

Engagement report

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

November 2016

APPENDIX C: COMMENTS RECEIVED, EMAIL

From: Dorothy Dahlsrud [mailto:dorothydahlsrud@gmail.com]
Sent: Tuesday, October 11, 2016 6:21 PM
To: Trans System Accounts
Subject: Grant application Oregon City Beaver creek road improvements

Please take the Road Improvement grant for Beaver creek Rd between Molalla Ave and 217.
This area also have a accessible trail area to, your new Metro Park Newell Creek.
It would help shine that part of our hilltop area and the middle of our City.

Thank you,
Dorothy Dahlsrud
415 Dewey St
Oregon City, Or. 97045
DorothyDahlsrud@gmail.com
503-502-0610

From: Miller, Randy [mailto:randy@mooreco.com]
Sent: Tuesday, October 11, 2016 2:06 PM
To: Trans System Accounts
Subject: Comment on regional flexible funds allocation

Let's endorse safety over speed, and please don't think we have to separate the issues of alternative transportation and freight movement. Think of ways to integrate the two so that they align.

Hello Mr. Higgins,

Thank you so much for your reply. I truly appreciate your response. Please let me know if I can help in any other way. We also have a "[Truck Parking Coalition](#)" group on Facebook that includes individuals from FMCSA, FHWA, State DOT, Journalists, Truck Drivers and Truck Driver Advocates. We post news from around the nation on this topic where communities are not fully informed about this topic. You are welcome to send a request to join the group or have one of your representatives pop in. As Portland is a major Port for freight and movement of interstate commerce it is critical that truck parking is addressed in this very congested region. Electronic logs are scheduled to go into effect in 2017 which will make a bad situation much worse.

To get an idea of what other states are doing here are a couple links:

[WSDOT Survey Results](#)

[Florida Survey Questionnaire](#)

Bog Post from our website: "[How to Take Action on a Local Level](#)"

By the way, we have 2 sponsors in Oregon

[Reddaway](#)

[DAT](#)

I have cc'd our contacts there this email so they are aware.

Again, feel free to contact me if you have additional questions or concerns. i am here to help.

Sincerely,

Desiree Ann Wood

President

[REAL Women in Trucking, Inc.](#)

Phone: 561-232-9170

[View My Profile on LinkedIn](#)

The REAL Women in Trucking Inc. is a 501 (c) 6 association that was formed by REAL professional truck drivers that promote safety and wish to improve poor and unsafe entry level truck driver training.

On Wed, Oct 12, 2016 at 4:09 PM, Clifford Higgins <Clifford.Higgins@oregonmetro.gov> wrote:
Ms. Wood:

Thank you for your comment, especially in raising an issue that we haven't heard much about and for the clear detail you provided. It will be added to our report to decision-makers.

Clifford

Clifford Higgins

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From: desiree@realwomenintrucking.org [mailto:desiree@realwomenintrucking.org]
Sent: Saturday, October 08, 2016 10:20 AM
To: Trans System Accounts
Cc: donna
Subject: Comments to \$33 million for walking , biking and moving freight

To Whom It May Concern,

My name is Desiree Wood and I am a long haul truck driver that picks up and delivers freight in your state and I am a truck parking advocate. I am writing today in response to your article about the \$33 Million for walking, biking and freight planning initiatives and explain that many states have overlooked eligible funds that could benefit highway safety in their area.

As I am sure you are aware, The FAST Act mandates that every state has an approved freight plan and network in place by December 2017 in order to remain eligible for continued use of their freight formula funds and federal FAST Lane grants available through the Act.

As the deadline gets closer it's important that all parties understand the benefits and practicalities of the law. The initiatives of the act will certainly help to improve some of the inefficiencies of the freight system in our country and address growing concerns of emissions.

From a truck driver's perspective, there is a key issue that is not receiving the attention it deserves. Truck drivers that move interstate commerce face this issue on a daily basis and it's getting worse; unfortunately, it's not a widely known obstacle outside the driver community. It may not seem like a scary word but it strikes fear in the heart of every truck driver; **PARKING**. Hopefully after reading this letter, the word "**parking**" will trigger an alert as an urgent meaning for you too.

The problem of truck parking has been a core issue for truck drivers that have nowhere to go while waiting for strict appointment times set for pick-ups and deliveries. Even more critical is the unavailable truck parking needed in order for drivers to rest after driving 11 hours!

The lack of truck parking is a safety concern for everyone. It is a problem in every state. Truck parking must be included in state freight plans. It must be part of any conversation where freight planning is occurring. FHWA's "Jason's Law" study found that there was a disparity between the way states and truck drivers perceive the parking problem. Some states reported no problems with parking while thousands of drivers that responded to the survey for Jason's Law unanimously said there were problems in every state in the nation. Interstate and Highway corridors near metro areas were the most named locations. The Portland, Oregon area was named as one of the top problem regions.

Imagine this;

You're a driver hauling a load from Utah to Oregon.

You've been driving for nearly 11 hours which is the federal maximum before being mandated to park for 10 hours straight to rest.

Your delivery appointment is at 6 AM; it's 4 AM now and you're 20 miles out of your delivery location. Where will you park to be in compliance with federal law?

Think about the options for a truck driver in your metro areas. None of them are good.

You can drive to the consignee (pickup/delivery) location like but most likely they will not let you in the gates. This is a reason you will see big trucks parked on nearby freeway ramps which is not safe.

Are you familiar with the closest truck stops to this area? These locations are packed during the night hours after generally full after

4:00 pm.

Truck drivers are required to take 10 straight hours in the sleeper berth to avoid being in violation of federal law and this protects the public from sleepy truck drivers on the roadways that have nowhere to stop and rest.

Sure, you might find an out-of-the-way place to park but you could also become a victim of a serious crime. Truck parking shortages are a national crisis and some drivers have been killed or shot trying to find a safe place to rest.

Jason Rivenburg Murdered in SC
Michael Boeglin Murdered in MI
Jerry Matson Shot in CA

In 2015, a sleepy truck driver crashed in North Carolina because he couldn't find any place to park.

I am asking you to please make truck parking part of your freight plan and address the critical need for truck drivers who move interstate commerce throughout our state.

Since the FAST Act requirements say that each state must have an approved freight plan and freight network in place by December 2017 in order to continue to use their freight formula funds, I want to make certain that your agency understands that **eligible activities include truck parking.**

State education initiatives are needed on this topic. Community leaders in our state and associated metropolitan planning organizations should be communicating with each freight advisory committee to make certain truck parking is being addressed throughout our state in the freight plan.

Public and private sector initiatives should be considered to allow unused or underutilized space for truck parking whenever possible.

Here is how your state will benefit from finding truck parking solutions:

- Safer roads because truck drivers won't be driving tired or parked on highway ramps
- Lower crime because truck drivers will be parking in sanctioned spots
- Economic efficiencies as goods are cheaper to move and cheaper to buy due to a more efficient route and parking system

Will you help us to achieve these goals? I'll be happy to provide additional information and truck driver perspective, feel free to ask me!

Sincerely,

Desiree Wood
President
[REAL Women in Trucking, Inc.](#)
[561-232-9170](#)
[Jason's Law 2013 Truck Parking Special Report](#)
[Jason's Law 2015 Truck Parking FHWA](#)

From: Kristina [mailto:kristinamwright@yahoo.com]
Sent: Wednesday, October 12, 2016 8:02 PM
To: Trans System Accounts
Subject: I'm in support

I'm in support of the Molalla Beavercreek Grant. If there is anything further I can do, please let me know.

Cheers! Kristina Browning | Bellmoore Realty

Sent from my iPhone in-between showing properties, photo shoots and blogging; sorry for short replies!!

From: Beverly Drottter [mailto:beverlybdmd@gmail.com]
Sent: Wednesday, October 19, 2016 8:37 AM
To: Trans System Accounts
Subject: comments on transportation project for regional flexible fund dollars

Hi,

I am a 23 year resident of Washington county, and a disabled, retired physician who currently lives at 18 SW 148th Av, Beaverton. I walk an average of 5 miles per day, and utilize all of the local paths & trails in my area for volunteer work, shopping, running errands, visiting friends, attending meetings, medical appointments, and recreation.

I am especially interested in advancing the progress of the Westside Trail, due to its proximity to so many of the places I walk regularly. I have to cross Hwy 26 to access Safeway, Columbia Employee Store, restaurants, Home Depot, Sunset Presbyterian Church, the trails in the Bethany area, Market of Choice, the local Post Office at Bales Thriftway, My boyfriend's home, and my weekly support group meetings. I make this crossing at NW Murray, and at NW Cornell--both of which have tremendous traffic and difficult traffic lights.

I walk these trips 1-2 times every week.

I would especially like to point out that the intersection of Cornell & 26 East on-ramp is very dangerous for pedestrians walking NW on Cornell. There is a dedicated right turn lane for motorized vehicles there, and they are traveling rapidly around the corner from the light at Cornell & 158th Av., when they see that their light is green, they rapidly follow their lane into that right turn onto the freeway entrance. However this is also the moment that my pedestrian walk signal turns green to cross their road! Even when I wear lights after dark, I am often not noticed at that sidewalk corner. I find it safer to cross while we both have red lights, and there is no opposing traffic.

The proposed Westside Trail bridge design is positioned in a critical location to provide excellent access for many of we regional walkers (& bikers) to gain safe & easy access to many local connecting trails, schools, businesses, and medical facilities. It would strongly complement the access route with pedestrian bridge further to the East at the Sunset Transit center. That crossing is very difficult to reach from West of Murray Blvd. since Butner & Walker roads have no sidewalks or suitable pedestrian pathways.

Thank-you for considering this project.

-Beverly B. Drottter MD

From: Neal Brillisour [mailto:nealbrillisour@gmail.com]
Sent: Wednesday, October 19, 2016 4:22 PM
To: Trans System Accounts
Subject: Re: Portland Projects Competing for Regional Funds

Hello. I would like to voice my support for the Halsey Ave repairs. I use or cross Halsey daily, and have definitely felt unsafe doing so. There are also many street/sidewalk repairs needed in the neighborhood between Halsey/60th and I84.

Thank You.

From: Angel York [mailto:aniola@gmail.com]
Sent: Wednesday, October 19, 2016 6:10 PM
To: Trans System Accounts
Subject: Re: [arow] Portland projects competing for regional funds

Hi,

I am writing to let you know that I live in North Portland. The North Portland Greenway Trail would be extremely valuable to me and my neighbors. I am a seasoned bicycle commuter with over 15 years of bike commuting experience. I know how to be a predictable cyclist, use high-vis, follow the rules of the road, etc.

I used to bike commute downtown for work. And almost every time I did it, I would feel like I was taking my life into my hands. It's flat-out dangerous. I no longer bike to work, and it breaks my heart to say that.

If the North Portland Greenway were completed, I would use it in a heartbeat.

Thanks,
Angel York
7707 N Fiske
Portland, OR 97203

From: Karen Riley-Cummings [mailto:krcummings@gmail.com]
Sent: Thursday, October 20, 2016 11:53 AM
To: Trans System Accounts
Subject: Connecting Cully

While I am in full support of the part of this project that improves the section of 72nd between Prescott and Killingsworth in part because I drive that section quite often as a resident for 24 years in the neighborhood but mainly because the people and neighborhood it directly impacts have expressed their strong support.

