning freeway major connector roads for them to stay in business. Clackamas Co. tends to have a bad business reputation as it is. Cutting off businesses doesn't help. Do this the least expensive way but do it.

---

**Name:** Peter Welte

**Organization:**

**Zip Code:** 97007

**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 1:** Take out the highway component.

**Question 2:** It is hard to see much benefit from this project (but I did note that the description contains plenty of general 'fluff' claims of benefits sans specifics: the "proposed [path will] present significant opportunities to provide bicyclists with strategic locations to commute and travel resulting in further [sic. there were no 'previous' reductions] reductions in VMT greenhouse gas emissions traffic congestion and dependence on oil"). According to the description there are "[i]nadequate bicycle and pedestrian facilities ... in the project area" but it doesn't appear the project actually fixes any of the bike/ped facilities on Hwy 212/224 (rather it focuses on facilities where previously there were fields -- not as useful for pedestrians trying to cross the street). There also seems to be an inconsistency between the claims made in the funding request about the benefits to transportation disadvantaged populations and what the Clackamas TSP actually says. Funding request: "Both the improvements to Lawnfield and the Sunrise multi-use path will improve accessibility for the most transportation disadvantaged populations in Clackamas County. The Existing Conditions Report recently completed for the Clackamas County Transportation Systems Plan update project identified this area as having transportation disadvantaged populations living near the project. The project will improve mobility and transportation options for these residents." Here's what the TSP says (Figure C-9) about calculating

## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

transportation disadvantage index:"The Transportation Disadvantaged Index takes into account a number of demographic characteristics including age income ethnicity vehicle ownership ability to speak English and proximity of freeway or highways to a household. The higher the index number the more disadvantaged the population is with respect to transportation. More specifically the index is calculated at the census block level as the sum of people 65 and older 17 and younger under 200% of the poverty line non-white and non-Hispanic living in households with 0-1 vehicles and living in households where no adult speaks English well. That sum is divided by total block population; twenty five is added for areas within 500 feet of a freeway or highway. People fitting into multiple vulnerability categories are counted multiple times. Data at the household level is multiplied by 2.56 to convert it to a person unit. The number 2.56 is the average household size for Clackamas County. Data only available by tract is distributed among blocks based on the distribution of tract population" In other words by building this highway just behind a mobile home park they're actually increasing the transportation disadvantage level yet they use this population to build their case for what is really meant "so that freight can access the Lawnfield portion of the Clackamas Industrial Area" and other vehicle mobility reasons the application lays out (and the project appears to do nothing if not make conditions worse in regards to accessibility of Lawnfield for the mobile home park).

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**Name:** Molly Williams

**Organization:** Friends of the Trolley Trail

**Zip Code:** 97267

**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

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**Name:** Bonnie Hadley Organization: URMDAC

**Zip Code:** 97223

**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 1:** No suggestion.

**Question 2:** This is an important project because it addresses so many needs and uses. Safe movement of freight (and people) is crucial to the regional economy

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**Name:** Ted Hartzell

**Organization:** cc bike ped committee

**Zip Code:** 97086

**Project:** Sunrise System: Industrial Area Freight Access and Multimodal Project

**Question 1:** This area is soon to be a regional as urban center and this connectivity is essential. Jobs are a key component.

---

**Name:** Travis Stovall

**Organization:** East Metro Economic Alliance

**Zip Code:** 97030

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** This project is the culmination of almost two decades of effort among a number of regional and sub-regional interests. Over the past 4 years the four East Metro cities have combined to work out an agreeable solution to a key transportation issue affecting the east metro and its growth opportunities. The

outcome of this work was the East Metro Connections plan which passed with a unanimous vote with over 20 people on the committee. This unprecedented agreement came after a process led by Metro solidified the consistent belief in a specific challenge that needed to be met. This critical corridor is needed to enhance the economic development opportunities in the East Metro area and the region. The only 100 acre tier one industrial site in the entire region borders this thoroughfare in the East Metro and this key arterial will encourage further responsible development here in the region.