Unfortunately, PBOT went against its own practices and protocols when they chose to add the section of the proposal between Sandy and Prescott without once including the impacted neighbors from the process. We found out after the fact in a neighborhood meeting in September that a 14' roadway was being proposed being built right down the center of the greenway on 72nd.

I live on Mason and 72nd Avenue and I have for 24 years. I do believe there is a safety issue on 72nd but only because there is a speeding issue on 72nd. If the speeding issue was fixed, this would be an incredibly safe section for bikes since:

1. Cross streets already have stop signs
2. Bikes only deal with one way traffic
3. Bikes do not have to negotiate oncoming traffic
4. There is no sharing of the road with pedestrians because of the wonderful sidewalks we already have and the greenspace for people to use to walk and enjoy our neighborhood.

Why would we choose to place a concrete road down the center of a park? Portland has invested so much money reducing water run-off, why is this even a proposal to remove greenspace?

The proposal submitted has three letters from the Cully neighborhood in support of the only part of the proposal they were aware of when they responded - the section of 72nd between Prescott and Killingsworth. It is a needed change for the safety of so many residents. I hope this happens.

PBOT has no community input from the stakeholders for the section of the proposal between Sandy and Prescott. Nothing. They chose to do this in a vacuum and are now stating it was done using accepted past practices and any input from impacted residents is inappropriate until 2019.

If it was accepted past practices, why was input obtained from Cully neighbors but not Roseway neighbors?

I object vehemently to the proposal to pave over a 14' section of the park blocks. I have said so on comments on your interactive map, I have done so in community forums, I have done so directly with a representative from PBOT.

Respectfully,

Karen Riley-Cummings
4035 NE 72nd Ave

From: Brad Johnson [mailto:bjonharlene@yahoo.com]
Sent: Sunday, October 23, 2016 11:07 AM
To: Trans System Accounts
Subject: 33 Million

Our own Linwood NDA Chair Zac Perry has spent many hours working towards getting sidewalks on Stanley Avenue in Milwaukie to make it safe for our children to walk to school without the danger of stepping into the street. We have had Police presence in the past because of speeding traffic that endangered all that walk or bike Stanley Avenue. Please consider this sidewalk project for Walk Safely Milwaukie when awarding moneys. Thank You. Sincerely, Brad Johnson, concerned citizen.

From: ryan.hieb@gmail.com [mailto:ryan.hieb@gmail.com]
Sent: Sunday, October 23, 2016 9:40 AM
To: Trans System Accounts
Subject: Halsey Street safety and access to transit

Writers Background: I currently live at NE 75th and Multnomah and bike to work in the Lloyd District. I raced bicycles for years spending an average of 6,000 miles in the saddle. I've spent a lot of time on the Portland roads and understand how terrifying cycling can be while surrounded by 2,500 lb+ machines carrying operators that don't necessarily understand the power they hold.

Concerns: Many people are rightfully too afraid to ride a bicycle for fear of being hit. Safety (and the perception of it) is as important as usability. Halsey is an industrial roadway filled with cars and trucks moving at relatively high speeds. Cyclists and pedestrians enjoy places to stop on their commute. The businesses that line the Halsey corridor don't cater to foot or cycling traffic.

Modification of Metro's proposition: Commuting daily to the Lloyd district has given me some special insight here. Metro should consider moving this project a few blocks over to Glisan St. Glisan already has a bike lane from 21st to 39th and again from 39th to about 45th. Traffic is slower moving than on Halsey. Glisan has small business and plenty of vacant storefronts that could be filled in that would benefit from additional pedestrian and cycling traffic. Pedestrians and cyclists like to have places to stop on their commute, Halsey doesn't have this feature like Glisan does. Halsey is an industrial park. Glisan is positioned to complement the pedestrian and cycling infrastructure and ensure a thriving neighborhood for pedestrians and cyclists to move through. Halsey is great for what it does; getting automobile traffic from A to B quickly. Why compromise that by unnecessarily limiting lanes and disrupting traffic flow in an industrial area when there's a more suitable solution? Building out cycling and pedestrian infrastructure along Glisan will make existing small business thrive, open doors for new small business, and provide safer and more usable cycling access to the masses while making for a more pleasant neighborhood that would support the traffic. I realize this is adding a few blocks to getting to the 82nd Ave transit hub, but when considering safety and enjoyment of use, this distance is negligible for cycling and foot traffic.

Thanks,

Ryan.Hieb@gmail.com

From: Steve Tubbs [mailto:steven.tubbs@comcast.net]
Sent: Friday, October 21, 2016 5:00 PM
To: Trans System Accounts
Subject: Regional planning for federally-funded projects

Dear planners:

In the unlikely event that this response will not immediately be stricken, I offer the following comment. Federal dollars are constrained in part by federal definitions. The Greater Portland Metropolitan area by definition under the Office of Management and Budget includes Clark County, Washington. Unfortunately, solely for political, as opposed to practical planning considerations, the land situated North of the Columbia River is more foreign than that which lies in Asia. It is wholly ignored. However, it is illogical to ‘plan’ for freight and vehicular travel without consideration of the source or destination of the same, whether within or outside of Metro’s political boundaries. Thus, the plans offered are inherently illogical and deficient in that regard. It would be altogether fitting to include a provision that plans for ongoing consultations and discussions with Clark County in general, and the City of Vancouver in particular, and spend money on it. But then, this is an old tune. If you actually got to the end of this post, congratulations, and thank you! Cynically yours, Steven B. Tubbs; *JPG* docent; member, *ART*; patron of numerous foodie establishments in PDX; regular patron of PDX airport; season ticket holder to the *Thorns* soccer team; and other irrelevancies, or relevancies, depending upon your perspective.

From: Paxton [mailto:paxtonmcbec@gmail.com]
Sent: Thursday, October 20, 2016 8:06 PM
To: Trans System Accounts
Subject: Regional flexible funds

Hello, I wanted to express the need for the Regional Flexible Funds for the Connected Cully project. I along with my wife and three daughters have lived in Cully for the past nine years. We love it! As you may know The Cully neighborhood is one of the most diverse communities in all of Oregon. It is also one of the most underserved. Sometimes it feels like Portland has forgotten about Cully.

Most if not all streets in the Cully neighborhood do not have sidewalks or even curbs. Adding safe sidewalks and a bike path on NE 72nd would be a great thing for our neighborhood.

Everyday I see kids walking to school down a busy 72nd Ave. They are walking in the street amongst traffic. Also there is a food bank that draws many pedestrians throughout the week on 72nd Ave adding to the unsafe situation. The school kids and food bank recipients are some of the most vulnerable citizens we have in Portland, we should really provide a safe passage on NE 72nd Ave for them and all of Cully. Thank you for your consideration!

Thanks
Paxton McBee
503 560 3860

From: Noelle Gallant [mailto:cricut3@gmail.com]
Sent: Thursday, October 20, 2016 6:11 PM
To: Trans System Accounts
Subject: Funding use for roads

Hello, I would like to see 174th street between a Division and Powell repaved to fix all of the potholes. Plus sidewalks added. There is a big problem with a safe area to walk. Students use this road to get to schools nearby. Both Centennial high school & the local grade school use 174th to walk to school. The street needs many improvements for the safety of the schools there and the neighborhood park that are all in the area. Please consider funding for this area. We always seem to be forgotten on the outskirts of Portland. Thanks for your time.

Sent from my iPhone

From: Charles Townsend [mailto:charlesntownsend@gmail.com]
Sent: Monday, October 24, 2016 4:47 PM
To: Trans System Accounts
Subject: NE 7th Street - A Missed Opportunity to Improve Bicycle Safety

I looked over your map of proposed improvements and I am disappointed that one street in particular was missed. Northeast 7th street between Broadway and Alberta is a heavily used bicycle corridor and receives a lot of car traffic. There is not a good shoulder for bicycles to ride in which results in drivers aggressively passing and tailing bicyclists especially in the northern direction as it is uphill.

What we need is another north/south bicycle route that is on the eastern side of MLK boulevard that is safe for cyclists and pedestrians. If you look at any cycling map you can see there is a lack of a good north/south route on that side of the metro. This will become even more crucial as more and more residences and businesses are built in the NE area along the MLK corridor.



Thank you for your consideration

Charles Townsend

Thanks Clifford.

Paid parking is the closest thing we have to a TDM silver bullet. Where parking costs money, people use other modes. Period. The problem is that it's really, really hard to implement, politically. That's why Metro's money could be so impactful. If the region made some funding for parking meters available to commercial areas, and the City agreed to let those local areas have the resulting revenue (beyond the cost of managing them), then I'll bet that at least a few commercial zones would bite. And once those zones started generating revenue — if they were allowed to keep the revenue and spend it on local priorities — they would never go back to free parking.

I imagine that Division, Alberta, Hawthorne and N. Mississippi would at least consider jumping in, especially if the costs were minimal, the programs were presented as pilots (and the meters were removable after the pilot). Places like Oregon City, Downtown Beaverton and Downtown Hillsboro might even consider it.

Steve Gutmann
gutmann.steve@gmail.com
503.333.7564
Skype: sgutmann1

Please check out [Stuffstr's new app!](#)

On Oct 25, 2016, at 10:40 AM, Clifford Higgins <Clifford.Higgins@oregonmetro.gov> wrote:

Steve:

Thank you for your comment and perspective. We will include it in our report to decision-makers.

You may also consider following (if you don't already) our Regional Transportation Plan update process, which sets policies around regional transportation (including parking management): www.oregonmetro.gov/rtp.

Thank you,

Clifford

Clifford Higgins
Metro planning, development and transportation communications

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From: Steve Gutmann [mailto:gutmann.steve@gmail.com]
Sent: Saturday, October 22, 2016 4:39 PM
To: Trans System Accounts
Subject: Walking and Biking \$\$\$

Metro should consider allocating some of the \$33 million in freight, bike and pedestrian funding to incentivize commercial cores ("regional centers") to implement paid parking. Metro could offer to pay some of the upfront cost of installing smart meters.

The net proceeds of the meters should be dedicated to improving pedestrian and bicycling access to those same commercial areas. In this way, the money would be invested in infrastructure that continues to fund *ever more* bicycling and pedestrian infrastructure over time, while simultaneously providing a direct monetary incentive for people to walk, bike or ride transit to these same commercial strips, rather than driving there.

Steve Gutmann
503-333-7564
Skype: sgutmann1

From: Roberts, Rusty [mailto:Rusty.Roberts@countryfinancial.com]
Sent: Tuesday, October 25, 2016 11:47 AM
To: Trans System Accounts
Subject: Brentwood Darlington Project

To Whomever This May Concern:

It would mean a great deal to the community of Brentwood Darlington in SE Portland to have funding for road and sidewalk improvements. I have been a resident of Brentwood Darlington since 2003. I have seen many changes in the neighborhood in the past 13 years.

I have many concerns with the safety of my neighborhood when it comes to walkability. Many streets are unimproved in the neighborhood with the majority of sidewalks either unimproved or non-existent. This makes life as a pedestrian very dangerous.

Sincerely,

Rusty Roberts
Financial Representative

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From: Ginger Martinsen [mailto:gingere@me.com]
Sent: Tuesday, October 25, 2016 11:06 AM
To: Trans System Accounts
Subject: Safe routes To school Brentwood Darlington

Please Metro, for he love of god, make this project happen. Our neighborhood has been so neglected and underfunded and we feel it. We have some of the highest numbers of children and elderly people in the entire city and they need safe thoroughfares to walk!

Sent from my iPhone

From: Lee, Elisha S [mailto:elisha.lee@ppsr.com]
Sent: Tuesday, October 25, 2016 11:03 AM
To: Trans System Accounts
Subject: Comment on STREET PROPOSAL

Hello.

My name is Elisha Lee and a resident of Brentwood-Darlington neighborhood for over 10 years.

This area definitely needs a SAFE ROUTE to school. I live nearby the proposed route.

I see kids walking on the middle of the road, or hopping through the damped dirt roads. There are speeding cars shifting around these kids.

This area is booming with young families. New homes. LOTS OF cyclists. LOTS OF dog owners.

This area is still cheaper than rest of the city so the houses are popping up everyday, which means a lot of people are moving in.

If I lived in N. Mississippi area (with Cheaper property tax), I would probably bike, because the route to there is very safe for bikes (on N. Williams).

Here, I work about 2.5 miles away but I REFUSED to bike because all these crazy cars, I'm scared to do it.

I have TWO SENIOR (10 year olds) dogs and I don't want to keep looking back or stare at cars to prevent getting hit while walking them due to LACK OF SIDE WALKS.

Especially now that it is dark until 7am and dark after 6pm, I'm afraid to walk at all!

Please help me, kids, and rest of the residents to get this SAFE ROUTE. We pay one of the HIGHEST PROPERTY TAXES (4th highest in the city).

I think we deserve this, no? ☺

Thank you so much ☺

Sincerely,

Elisha Lee.

**Attached is a picture of my dogs. I know this is for people, but dog owners deserve a safe route, too!
☺

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From: Kara Johnson [mailto:karaofmuchknowledge@gmail.com]
Sent: Tuesday, October 25, 2016 10:19 AM
To: Trans System Accounts
Subject: Brentwood Darlington RFF Grant

I'm writing to put my voice behind supporting the RFF Grant for Brentwood-Darlington's Safe Routes to School request.

This is one of the most underserved areas in our city. As a realtor I know how it is for families to move to Brentwood-Darlington and yet, as we grow and change with this development we aren't seeing any improvement to basic infrastructure like sidewalks. This forces kids to walk to school each and every day via the street. The dirt areas that should be sidewalks are muddy puddles or whole pools of water.

Wheelchairs are also another major issue. Since they can't get up and down the curbs that do exist or get through the mud puddles and pools of water they are also forced to travel in the street! It's outrageous.

I walk every day through my neighborhood with a stroller and kids and we are often forced into bike lanes or car lanes to travel Duke or Flavel St. Just to get from elementary schools and home! It's infuriating.

This neighborhood needs sidewalks. It needs a way for it's kids to walk to and from school SAFELY. It's one of the best selling and fastest changing price markets in the PDX area. This is an investment in Portland's future. Please consider that.

Thanks,
Kara Messenheimer
7514 SE Duke St (the unpaved sidewalk side)

From: Chris Samples [mailto:kensiesschool@yahoo.com]
Sent: Tuesday, October 25, 2016 2:04 PM
To: Trans System Accounts
Subject: Regional flexible funding for transportation projects

To whom it may concern.

I am a parent of a student attending Woodmere Elementary School in the Brentwood Darlington neighborhood. I am writing to you to voice my concern for the students commuting to and from school by any non-automotive means. The sidewalks surrounding Woodmere, as well as the 3 other schools in the neighborhood, are not safe. They are bare. Many have long stretches of just dirt and pebbles. Due to the climate in our beautiful city, the students can't use these streets for safe commuting for most of the school year because they become one big puddle. I have witnessed many kids walking in the driving path of these streets to avoid getting wet. I myself have crossed into traffic lanes to get to my house. We choose to drive our daughter less than a mile to school because of safety concerns. I realize that this is a luxury many families in our neighborhood are not able to afford.

The majority of families living in this area live below PPS determined poverty levels. I am speaking not only for myself, but on behalf of those without access to safe routes to schools, or internet access which would allow them advocate for themselves. I recognize the cultural diversity of this area as well. Many of the families are non-English speaking, making it difficult to act on initiatives such as the one proposed for Brentwood Darlington.

Please consider my concerns while making decisions regarding the proposed transportation project in Brentwood Darlington. The kids really need a safe place to live and learn.

Thank you, Chris Samples

From: Hibiki Miyazaki [mailto:hibikimiyazaki@gmail.com]
Sent: Tuesday, October 25, 2016 4:57 PM
To: Trans System Accounts
Subject: Cully walking and biking parkway

To whom it may concern at METRO,

I'm writing as a citizen of Cully and a person who lives very close to 72nd ave that sidewalks are sorely needed on that street from Prescott North to Killingsworth street. There is currently no sidewalk or bike lanes and its very dangerous for pedestrians to be walking in and out of the way of passing cars. 72nd serves a historically underserved population. I see many low income, elderly and people of color walking along 72nd to get to the food bank on 72nd and on to Safeway, often pushing carts in traffic. The community has sorely needed these sidewalks for decades but because most residents are low income, they cannot afford to make these improvements themselves. Please install the proper safe sidewalks for our neighborhood!

Thanks very much,

Hibiki Miyazaki
7128 NE Sumner st
Portland Oregon 97218

From: Bernie Stout [mailto:usabs1@nethere.com]
Sent: Tuesday, October 25, 2016 1:37 PM
To: Regional Travel Options RTO
Subject: Miwaukie

Tuesday, October 25, 2016

Dear Metro,

Please detail when Metro the money was being considered or requested money for the Monroe Street Greenway?

Thank you,

Bernie Stout

From: Bill Pond [mailto:billsfrogs@icloud.com]
Sent: Wednesday, October 26, 2016 10:08 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: NE 72nd ave

Dear Sirs, I truly believe that it would be a wise thing to add sidewalks and bike lanes to NE 72nd between Prescott and Killingsworth. I have lived in the area since 1982 and this road has a lot of cars speeding along and no place for pedestrians and bicycles to go. Many from other areas use our side streets as a shortcut to get to I-205 and beyond. Eventually this improvement could be a puzzle piece that would create a neighborhood greenway from Mt. Tabor to the Columbia Slough as this line has so many scenic parks and amenities between the two. There is no doubt that 72nd ave would get even more use by pedestrians and bikers on their way to Thomas Cully Park once it is open. Please give this your consideration. Thank you, sincerely William Pond 🐸

Sent from my iPad

From: Tony_Brenda [mailto:aperryb3@gmail.com]
Sent: Wednesday, October 26, 2016 10:50 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Highway 43 Multimodal Transportation Project

10/26/16

Highway 43 Multimodal Transportation Project, West Linn:

I believe the proposed improvements at these junctions will benefit safety and help relieve congestion. Highway 43 is heavily used and can be dangerous to cyclists and pedestrians. One has to take extra care when driving through these junctions. At night, the situation is worse, especially during Rush Hour. The changes will also make the area more attractive. Please consider implementing this plan.

Anthony Perry
2286 Haskins Road
West Linn

From: Wagner, Zef [mailto:Zef.Wagner@portlandoregon.gov]
Sent: Wednesday, October 26, 2016 11:31 AM
To: Daniel Kaempff <Daniel.Kaempff@oregonmetro.gov>; Lake McTighe <Lake.McTighe@oregonmetro.gov>; Clifford Higgins <Clifford.Higgins@oregonmetro.gov>
Subject: FW: Portland RFFA public comments

Hi all, I just wanted to offer a response to Karen Riley-Cummings' email, to clear up a few things:

- Contrary to what is stated in the letter, I want to remind you that our application did *not* propose a "concrete road" or "14' roadway"—it proposed a standard 14' asphalt multi-use path.
- PBOT staff *did* inform the Roseway neighborhood association (as well as Cully and CNN) about the project application about a month prior to the application date. Unfortunately, Roseway did not have time in their meeting schedule to accommodate us, so we attended in September instead to discuss the project.
- The letters of support submitted with the application were not required by us or by Metro. They were voluntarily submitted by community organizations, so we included them.
- PBOT staff have assured Karen and the Roseway neighborhood association that we will explore several design alternatives during the design phase if we receive funding. These alternatives could include a path along one edge of the parkway (which would require some tree removal but would preserve the center space) or an in-roadway option (bike lanes or neighborhood greenway).
- We have created an FAQ on our website about the project and the public outreach process: <https://www.portlandoregon.gov/transportation/article/595082>

--Zef

Zef Wagner
Associate Planner
Policy, Planning, & Projects Division
Portland Bureau of Transportation
Zef.Wagner@portlandoregon.gov
503-823-7164

From: Clifford Higgins
Sent: Tuesday, October 25, 2016 12:13 PM
To: 'krcummings@gmail.com' <krcummings@gmail.com>
Subject: RE: Connecting Cully

Karen:

Thank you for your comment and perspective. We will include it in our report to decision-makers. I will also forward your concerns to PBOT.

Thank you,

Clifford

Clifford Higgins

Metro planning, development and transportation communications

Metro
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1932
www.oregonmetro.gov

Metro | Making a great place

From: Karen Riley-Cummings [mailto:krcummings@gmail.com]
Sent: Thursday, October 20, 2016 11:53 AM
To: Trans System Accounts
Subject: Connecting Cully

While I am in full support of the part of this project that improves the section of 72nd between Prescott and Killingsworth in part because I drive that section quite often as a resident for 24 years in the neighborhood but mainly because the people and neighborhood it directly impacts have expressed their strong support.

Unfortunately, PBOT went against its own practices and protocols when they chose to add the section of the proposal between Sandy and Prescott without once including the impacted neighbors from the process. We found out after the fact in a neighborhood meeting in September that a 14' roadway was being proposed being built right down the center of the greenway on 72nd.

I live on Mason and 72nd Avenue and I have for 24 years. I do believe there is a safety issue on 72nd but only because there is a speeding issue on 72nd. If the speeding issue was fixed, this would be an incredibly safe section for bikes since:

1. Cross streets already have stop signs
2. Bikes only deal with one way traffic
3. Bikes do not have to negotiate oncoming traffic
4. There is no sharing of the road with pedestrians because of the wonderful sidewalks we already have and the greenspace for people to use to walk and enjoy our neighborhood.

Why would we choose to place a concrete road down the center of a park? Portland has invested so much money reducing water run-off, why is this even a proposal to remove greenspace?

The proposal submitted has three letters from the Cully neighborhood in support of the only part of the proposal they were aware of when they responded - the section of 72nd between Prescott and Killingsworth. It is a needed change for the safety of so many residents. I hope this happens.

PBOT has no community input from the stakeholders for the section of the proposal between Sandy and Prescott. Nothing. They chose to do this in a vacuum and are now stating it was done using accepted past practices and any input from impacted residents is inappropriate until 2019.

If it was accepted past practices, why was input obtained from Cully neighbors but not Roseway neighbors?

I object vehemently to the proposal to pave over a 14' section of the park blocks. I have said so on comments on your interactive map, I have done so in community forums, I have done so directly with a representative from PBOT.

Respectfully,

Karen Riley-Cummings
4035 NE 72nd Ave

From: Aldo Gonzalez [mailto:aldo.ggc@gmail.com]
Sent: Wednesday, October 26, 2016 11:33 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Re: Brentwood-Darlington Safe Routes to Schools Grant

Hello,

I live on 6627 SE 78th Ave next to Woodmere Elementary. The fact that the only complete curb is only on one side of the school and not the rest has confused us since we moved to the area a few months ago. We constantly see a combination of people/kids walking on our street with numerous cars passing them a few feet away. Schools like Woodmere, Whitman and Lane urgently need complete sidewalks for everyone's safety.