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**Name:** William Peterson

**Organization:** City of Wood Village

**Zip Code:** 97060

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** The project represents the most significant of the compromises achieved in the East Metro Connections Plan. A project improvement could potentially be included in the access point to the TreeHill Condominium development relocating to achieve better alignment with the safety features of the redesigned roadway. Other potential compromises on the project were extremely well vetted during the process of EMCP and this project represents the consensus of stakeholders on project content and scope.

**Question 2:** This is a badly needed improvement to a critical north to south corridor. If all the communities in the East Metro region are to shoulder a fair share of the access burdens as well as benefits this roadway improvement must be completed and truck limitations on the current roadway template eliminated.

---

**Name:** Sue O'Halloran

**Organization:** East Metro Economic Alliance

**Zip Code:** 97030

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** The project as conceived will add to the economic advancement potential for this portion of East County. I'd like to see it implemented.

**Question 2:** This project has the full support of all the East Metro Cities the two Chambers of Commerce the East Metro Economic Alliance and is critical to transportation for the east sub-region of Metro

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**Name:** Cosmo Salibello

**Organization:**

**Zip Code:** 97024

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** The project as conceived will add to the economic advancement potential for this portion of East County. I'd like to see it implemented.

**Question 2:** This is an important roadway improvement project that is needed to increase efficiency and safety for commercial and residential and tourism transportation. The current roadway handles enormous volume to and from I-84 through Gresham and onto Mt. Hood. Current design is dangerous due to extreme curvature hilly nature and lack of side easements for emergency pullout. There is no separating median with high volume of cars and trucks driving at higher rates of speed on curving roads that leaves no margin for error and many opportunities for head-on collisions.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

**Name:** Julie Reed

**Organization:**

**Zip Code:** 97213

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 2:** This is an important roadway improvement project that is needed to increase efficiency and safety for commercial and residential and tourism transportation. The current roadway handles enormous volume to and from I-84 through Gresham and onto Mt. Hood. Current design is dangerous due to extreme curvature hillary nature and lack of side easements for emergency pullout. There is no separating median with high volume of cars and trucks driving at higher rates of speed on curving roads that leaves no margin for error and many opportunities for headon collisions.

---

**Name:** Kathy Clevenger

**Organization:** Microchip Technology Inc. Zip Code: 97030

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 2:** This section is narrow and windy without bike or truck access. This was the top priority from the East Metro Connections Plan conducted by Metro and has full support of all four East Multnomah County cities.

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**Name:** Delores Porch

**Organization:**

**Zip Code:** 97030

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** I disagree with the need for bicycle facilities. This area is very steep and I doubt many bicyclists would choose this access to either Glisan or Halsey especially in winter. It should be primarily motor vehicle access. Have studies been done with bicyclists as to their projected use? Traffic has increased on this road over the years and will surely increase in the future so the improvement in the road as proposed is very welcome.

---

**Name:** Joan Albertson

**Organization:**

**Zip Code:** 97030

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** Just get it done -- it has been 'talked about' for too long.

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**Name:** Steven Entenman

**Organization:** EMEA Transportation Committee Chair

**Zip Code:** 97015

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** I vigorously support the project as noted in the East Metro Connections Plan. All jurisdictions cities and the county support this vital project for safety connectivity and for business development for this

area. The EMEA board supports this project without exception.

**Question 2:** I vigorously support the project as noted in the East Metro Connections Plan. All jurisdictions cities and the county support this vital project for safety connectivity and for business development for this area. The EMEA board supports this project without exception.

---

**Name:** Kenneth Fletcher

**Organization:**

**Zip Code:** 97060

**Project:** NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project

**Question 1:** Having lived on the 3 lane stretch of the hill for over 40 years I would ideally like to see a 4th lane added with the curvature improvements. The number one reason for this is "SAFETY" for all including pedestrians bicycles cars and trucks. Realistically a 4th lane is probably not feasible so I would still strongly support this project as proposed as any safety improvements would benefit not just the local metropolitan area but also those who use it as a connector from I-84 to Highway 26.

---

**Name:** William Peterson

**Organization:** City of Wood Village

**Zip Code:** 97060

**Project:** Troutdale Industrial Access Project

**Question 1:** This configuration is near optimal. If additional connections westerly could be provided it would enhance the project however no immediate demand is present to justify the additional costs. What is represented will permit significant additional property access greater pedestrian access to employment lands and complete segments of partially improved roadways.