=====

Aldo Gonzalez

c [619.881.7104](tel:619.881.7104)
aldo-gonzalez.com

From: Patricia Gayle [mailto:u_namaste@yahoo.com]
Sent: Wednesday, October 26, 2016 2:01 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Yes on enhancing bike and walking space on hwy 43



Just a note to vote for enhancing bike and walking space on hwy 43 as far as possible.

Thanks, Patricia

“For my part, I travel not to go anywhere, but to go. I travel for travel’s sake. The great affair is to move.” – Robert Louis Stevenson



Yahoo Mail Stationery

From: Jenni Thompson [mailto:jenniathompson@gmail.com]
Sent: Wednesday, October 26, 2016 2:37 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Brentwood-Darlington Safe Routes to School

Please consider this area to be of utmost importance. i have been mentoring a child here for 7 years, and I can attest that many of the people that live in this area walk to get around. Our kids deserve to walk safely to school, and not in the street on Duke or Flavel!

Thank you!!

Jenni Thompson Gray

From: groundbreakers [mailto:groundbreakers@comcast.net]
Sent: Thursday, October 27, 2016 8:48 AM
To: Trans System Accounts
Subject: I-205 Walking and Biking Trail Funds

Dear Metro, Clackamas County or Regional Flexible Funds Program,

I am a West Linn resident and a member of the Barrington Heights Association who is against any funds being directed to the I-205 Walking and Biking Trail project. My association which includes 10 phases and over 180 residences is directly adjacent to the proposed path, the ODOT property and the large hillside. These areas which are in the same location have been designated by the State of Oregon as high risk for both fire and landslide.

Please be aware the West Linn City Council voted unanimously December 9, 2013 that this plan would include a solid wall (protecting the hillside), ongoing fire mitigation and community engagement to protect our residents of Barrington Heights and the entire City of West Linn. The fire danger has been documented and the following agencies have been placed on notice at the public hearing: TVF&R, State of Oregon Forestry Department, ODOT and the City of West Linn.

Please redirect these scarce funds to the West Linn sidewalks, pedestrian access on Salamo or any other necessary infrastructure and do not place our city in danger. If you find yourself compelled to approve the funds please consider requiring the path to be moved to the other side of the freeway and avoiding the dangerous hillside. In addition, you could place a serious constraint on the project protecting our city from fire, landslides, transient camping, crime, drugs and all the inherent dangers associated with a path to no-where. As a City of Portland native and a current property owner along the existing I-205 bike paths I'm disgusted with the lack of protection and maintenance and well aware of all the inherent dangers listed above.

Thank you,

Clint, Denyce, Sophia (10) and Ryan (7) Weiler
2010 Riverknoll Ct.
West Linn, OR 97068



This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: Carrie Collenberg-Gonzalez [mailto:carriecollenberg@pdx.edu]
Sent: Thursday, October 27, 2016 7:29 AM
To: Trans System Accounts
Subject: Brentwood-Darlington Safe Routes to Schools Grant

Greetings!

I am writing to express my support for the Brentwood-Darlington Safe Routes to Schools Grant. I live next to Woodmere Elementary School and have witnessed how dangerous it is for children and their families to walk to school, as many of them do. Many mothers push strollers through the rain on sidewalks that either don't exist, partially exist, have holes and puddles, or are otherwise inaccessible. Many children ride their bikes to school or walk alone to school and are forced onto the street - even though there are bike lanes, they are hardly an alternative for 3-5th graders. Although my experience is mostly with the sorry state of sidewalks on Duke, I hear that it is even worse on Flavel.

It is time for the city of Portland to invest in ALL their neighborhoods, especially those serving Title I schools and diverse neighborhoods. It sends a message that the city cares and is interested in enabling safety and pride in the neighborhood. In addition, I understand that the grant is a MATCHING GRANT so I wonder how you could go wrong at all.

Please fund the Brentwood-Darlington Safe Route to School. Brentwood-Darlington is a diverse and engaged community that is working together to make our immediate environment safer and more accessible but we can't do it alone.

Thank you,
Carrie Collenberg-Gonzalez, Ph.D.

--

Carrie Collenberg-Gonzalez, Ph.D.
Assistant Professor of German
Department of World Languages and Literatures
Portland State University
Office: NH 451D

From: Teresse Kelly [mailto:tessiemail@yahoo.com]
Sent: Thursday, October 27, 2016 7:01 AM
To: Trans System Accounts
Subject: NE 72nd Avenue

I strongly support the construction of a bike lane and sidewalk or walkway on NE 72nd Avenue. I use that stretch of road for my bike commute and I also see plenty of folks walking on the shoulder. It can be pretty scary to be so close and vulnerable to traffic.

Terese Kelly
5324 NE Ainsworth, Portland

From: Lane PTA [mailto:lanepdxpta@gmail.com]
Sent: Wednesday, October 26, 2016 10:38 PM
To: Trans System Accounts
Subject: RFF Project

I am a resident of the Brentwood Darlington neighborhood, and the Lane Middle School PTA President.

I am writing in support of the Brentwood Darlington Safe Routes project. Our two main East/West streets, SE Flavel and SE Duke, are sorely lacking in safe sidewalks.

School kids of all ages use these streets to walk to school, to get to a friends house or to walk to the bus stops. Because the sidewalks are largely impassable, they use the bike lanes to walk. Walk the 30 blocks through our neighborhood and you will not have a consistent stretch of pavement the whole way. Instead you will find dirt paths full of potholes, partially paved strips, grass paths, no sidewalk at all, or only an easement.

Please approve our project and give our kids a safe place to walk to school.

Thank you so much in advance for reading my email and supporting our efforts.

--

*** Check out what's happening with Lane Middle School PTA at https://www.facebook.com/lanemsptapdx/?ref=aymt_homepage_panel



From: Betsy Miller [mailto:betsymiller63@gmail.com]
Sent: Wednesday, October 26, 2016 10:29 PM
To: Trans System Accounts
Subject: RFF Project - Brentwood Darlington Safe Streets

I am a resident of the Brentwood Darlington neighborhood. I don't know if you are familiar with our area, but we are a largely under served neighborhood, and for the last couple of years, thanks in the most part to our wonderful new neighborhood association, but also due to the influx of young families that desire a safe and healthy place to live.

I am writing in support of the Brentwood Darlington Safe Routes project. Our two main East/West streets, SE Flavel and SE Duke, are sorely lacking in safe sidewalks. Walk the 30 blocks through our neighborhood and you will not have a consistent stretch of pavement the whole way. Instead you will find dirt paths full of potholes, partially paved strips, grass paths, no sidewalk at all, or only an easement.

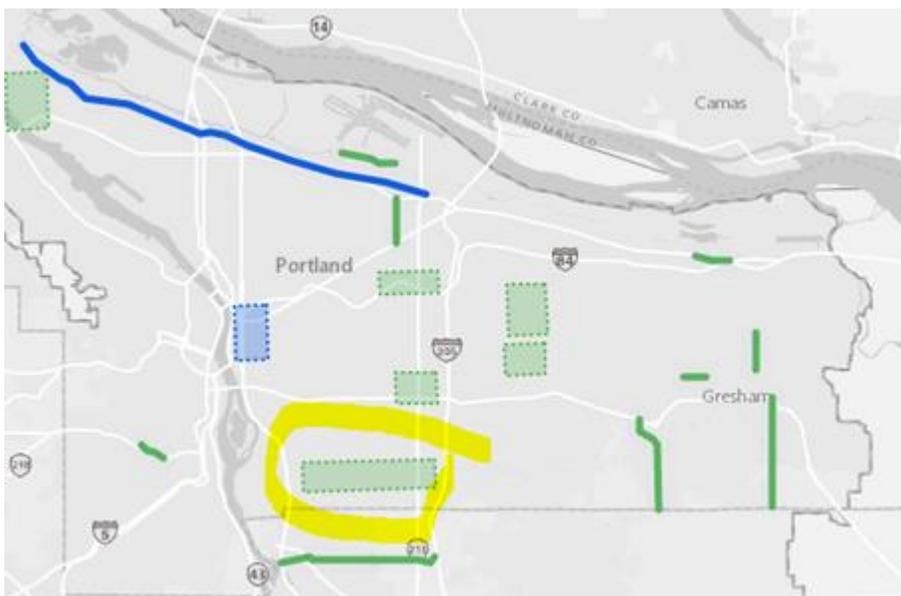
School kids of all ages use these streets to walk to school, to get to a friends house or to walk to the bus stops. (See attached photos) Because the sidewalks are largely impassable, they use the bike lanes to walk. Folks in wheelchairs and scooters are forced to use the bike lanes as well. Families out for walks must find other routes due to their strollers and wagons.

I encourage you to come walk our streets to experience this for yourself. Then you will understand the need for the funds to support the Brentwood Darlington Safe Routes project.

Thank you so much in advance for reading my email and supporting our efforts.

Elizabeth Miller, Brentwood Darlington Resident since 2000

Brentwood Darlington's project is the largest need on the map:







From: Joe Durbin [mailto:joe@thedurbinfamily.com]
Sent: Wednesday, October 26, 2016 7:53 PM
To: Trans System Accounts
Subject: West Linn Hwy 43 plan

The sheer discrimination against the automobile is more than nauseating in every project Metro, local, and state government is involved. No additional vehicular capacity is included and all the resources and attention goes to bikes and pedestrians. Just look at the title of the applications on the links for West Linn projects. I shouldn't be surprised that our largest city has only 2 lanes of interstate going through its downtown with a Metro population of 1.5 million. It is clear you want gridlock to force people into expensive public modes and take away one of the USA's greatest freedoms—mobility. As you are clearly more tolerant and enlightened than me, I would ask you not be so brazen to ram the anti-car agenda down my throat. It does cause quite a bit of pain.

J. Durbin
West Linn, OR

From: Fancyellingson@yahoo.com [mailto:Fancyellingson@yahoo.com]
Sent: Thursday, October 27, 2016 9:16 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Regional Flexible Funding Grant - Sidewalks along 99W Sherwood

I live in the Vintage Creek Townhomes (Vintner and Alexander streets) and this would be a real positive addition. Adults who do not have cars and school children use the Highway 99 emergency lane to walk this route right next to the speeding cars traveling on 99W. It is an extremely dangerous walk but the alternative is to go all the way downtown Sherwood and back up Sherwood blvd probably 3x the distance.

This is an accidental pedestrian fatality waiting to happen.

Please help us fix this to a safer route. The people including kids are going to use this route and it would be great to make it safe.

Thank you for your consideration.

Nancy Ellingson
21920 SW Vintner
Sherwood OR
fancyellingson@yahoo.com

Sent from Windows Mail

From: meptate@comcast.net [mailto:meptate@comcast.net]
Sent: Thursday, October 27, 2016 9:44 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Road and Access Improvements

Hello:

I just wanted to put in my 2 cents worth on the improvements that are needed along NE 72nd Avenue between NE Prescott and NE Killingsworth. Many people including parents with strollers and small children, walk along NE 72nd where there is an inadequate shoulder, and automobiles speeding up and down the roadspace. People are trying to get safely to and from the NE Emergency Food Program facility and the Sacagawea Headstart facility and further south to the intersection on NE Sandy/Fremont to access bus transportation and commercial activity, so it makes sense to provide a safe and adequate walking space. Improvements would extend and "marry up" with safe access from NE Killingsworth all the way to NE Sandy. Please give consideration to this area, as many of its residents do not have automobiles and would greatly benefit from improved safety and livability of their neighborhood.

Marcia E. Tate
6110 NE 53rd Place
Portland, OR 97218

From: Woodmere MULTicultural Education Garden [mailto:woodmeremeg@gmail.com]
Sent: Thursday, October 27, 2016 10:19 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: RFF Transportation Projects

To whom it may concern,

The Woodmere Multicultural Education Garden committee would like to support the Brentwood Darlington RFF transportation project.

WMEG strives to bring multiple cultural backgrounds together to build a unified community and teach children about sustainable, responsible environmental practices through hands-on experience.

There is a huge movement across the globe seeking to tackle problems we are facing in regards to childhood obesity. One component helping to combat this epidemic is giving families access to healthy food. We are trying to help on this front by providing organically grown produce to the families at Woodmere. We also believe getting children involved with growing food will encourage vegetable curiosity and inspire planetary stewardship.

Another important component to consider regarding childhood obesity is exercise. Getting kids moving helps. Children are more apt to lead sedentary lifestyles without safe places in the neighborhood to play outside. Having safer streets and greenways would go a long way in helping the children in this area.

We encourage you to consider the positive impact this project would have in this culturally diverse, economically challenged neighborhood.

Thank you,

WMEG Committee

From: Alex Moore [mailto:mooreas22@hotmail.com]
Sent: Thursday, October 27, 2016 10:32 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Brentwood-Darlington Safe Routes to School Proposal

To whom it may concern,

I am writing in support of the proposal to fund Brentwood-Darlington Safe Routes to School. I live in the neighborhood and my three children attend Whitman Elementary school. The sidewalks in our neighborhood are abysmal, and each day I watch dozens of children walk to school for lack of other options. I personally know several families without cars, and parking/drop-off options are limited even for those who own them.

We want to encourage children who are walking and biking to school in our neighborhood! Their school experience should begin and end with a safe path to reach their place of learning. Please prioritize this project in your decisions of which to fund.

Sincerely,
Alex Moore
Whitman Elementary Parent
Vice-President, Families & Teachers of Whitman PTA

From: Beverly [mailto:bloughman@comcast.net]
Sent: Thursday, October 27, 2016 6:29 AM
To: Carlotta Collette
Subject: STOP the trail through West Linn

Dear Ms. Carlotta;

We learned **ONLY TODAY** that our City is asking Metro for 3.5 million dollars to build a dangerous trail on the north side of I- 205 behind the homes on Barrington Drive, Riverknoll Way and Imperial Drive. We voice our opposition to this funding for a trail on a hillside that has been designated BY THE STATE OF OREGON as high risk for both fire and landslide.

We recall that the City Council voted, unanimously, on December 9, 2013, that this Master Trail Plan would include (among others) a **solid wall, ongoing fire fuels mitigation, and community engagement**. This agreement would protect our homes from the inherent dangers of trails across our region: human caused fire, transient camping, crime and drugs. These agreements have **NOT** been included in this plan, knowingly leaving our family and our community defenseless.

We do not wish to repeat the same issues presented in the former I-205 rest area and the Springwater Trail homeless and crime crisis here in West Linn.

We are voicing our opposition to dedicating scarce funds to this Trail. Our tax dollars can be put to better use for West Linn infrastructure.

Sincerely,

Beverly A. Loughman

3920 North Hampton Court

West Linn, OR 97068

503-303-7799

From: Grace Butler [mailto:gbutler@pps.net]
Sent: Thursday, October 27, 2016 3:35 PM
To: Trans System Accounts
Subject: Safe Routes to Schools

The families at Whitman Elementary need safer routes to school. Our kids deserve sidewalks on busy Flavel Street that are paved, not the mud and water-filled sidewalks that currently make walking on the street itself look like a better option. Our kids deserve well-marked bike routes and the improvements proposed for Ogden Street.

Whitman Elementary, Woodmere Elementary, and Lane Middle School are all Title One, high-poverty schools. Please fund our grant and help our kids get to all three schools safely.

Sincerely,

Grace Butler

Teacher Librarian

TAG Facilitator

Whitman Elementary School

"In the nonstop tsunami of global information, librarians provide us with floaties and teach us how to swim."

Linton Weeks

From: Bushnell, Spencer P :LGS Orthopedic Rehab [mailto:SBUSHNEL@LHS.ORG]
Sent: Thursday, October 20, 2016 3:19 PM
To: Trans System Accounts
Subject: East Portland Bikeway and Safety Projects

To whom it may concern,

I am writing to express my support for providing safe access for bikers, walkers, elderly, kids, families, etc, to all of the region's streets, particularly in East Portland. This project can greatly impact underserved communities. Please support the project. I am a medical professional and I must ask for the projects to include protected crossing medians, and light signals to allow slow street crossing for pedestrians with "no turn on Red" signaling for motorists. Many in our community cannot move quickly enough to cross these busy streets safely. Thank you for reading.

Sincerely,

Spencer Bushnell DPT
Legacy Health Systems

From: Xeandra Westcott [mailto:xeandra@gmail.com]
Sent: Thursday, October 27, 2016 4:52 PM
To: Trans System Accounts
Subject: Brentwood-Darlington safe routes to school

Hello,

I am writing to encourage you to fund Brentwood-Darlington safe routes to school. I live in Brentwood-Darlington with my children. We live without a car, so we walk, bike and bus around Portland. Without sidewalks in our neighborhood, we are often walking in the street with traffic. On the side streets, this feels unsafe and hinders community among neighbors, but what is even more disturbing, is that on the main streets, Duke and Flavel, where there are curbs and "sidewalks", the unpaved sidewalks are often filled with puddles or mud so that they are unusable, and we are forced to walk in the street with the traffic.

I lived in this same neighborhood as a child from 1978 to 1983, and it saddens me that in all this time the sidewalks have not improved, and children are still walking to school around the puddles. We would like to be able to walk to our schools, parks, shops and bus stops safely, and out of the mud. We would like our neighborhood to be more accessible for strollers, wheelchairs and walkers.

Please make our neighborhood a priority.

Sincerely,

~Xea Westcott



<http://www.oregonmetro.gov/flexible-funds-map/comment-map/public-comment-map-11937>

From: wilson.saraliz@gmail.com [mailto:wilson.saraliz@gmail.com]
Sent: Thursday, October 27, 2016 6:37 PM
To: Trans System Accounts
Subject: Regional Flexible Funding Grant - Sidewalks along 99W Sherwood

This sidewalk would help connect an area of town that is otherwise cumbersome and time consuming to navigate. So many people (mainly school age kids) walk along the shoulder of Hwy 99 between Meincke and 12th. It is simply amazing no one has been seriously injured.

Please help our community stay safe!

Sent from my iPhone

From: Stephanie King [mailto:staff.ssaetern@farmersagency.com]
Sent: Friday, October 28, 2016 1:23 PM
To: Trans System Accounts
Subject: Brentwood-Darlington Project

To the Metro Council,

I thank you for taking time to read and consider all of the letters, phone calls, and e-mails that have come through for consideration for the allocations of your funds. I would like the opportunity to express why I believe that the Brentwood Darlington Safe Sidewalks project would significantly change the community in which I live.

As a young professional who has not yet started my family, I see this as a valuable project of which I strongly believe in. I imagine the community in which I live in being enriched with the blessing of sidewalks and can't quite understand why we don't yet have them. As a young business professional who has strong ties to my community and has yet to start a family of my own, I will list some of the reasons why I believe that the sidewalks in Brentwood- Darlington should be the recipient of equitable pedestrian safety within our neighborhood:

- 1) As an insurance agent, road safety is of the utmost importance within our communities. Pedestrians having to use bike lanes is not safe. It is not safe for bikers, it is not safe for pedestrians, it is not safe for motor vehicles. It isn't comfortable, it isn't accessible, it isn't safe (have I stressed safety enough, yet?). Nearly 4,000 pedestrians are killed every year in crashes with motor vehicles and over 5% of these deaths are due to walking along roadways (From my CE class on road safety). A project like this would prevent tragedies as these from happening. Especially near school zones and the areas in our community that have speed limits over 25 mph.
- 2) As a low income neighborhood with 4 title I schools, accessible roadways to get families to and from school, work, and community events is undeniably important. Several of our families consist of single or no car homes, which results in families having to walk to/from the bus in their work or school clothes evading puddles along the way. The areas between Duke and Flavel are vital to building connections to and from Lents Town Center. This area is beginning to grow quite rapidly and, these sidewalks would ultimately expand the "walkshed" and "bikeshed" for Lents. Being a young entrepreneur I must stress the importance of creating access to small businesses throughout surrounding communities to help businesses get more customers. Similarly, on an equity level, it means that this project would provide access to needed shops and services for low-income folks in Brentwood-Darlington with far easier access to the nearest commercial shopping district.
- 3) I will now share, on a far more personal level, what sidewalk equity in Brentwood Darlington means to me. I am a young and successful businesswoman trying to find my way within the ever-evolving city that Portland seems to be. I laid down roots in the town of Brentwood Darlington, initially not because I wanted to, but because it was this or homelessness. Flash forward 2.5 years to a neighborhood that has changed my life in more ways than that I can describe. I started volunteering for the Buy Nothing Project. A Facebook led project in which neighbors gather together using the Facebook platform to gift items from their home using their own time, heart, and hands. In a year myself and 1,000 community members have joined together to form a network of gifting where members have: helped walk each other's dogs, gifted a car for someone without transportation, shared meals when new family members arrive, drop medicine and bone broth off at neighbors houses when they are ill, and so much more. I found myself in a community where people care about each other. Safe sidewalks doesn't just mean a way for students and families to get to and from businesses and schools. Safe sidewalks means that

neighbors can more easily help their neighbors. Safe sidewalks mean that members of the group that I have ruthlessly grown from 0 members to over 1,000 community members (and growing very rapidly) can safely walk the streets to pay each other much needed visits after long days. Safe sidewalks mean that members without transportation can more easily gather the free items their neighbors offer them to help them get by this month. Safe sidewalks will help foster reducing our carbon footprint, one safe step at a time. Safe sidewalks means that our members have the accessibility they need to feel their valued worth within our community.

Please, please consider Brentwood Darlington's sidewalk project for some of your funding. I have attached some photos for you from the current rainfall, to help reiterate the reason we are working tirelessly to create safe and equitable sidewalks and transportation in our community. Make my dream of a place where my future family is safe, a place where I can walk my dog and foster dogs without having to navigate puddles/ bikers/ parked cars, a community that prides themselves in reducing our carbon footprint because we have equitable and safe sidewalks for our families to use every day.