**Question 2:** Distribution of employment opportunities in the metro region is dependent on quality sites with fully developed infrastructure being available in the eastern portions of the region. With employment opportunities less prevalent in this area this project is a critically needed step to provide base infrastructure to enable land development.

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**Name:** Craig Ward

**Organization:** City of Troutdale

**Zip Code:** 97060

**Project:** Troutdale Industrial Access Project

**Question 1:** The City of Troutdale urges Metro Council support for \$8 million in REOF funding for the Troutdale Industrial Access project. This project is critically important to bringing 3500 jobs to East County at full build-out of the Troutdale Reynolds Industrial Park. It will also provide much needed tax base to fund public services locally and at the state level.

**Question 2:** This project would improve Graham Road and Swigert Way opening up access to TRIP Phase 2 as well as other businesses in the City's industrial area. Accordingly it would facilitate more employment closer to affordable housing for east Multnomah county residents which would foster regional growth and environmental protection objectives.

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## APPENDIX A | PUBLIC COMMENTS

### Public Comments: Regional Economic Opportunity Fund

**Name:** Travis Stovall  
**Organization:** East Metro Economic Alliance  
**Zip Code:** 97030  
**Project:** Troutdale Industrial Access Project

**Question 1:** This project is critical to the development of the Troutdale Ryenolds Industrial Park. Once a brownfield now this important piece of industrial land is a key employment center for the City of Troutdale and surrounding cities. There is a daily outmigration from the area for jobs all across the region this important investment in infrastructure in this part of the region will allow citizens the opportunity to live and work in their own communities. This will decrease the need for outmigration and reduce carbon emissions. The project as outlined will assist in adding industrial lands in close proximity to rail water and air access. Critical for exports both nationally and internationally

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**Name:** Doug Daoust  
**Organization:** Mayor of Troutdale  
**Zip Code:** 97060  
**Project:** Troutdale Industrial Access Project

**Question 1:** The connections and improvements of this project have been well thought out over the years and Port of Portland has it right on. The Fed Ex trucks that swarm around this project need better access to the huge Ground transportation facility around this site.

**Question 2:** The 40-mile loop trail needs better connections for it to be used more by the public. I totally support this project and the way it is designed. It meets all the criteria for the flexible fund projects.

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**Name:** Corky Collier  
**Organization:** Columbia Corridor Association  
**Zip Code:** 97218  
**Project:** Troutdale Industrial Access Project

**Question 1:** The project appears to be well designed.

**Question 2:** The state region and cities are all becoming increasingly aware of the consequences of our shortage of industrial land. This project will create access to 214 acres of prime industrial property as well as improve bicycle and pedestrian access in a location near the Sandy and Columbia rivers. The financial benefits of opening an additional 214 acres are measured in the thousands of jobs and millions of dollars in tax revenue. More importantly it means living wage incomes for families in the eastern part of the Metro region a big step toward equity pride and healthy families. Columbia Corridor Association requests your support of this project. Sincerely Corky Collier Executive Director

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**Name:** Sue O'Halloran  
**Organization:** East Metro Economic Alliance  
**Zip Code:** 97030  
**Project:** Troutdale Industrial Access Project

**Question 1:** The project as submitted is a key piece in achieving development of the TRIP industrial lands

**Question 2:** Port of Portland has become a vital partner for both the Cities of Gresham and Troutdale. This project is vital to the health of our regional economy and is needed to support the future growth of this region.

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**Name:** Joan Albertson  
**Organization:**  
**Zip Code:** 97030  
**Project:** Troutdale Industrial Access Project

**Question 1:** Project has been well planned.

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**Name:** Steve Entenman  
**Organization:** EMEA Transp Committee Chair  
**Zip Code:** 97015  
**Project:** Troutdale Industrial Access Project

**Question 1:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

**Question 2:** I vigorously support the project as noted. Local jurisdictions cities and the county are in substantial support of this vital project for safety connectivity and for business development for this area. The EMEA board vast majority supports this project.

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**Name:** Allan Rudwick  
**Organization:** Intel Employee  
**Zip Code:** 97212  
**Project:** US 26/Brookwood Interchange Industrial Access Project

**Question 1:** This project is another example of Washington county wanting to get as much pavement as possible. This should only be funded with the understanding that the surrounding streets - Evergreen Brookwood - will not ever be widened again.

## APPENDIX B | MULTIPLE-LANGUAGE NEWSPAPER ADVERTISING

Advertising was placed in thirteen project area newspapers, notifying the public about the comment period and the public hearing. Many of the ads were published in multiple languages, including Spanish, Vietnamese, Chinese, and Russian, based on the languages spoken in the project areas.

The table below shows the advertising placed for the Regional Flexible Funds public comment process.

<b>Church</b>	<b>Languages of Ad</b>	<b>Dates Advertised</b>
El Hispanic News	Spanish	May 2, 2013
Southwest Community Connection	Spanish, Chinese, English	May 1, 2013
The Bee (SE Portland)	Spanish, Chinese, English, Russian, Vietnamese	May 1, 2013
Asian Reporter	Chinese, Vietnamese	May 6 and 20, 2013
Daily Journal of Commerce	English	May 9 and 16, 2013
West Linn Tidings	English	May 9, 2013
Tigard-Tualatin Times	English	May 9, 2013
Wilsonville Spokesman	English	May 8, 2013
Portland Tribune	English	May 9, 2013
Oregon City News/Clackamas Review	English, Spanish, Vietnamese	May 8 and 15, 2013
The Outlook (Gresham)	English, Spanish, Vietnamese	May 10 and 17, 2013
Hillsboro Tribune	English, Spanish, Vietnamese	May 10 and 17, 2013
Beaverton Valley Times	English, Spanish, Vietnamese	May 9 and 16, 2013



## APPENDIX B | OUTREACH TO CHURCHES

At the beginning of the Regional Flexible Funds public comment period, Metro worked with area churches to invite their congregations to participate in the comment process. Metro distributed Spanish, Vietnamese, Chinese, and Russian language fact sheets to fourteen churches in the vicinity of the Regional Flexible Funds projects.

<b>Church</b>	<b>Location</b>	<b>Fact sheets distributed</b>
Mission San Pablo Episcopal Church	372 Northeast Lincoln Street Hillsboro, OR 97124	50 Spanish fact sheets
Spanish United Pentecostal Church	6955 SW 201 Ave Aloha, OR 97007	100 Spanish fact sheets
Iglesia de Cristo Mision Elim Oregon	2470 SW Roxbuy Ave Beaverton, OR 97225	50 Spanish fact sheets
St Cecilia Church	12250 Southwest 5th Street Beaverton, OR 97005	50 Spanish fact sheets
St. Anthony Catholic Church	9905 SW McKenzie St Tigard, OR 97223	100 Vietnamese fact sheets 200 Spanish fact sheets
Anthem Church	3300 Northeast 172nd Place Portland, OR 97230	50 Spanish fact sheets
Iglesia De Dios Pentecostal	21601 Southeast Stark Street Gresham, OR 97030	50 Spanish fact sheets
Iglesia Vida Nueva	3848 Northeast Division Street Gresham, OR 97030	50 Spanish fact sheets
St. John the Baptist Ukrainian Orthodox Church	8014 Southeast 16th Avenue Portland, OR 97202	Mailed 10 Russian and 10 English fact sheets
Vietnamese Christian Community Church	2720 Southeast 17th Avenue Portland, OR 97202	100 Vietnamese fact sheets
Vietnamese Baptist Church	511 Southwest 211th Avenue Beaverton, OR 97006	100 Vietnamese fact sheets
Chinese Evangelical Church	5529 Northwest 5 Oaks Drive Hillsboro, OR 97124	200 Chinese fact sheets
Chinese Baptist Church	1938 Southeast Ladd Avenue Portland, OR 97214	100 Chinese fact sheets
Portland Chinese Alliance	5016 Southeast 74th Avenue Portland, OR 97206	35 English fact sheets 60 Chinese fact sheets

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