Kindest Regards,

STEPHANIE KING

Farmers Insurance
4117 SE Division St
Portland, OR 97202-1646
503-954-2647 (Office)
503-296-2671 (Fax)
staff.ssaetern@farmersagency.com

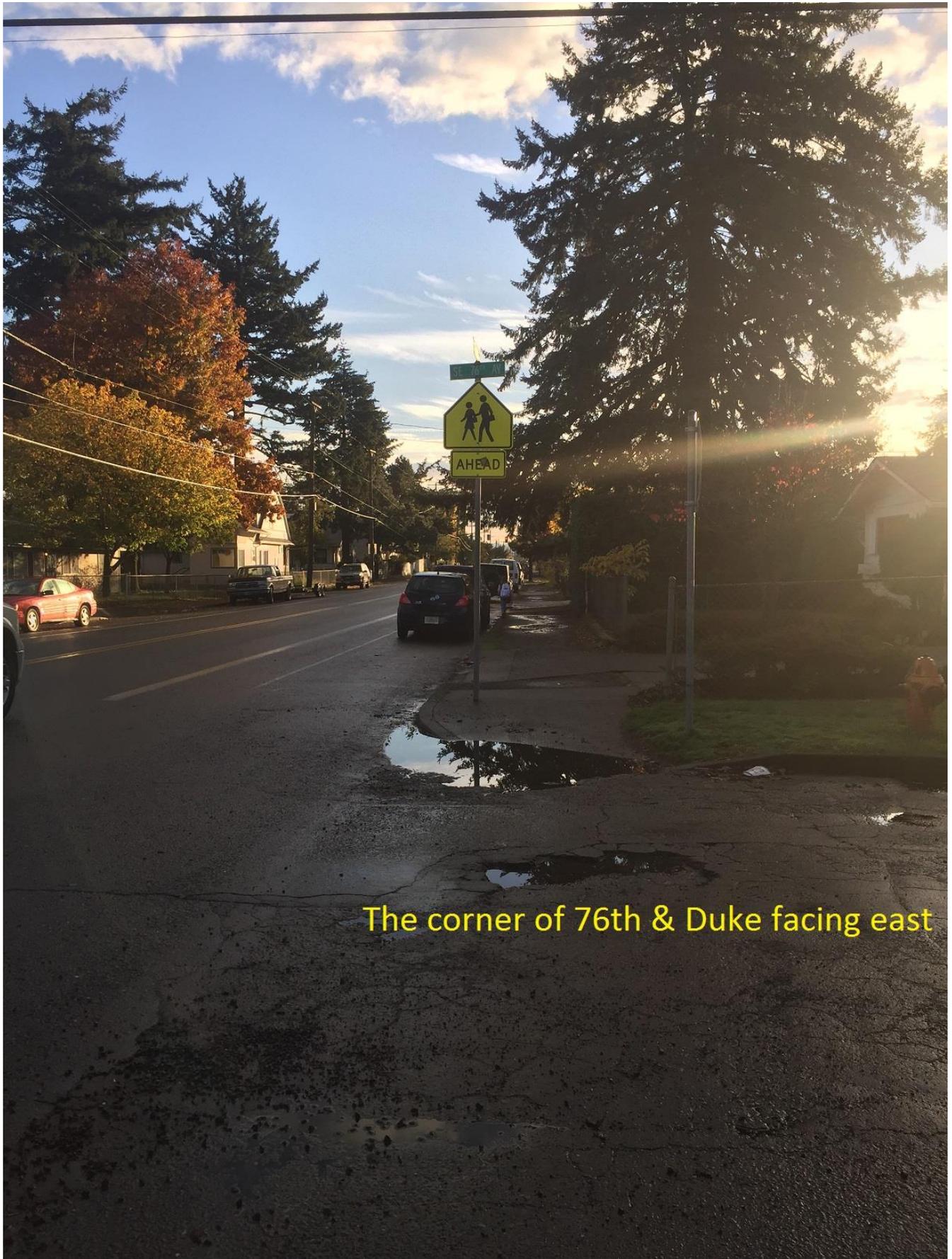




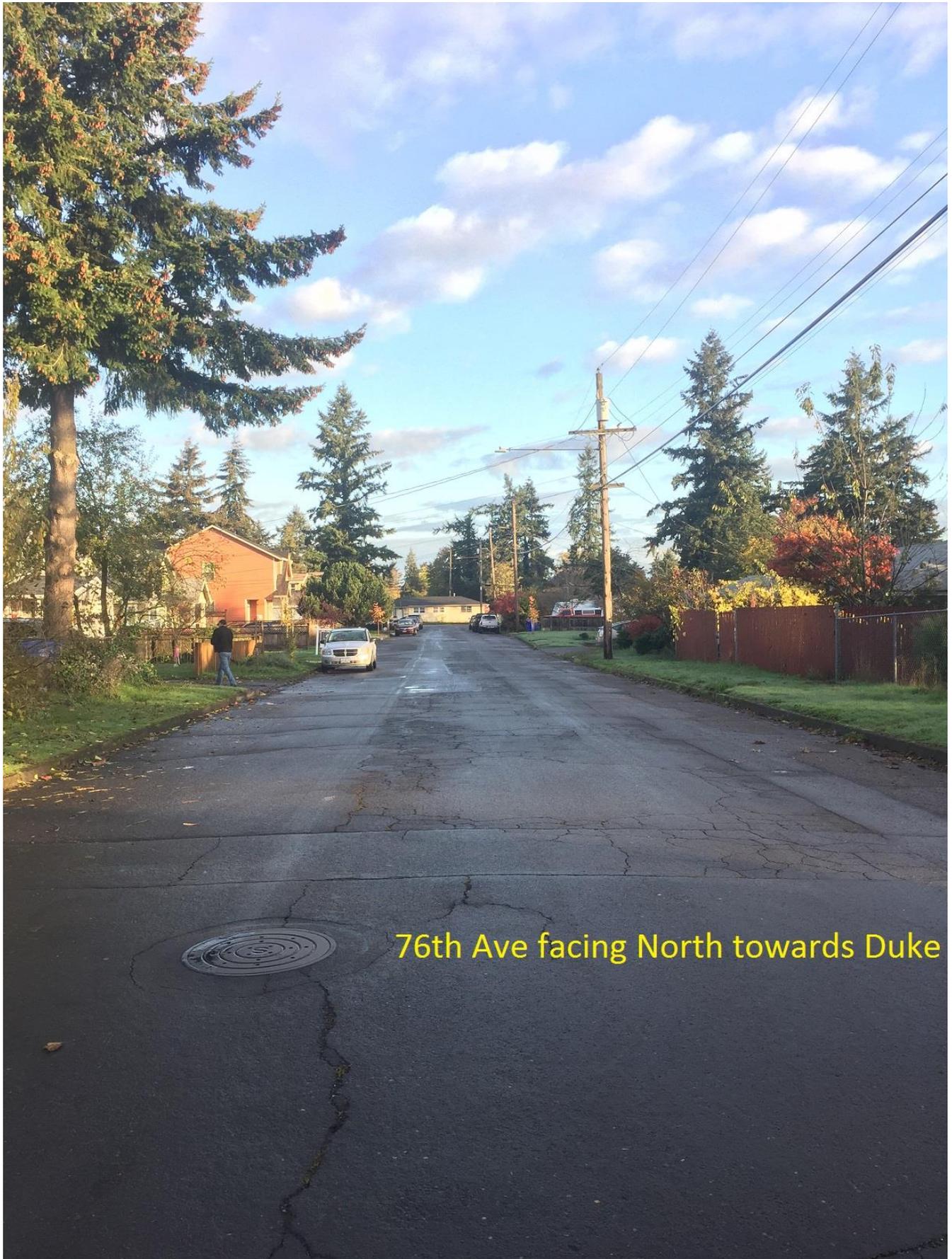
SE 77th Ave heading North to Duke



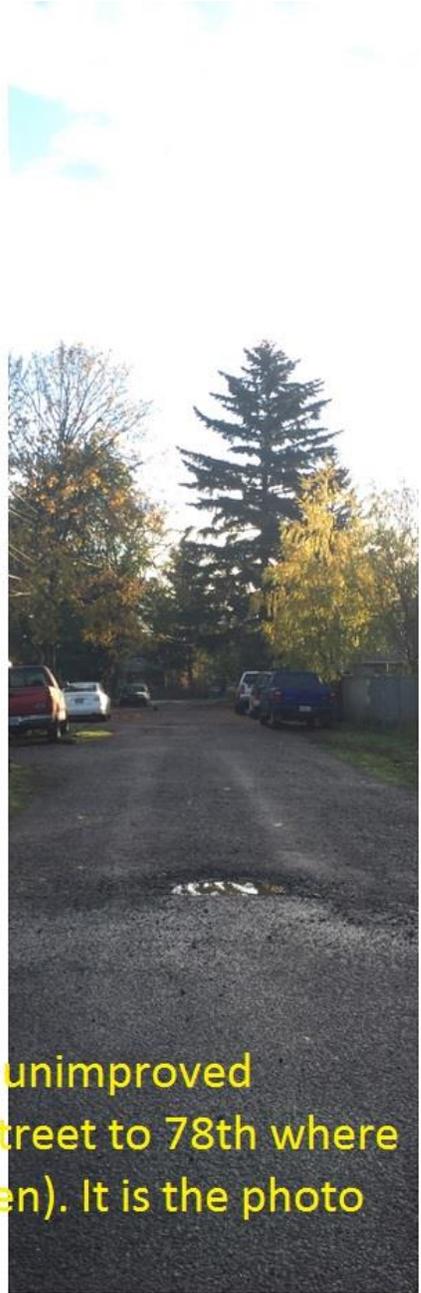
The corner of 77th and Duke heading East to Woodmere Elementary school



The corner of 76th & Duke facing east



76th Ave facing North towards Duke



All the streets connecting 76th & 77th are unimproved roadways. Glenwood is the only through street to 78th where the school is located (besides Duke & Ogden). It is the photo on the left seen here.

From: az ay [mailto:azayart@LIVE.COM]
Sent: Friday, October 28, 2016 3:54 PM
To: Trans System Accounts
Cc: az ay
Subject: \$RFF > Brentwood Darlington for Safe Routes to School

Clty of Portland,

Please include Brentwood Darlington's request for RFF to make our streets safer for children.

There is no higher priority than the safety and well-being of our future citizenry.

While some RFF improvements around Portland will be nice to have, this investment in Brentwood Darlington is vital in a community that has long been over-taxed, under-represented, and underserved.

Brentwood Darlington has the second highest percentage of dirt roads among all Portland neighborhoods.

Unpaved roads mean there is no sidewalk either.

Help our children get out of the mud and out of traffic, especially those who are mobility impaired.

This is s disgrace.

Thank you for your consideration,

Albert Zayha

Vietnam Vet, USAF 1966-1970

From: Patricia Farra [mailto:bellagora@comcast.net]
Sent: Monday, October 31, 2016 10:50 AM
To: Trans System Accounts
Subject: West Linn 43

Our highway 43 really needs all the help it can get. Please allow the money we need to do this project.

*Bellagora
Patricia Farra
4800 Summerlinn Way
West Linn, OR 97068
503-804-2002*

From: Marisa Thyken [mailto:marisathyken@gmail.com]

Sent: Tuesday, November 01, 2016 8:17 AM

To: Trans System Accounts

Subject: Regional Flexible Funds Active Transportation Candidate Project - Brentwood Darlington Safe Routes

To Whom It May Concern at Metro Planning,

I am writing to you to encourage selection of the Brentwood Darlington proposal for funding. The neighborhood areas highlighted in the project are in dire need of updated infrastructure in the forms of sidewalks, bike lanes, a greenway and other general updates to safety for all pedestrians and bicyclists. Currently I do not feel safe walking through most of the highlighted areas and sadly have to avoid them or even sadder have to get into my car and further pollute in order to get somewhere I could have easily walked to. Brentwood Darlington and the surrounding neighborhoods and neighbors that pass through it deserve to have safe passageways without fearing being struck by a car or wading through puddles that are often 10 feet long. When factoring in the surrounding neighborhoods this area of SE Portland is one of the largest growing in the city and deserves to finally be treated like the rest of the city. With one of the higher tax rates in the area it would be nice to see them used in the area they are paid out from. This investment would only help the area grow and encourage further development from businesses and allow residents to find jobs hyper locally.

Thank you,
Marisa Thyken
5811 SE Woodstock Blvd
Portland, OR 97206
50-926-3718

From: Robert Malchow [mailto:outlook_EC9866A01BF7BAF5@outlook.com] **On Behalf Of** Robert Malchow
Sent: Monday, October 31, 2016 10:26 PM
To: Trans System Accounts
Subject: RFFA - Oregon City (Molalla Ave.)

Dear METRO members,

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

Thank you.

Robert Malchow
Caufield Neighborhood Assoc. Chairman
503-888-1622

Sent from [Mail](#) for Windows 10

From: Eric Chambers [mailto:chambere@hotmail.com]
Sent: Tuesday, November 01, 2016 11:51 AM
To: Trans System Accounts
Subject: Safe Routes to School (Brentwood Darlington)

I write in support of the Brentwood Darlington Safe Routes to School proposal. The lack of sidewalks and safe pedestrian travel is substantial in Brentwood Darlington, which is an area where the vast majority of kids are "walkers" to school.

EC

From: Amanda Brewer Valley [mailto:abrewgal@gmail.com]
Sent: Tuesday, November 01, 2016 10:08 AM
To: Trans System Accounts
Subject: Brentwood Darlington Safe Routes to Schools

To Whom it May Concern,

I am a Brentwood Darlington resident (55th and SE Henderson Street) and I am in support of sidewalk infill and a neighborhood Greenway.

For far too long, Brentwood Darlington has had a reputation as "felony flats". With Woodstock just to our west and BD becoming more attractive as an affordable housing option, we need to make much needed improvements. Sidewalks will assist not only children who are able to walk to school from their homes, but seniors who are another under served population. Did you know that many BD residents have owned their homes since the neighborhood was established?

Please help us become a neighborhood that PDX can continue to be proud of.

Yours,

Amanda Valley
503.880.9959

From: Kelly Shriver [mailto:revkbs@epcwl.org]
Sent: Tuesday, November 01, 2016 3:40 PM
To: Trans System Accounts
Subject: RFFA Funding, Highway 43

To whom it may concern,

I represent the congregation of Emmanuel Presbyterian Church, and we are a Presbyterian Congregation located in West Linn, OR along Highway 43. If you've looked closely at the plans, you'll also note that we are the property owners most affected by the changes the City of West Linn is proposing to Hwy 43.

We wanted to let you all know that our church stands in support of the Hwy 43 improvement plan. We are thrilled about the careful thought given to bike, pedestrian, and car safety along this route, and think it will be a real benefit to our community. Also, the area along Hwy 43, near to our church, is one of the areas of West Linn with lower income residents. These changes will likely make transportation (private and public) easier for them, which we support.

We are working closely with the City of West Linn, and we are grateful for their partnership and concern in this process. They've been abundantly transparent and thoughtful with us as landowners. We hope that Metro will seriously consider the significant positive of this project, and take the great work of the City of West Linn into account.

All the best,

Rev. Kelly Boubel Shriver

--

Rev. Kelly Boubel Shriver
Pastor, Emmanuel Presbyterian Church
503-636-7000
www.epcwl.org
19200 Willamette Drive
West Linn, OR 97068

From: Perry, Brenda [mailto:BPerry@westlinnoregon.gov]
Sent: Tuesday, November 01, 2016 3:32 PM
To: Trans System Accounts
Subject: Highway43/corridor Improvement project - RFFA funding testimony

The City of West Linn currently has two major transport corridors, both of which are state owned. The two West Linn exits for the 205 are in the bottleneck section between Stafford Road and the Oregon City exit just after the Abernathy Bridge. Consequently many choose to exit and try to find a way through the streets of West Linn. This significantly impacts Hwy 43, which is our other major connection through to Portland. There has been no State money available to improve this roadway, even though its usage has increased considerably over the years. Safety has become a real issue as many sections have no sidewalks and cycle lanes are inadequate and dangerous. Commuters waiting for the bus must stand at the side of the busy highway at many places and often have no safe crossing to and from the bus stop.

The West Linn project that is proposed has an innovative design and provides protected sections for both pedestrians and cyclists. Bus riders will have a safe place to wait and cross the highway and a turning lane will help keep the traffic flow moving. The plan meets all the objectives of the RFFA funding and certainly should have received a higher score on the technical review.

West Linn was allocated STIP funding for the first time ever this cycle, but even this award was conditional on us obtaining RFFA funding to build. We are prepared to bring a significant financial match to the project and are working toward taking over responsibility for Hwy 43 once improvements are completed. If this funding is not allocated, we will be unable to move forward and the highway will continue to deteriorate and safety issues escalate, particularly for seniors, pedestrians and cyclists.

So I ask you please to consider West Linn for the allocation we have requested. The likelihood is that widening the 205 will be many years away increases the urgency for the Hwy 43 improvements.

Thanks you for your consideration.

Yours very sincerely,

Brenda Perry
Councilor, City Of West Linn

Brenda Perry
West Linn City Councilor.
City Council

22500 Salamo Rd
West Linn, OR 97068
bperry@westlinnoregon.gov
westlinnoregon.gov
503-657-0331



Please consider the impact on the environment before printing a paper copy of this email.
This e-mail is subject to the State Retention Schedule and may be made available to the public

From: Melissa Long [mailto:MLong@rsd7.net]

Sent: Wednesday, November 02, 2016 12:00 PM

To: Trans System Accounts

Subject: Please watch this short video from Brentwood-Darlington and support our Safe Routes to School grant!

Dear Council Members,

Please watch this short video showing someone biking along our SE Flavel sidewalks from SE 52nd-SE82nd.

Please remember, these are the sidewalks designated as our Safe Routes to School for our four PPS schools within our neighborhood. The video is silent, but says so much.

Thank you,

Meesa Long

Brentwood-Darlington Infrastructure Committee

503-327-3218

 [Brentwood-Darlington Flavel Sidewalk.2 .mp4](#)

From: james@changemachine.org [mailto:james@changemachine.org]
Sent: Wednesday, November 2, 2016 12:35 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: NE 82nd Improvements

Hi and thanks for inviting comments on street improvements in NE Portland. As it turns out, I happen to have an opinion (I live on NE 82nd).

I think it's great that we're finally investing in 82nd. Some of the things I see out here represent a pretty atrocious level of classism built into the way we spend funds. I moved out here from SE 14th & Belmont, so it's a bit of a shock to see the amount of disrespect shown to people in this neighborhood. Sidewalks that aren't passable for wheelchairs and strollers, for instance. So thanks for taking on this long overdue job! I have one concern and one suggestion for a small project.

My concern is that the first neighborhoods seeing improvement along 82nd seem to be the most well off (ie, Montavilla). Are we going to continue the classism that has left the neighborhoods east of (or at the ends of) 82nd paying the same or higher taxes for less investment and fewer services? We all have biases that inform how we prioritize. Let's keep them in mind as we plan.

Now for a small request in dealing with an ongoing problem here on NE 82nd. Small beans. There's a TriMet stop that generates a lot of trash, including hazardous waste. The corner of NE 82nd and NE Wygant is a stop for school busses, so the needles, crack pipes, panties, half-drunk bottles of booze(?) that I've collected are a hazard to young kids. I've talked with the city, the Ombudsman, TriMet and an ODOT rep, just trying to get TriMet to take responsibility for the mess their shelter attracts. If you could pressure them to put in a simple garbage can, that would be lovely, but if we want to do it right I think I have an even better solution. If they shifted the stop a half-block over to the motel where a lot of the riders come from, I believe it would benefit everyone involved:

- + Rider Safety & Convenience Goes Up. The stop would be more visible, roomy, safe and clean.
- + Pedestrian Safety & Access Improves. The shelter would not block the sidewalk anymore, allowing people with wheelchairs, strollers, walkers, shopping carts, walking sticks and bikes room to pass by.
- + TriMet Saves Money. TriMet gets the motel to handle the trash, and could also close a stop that's only a block away from this one.
- + Motel Looks Better. The motel, who has the most influence and resources to deal with the issue, manages a trash can (hopefully recycling too). They get front-door delivery, and with trash under control their image is improved.
- + Everyone Gets a Nicer Cully & Parkrose. Kids no longer get off the school bus in an area littered with hypodermic needles.
- + Portland Makes a Better Impression. This is where many people coming from the airport enter Portland. Just sayin.
- + Drivers Are Safer. The current shelter completely blocks visibility from Wygant, making turning onto NE 82nd very dangerous.

On the surface it seems a like a pretty big jump from the trash can, but when you observe the area and talk with the neighborhood it stands up as a win-win solution. Please let me know if you have any thoughts on realizing this project.

Thanks,

~ James Nielson
8125 NE Wygant St
Portland, OR 97218
503-744-5572

From: Jeff Fuchs [mailto:jfuchs@ci.tualatin.or.us]
Sent: Wednesday, November 2, 2016 1:02 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: RFFA Comment - Herman Road walking and biking improvements project

I submitted a public comment earlier today in support of Tualatin's Herman Road AT project request. In a photo that is germane to this project. In addition to completing missing links in the sidewalk and bike network along Herman Road, it will also allow the City to address storm water drainage issues which have added to the unsafe nature of the Herman Road corridor. The attached picture was taken in October after a heavy rain storm which led to a truck tipping over on the roadway.

The photo shows the lack of sidewalk and bike lane. When I ride on this roadway I am in the travel lane with the trucks and cars.

Jeff Fuchs, PE
City Engineer
City of Tualatin | Community Development
18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092
o) 503.691.3034 | c) 541-788-6621
jfuchs@ci.tualatin.or.us | www.tualatinoregon.gov



From: babs emrich [mailto:barbaraemrich@gmail.com]
Sent: Wednesday, November 2, 2016 1:24 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: greenway project

I'm writing to express my support for the neighborhood greenway project. Our neighborhood is in desperate need of sidewalks, both for safety and for beautification and quality of life issues. We are willing to pay our fair share, to do what is needed to help, but ultimately, the grant is our best shot at getting this neighborhood on the path to improvement. There are so many families here who will benefit from this improvement. Lives will be changed. Ultimately, we would love to see sidewalks throughout the Brentwood Darlington neighborhood, in order to make it just that, a real neighborhood. Neighborhoods have places OFF THE STREET to walk and interact with other neighbors; sidewalks bring people outside, to form stronger neighborhood bonds. Just what we need here in our little neighborhood.

Thank you-
Barb Emrich

From: Tara Gregory [mailto:taraeg2@yahoo.com]
Sent: Wednesday, November 2, 2016 1:58 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Brentwood-Darlington Safe Routes to School

To whom it may concern,

I am writing to share my support for the Brentwood-Darlington Safe Routes to School grant. I recently purchased a home and moved into the Brentwood- Darlington neighborhood. As a resident I am very concern with the lack of infrastructure in this neighborhood, most basically the lack of sidewalks. I see neighborhood children, elderly neighbors in wheelchairs, and residents in general being force to walk in the middle of the street due to lack of sidewalks which causes a very clear safely hazard.

Having moved from a more affluent neighborhood in Portland, I am taken aback of the lack of public funds and infrastructure dedicated to this neighborhood. There is a large population of children in this neighborhood and those numbers will continue to grow as the population of Portland continues to increase and more homeowner move into the Brentwood-Darlington neighborhood. Basic public infrastructure such as sidewalks should be a right for all children and residents in the Portland metro area so that they can walk to their school safely and not be threaten by sharing the streets with cars.

I highly support the approval of the Brentwood- Darlington Safe Routes to School grant.

Thank you for your concern and consideration,

Tara Gregory

From: Alyson Dressler [mailto:alyson_harding@yahoo.com]
Sent: Wednesday, November 2, 2016 5:44 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Brentwood darlington safe routes to school

Hello,

I just wanted to share some images that I know are all too common in my neighborhood, and hope that it will help convince you all to choose Brentwood darlington for the funding that will improve sidewalks and provide a greenway. Our neighborhood is growing very quickly and is hugely underfunded. Here is the street I live on and I know there are many many many more miles of streets just like mine. Thanks for your time!
Alyson Dressler





From: Gem Ginger [mailto:gem@gemginger.com]
Sent: Wednesday, November 2, 2016 8:22 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Brentwood Darlington Safe Routes to School

Dear Metro,
As the leader of Brentwood-Darlington's art committee, The Artistic Darlings, I find it deeply uninspired

--

Gem Ginger

www.GemGinger.com

Creative Director :: Gem Ginger Enterprises
760/822-0462 :: Gem@GemGinger.com

From: Georgia Potter [mailto:giapotter@gmail.com]
Sent: Wednesday, November 2, 2016 9:40 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Brentwood Darlington sidewalks

Good evening,

I am sending this email in regards to the Safe Routes initiative. This finding for sidewalks would be wonderful. My children walking along Flavel to get to school. During the fall and winter and even spring the gravel sidewalks are filled with puddles of water. We are unable to walk on the sidewalks so I have to walk my children in the bike lane to avoid getting soaked by the puddles. Having actual sidewalks that we could use to safely get them to school would be appreciated by so many of us in the neighborhood. As a parent protecting my children is too priority. This is hard to do when we are forced to walk in the street. Please consider giving us the funds to make Safe Routes for our children's reality. After all they are our future. Thank you for taking the time to read this and considering us.

Sincerely,
Georgia Potter

Sent from my iPhone

From: Joseph Lipscomb [mailto:tgc205@comcast.net]
Sent: Thursday, November 3, 2016 9:02 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: Susan Noack <susancnoack@hotmail.com>; Jeff Fuchs <jfuchs@ci.tualatin.or.us>
Subject: 2019-21 Regional Flexible Funds Allocation

Regional Flexible Funds Allocation
Metro

I am writing in support of the City of Tualatin's application for a 2019-21 Regional Flexible Funds Allocation Grant to complete project development for active transportation improvements on Herman Road between Tualatin Road and SW 124th Avenue.

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

Thank you for your consideration,

Joseph Lipscomb
Resident and member of the Tualatin Area Aging Task Force

From: Rebecca Adams [mailto:radams014@gmail.com]
Sent: Thursday, November 3, 2016 3:53 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: Rebecca <Radams014@gmail.com>
Subject: ADDITIONAL PUBLIC TESTIMONY REGARDING FLEXIBLE SPENDING AND WEST LINN'S HIGHWAY 43 APPLICAITON

Dear Metro Councilors,

So sorry to bother you so soon, but I am astonished to have read that Mayoral Candidate, John Carr, has recently taken bold objection to the public engagement aspects of the Highway 43 Concept Plan recently passed by West Linn's City Council. I am a bit of a amateur enthusiast for Goal 1, but even I respect that for citizen participation in land-use to ever possibly work, the citizens must engage at the PROPER TIME and no later.

West Linn's Highway 43 Concept Plan had no less than 11 separate verifiable public engagement components, each of which meet the "meaningful engagement" criteria laid out by Goal 1. Many of my more settled and graying neighbors have added their voices to our Comprehensive Plan and the Highway 43 Visioning over the years.

More recently in early Summer, I attended our Neighborhood Association's presentation about the Plan, in which our large group was encouraged to get our comments in before the Planning Commission took it up in their hearing or then the City Council in their final hearing. Neighbors, Police, firefighters tree trimmers, walkers, biker, known disabled people, and more were asked to weigh in over the months, a veritable parade of stakeholders. There was however one thing notably missing in this entire process:

JOHN CARR, the candidate who ONLY NOW pipes up!

Was it Groucho who said, "Timing is Everything."?

Well then...

Please consider the possibility that Candidate Carr's *grouching* may be politically motivated to gain a few extra votes through being boosted on Facebook (which really did happen) and knocking a little luster off of opponent Russ Axelrod's measured and professional leadership on this issue (which I doubt happened). There's just no way to stop misinformation, and a race is after all sometimes involves the slinging of mud and innuendo. Carr's late-comer concerns should at least be understood in the context of a competition. And I don't mean a competition for flexible funding.

The community support is solid, and decades of thought have gone into this community plan. By November 8th voters should provide verifiable proof of just how high Mayor Axelrod's approval rating is, and some degree of confirmation of the strong Council support for this Plan. if you need a score card, the sitting Councilors Perry and Martin are on record supporting the Plan, as are Candidates Axelrod, Cummings, and Sakelik who recently testified their support in person. I'm hoping you'll see verifiable consensus soon.

Warm regards,

Rebecca Adams
walker, biker, driver
1941 Buck Street
West Linn, Oregon
97068

From: Bev [mailto:bev5ph@comcast.net]
Sent: Thursday, November 3, 2016 9:15 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: 2019 -21 Regional Flexible Funds Allocation

I am writing in support of the City of Tualatin's application for a 2019 - 21 Regional Flexible Funds Allocation Grant to complete project development for active transportation improvements on Herman Road and SW 124th Avenue.

The proposed improvements to Herman Road appear to be essential to the safety of residents in the area. The situation now prevents safe walking or bicycling.

This improvement would fill a gap in neighborhood walk/bikeways that would allow people to travel to school, work, a large park and public transit from their neighborhoods. It would improve people's physical health by encouraging walking and bicycling.

Thank you for considering this need.

Sincerely, Beverly Phelps

Sent from my iPad

From: NCEF Foundation [mailto:ncfoundation@nclack.k12.or.us]
Sent: Friday, November 4, 2016 11:54 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Improvements

are urgently needed on Green Mt. Rd., between Wall St. and Dhooghe Rd., due to neighborhood children and to provide safe access to schools. Cars are speeding with children often walking and playing roadside.

Olivia Thomas
Executive Director
North Clackamas Education Foundation
Office 503.353.6053
<http://www.nc-foundation.org>

From: Tony Humpage [mailto:tony@humpage.net]
Sent: Friday, November 4, 2016 12:46 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Suggestion for Road Improvement

I live in the Helvetia area near Cornelius Pass Road and West Union and have a suggestion for a possible road improvement.

First of all, thank you for the recent developments to improve the roads in our area.

I noticed in your recent e-mail update that there is an intention to install a roundabout on Jackson School Road. Being of a European background, I believe that in appropriate applications, roundabouts can be very effective at allowing traffic to flow, while also helping to maintain safe speeds in urban areas.

My suggestion for your consideration relates to the junction of Cornelius Pass Road with Old Cornelius Pass Road and NW Germantown Road. As a regular user of this junction, I believe it is one of the more dangerous junctions in this area. This is supported by the number of recent accidents I have seen at this junction. I believe that some contributing factors include the relatively high speed and high volume of traffic on Cornelius Pass Road, the difficult intersection angle of Old Cornelius Pass Road, and the relative narrowness of the turn off lanes from Cornelius Pass Road.

I would like to suggest that you consider building a roundabout at this junction. There are limited buildings in the area, and it would be possible to build a relatively large radius roundabout, perhaps overlapping the triangle of unused land bound by Germantown, Cornelius Pass and the extension of old Cornelius Pass on the east side of the Cornelius Pass. A larger radius roundabout would allow some separation of the roads entering the roundabout without necessarily slowing down traffic too much.

I recognize that there are probably many other considerations that you must take into account as you make your decisions on road upgrades, so please consider this just a suggestion for your consideration.

Regards,

Tony Humpage
20950 NW Phillips Road, Hillsboro, OR

From: Doug and Dorianne Palmer [mailto:cooperdel2@msn.com]
Sent: Monday, November 07, 2016 8:56 AM
To: Trans System Accounts
Subject: Hwy 43 Improvement Plan Support

To Whom it May Concern,

We recently have been made aware of the details of the Highway 43 improvement plan. We are a little late to the game, but we were so thrilled by what we saw.

We have lived on College View Drive with our two children for eleven years. Although we like to take family walks and bike rides, to go anywhere outside of our immediate neighborhood requires us to travel down Highway 43. Because the highway is so dangerous, we very rarely do that, instead choosing to get in our car and drive elsewhere for a safer walk/ride.

If you add on to the enormous amount of traffic, the fact that in Lake Oswego at Mary's Woods they have started construction on a project that will add hundreds of apartments and retail space, and the new town homes on Highway 43 by Burgerville, this part of town will be much too dangerous for cyclists/pedestrians.

Also, my husband is a cyclist. He not only commutes to Portland by bike to work most days, he rides both weekend days, amounting to around 200 miles per week. He has been hit by cars several times, as he is totally exposed on a bike in traffic, and is no match for a car driven by a distracted driver.

We wholeheartedly believe this plan will vastly improve the standard of living of the residents of West Linn. Not only will the citizens be much safer, it will motivate many more people to get out and walk/bike through our city.

Thank you for taking the time to read our letter.

Best,
Dorianne, Doug, Mia and Jude Palmer

Sent from [Outlook](#)

-----Original Message-----

From: Linda Krugel [mailto:ljkrugel14@gmail.com]

Sent: Monday, November 07, 2016 6:57 AM

To: Trans System Accounts

Subject: Comment on regional flexible funds allocation

I heartedly support the North Portland Greenway Project. Thanks for opportunity to comment.

—Linda Krugel

From: Liz Boitano [mailto:lzbrn7@gmail.com]
Sent: Sunday, November 06, 2016 2:20 PM
To: Trans System Accounts
Subject: Brentwood-Darlington Safe Route to School

I am writing today to voice my support for the proposed Brentwood Darlington Safe Route to School improvement proposal. I've lived in this neighborhood for 7 years now and would really like to see some of the property tax money that I pay every year go towards a project that will actually benefit my neighborhood and not some other neighborhood. We have been undeserved for a long time and I think it's time we finally got some attention. We need a safe place for our kids (and heck adults too) to be able to walk to school, the park, and just to the neighbors house. I would like to be able to take my son on a walk or bike ride in my own neighborhood without having to first drive somewhere else to feel safe being outdoors. I feel like if we have more safe avenues of transportation that it will greatly help bring our community closer together and foster more local business opportunities.

Thank you for your consideration in this matter and please give us this chance to make our neighborhood a better and safer place!

Liz Boitano

5282 SE Tenino Ct

M:(503) 729-6846

From: Camille [mailto:camille@baymoon.com]
Sent: Friday, November 04, 2016 7:57 PM
To: Trans System Accounts
Subject: Brentwood-Darlington Safe Routes to School

Hello,

This email is to request your support of our neighborhood's grant application for Flexible Funding Project, re: SE Duke St, Brentwood-Darlington, Safe Routes to School. This grant is critical for our neighborhood which has so few sidewalks, and which has received so little public infrastructure and improvement. I believe that greater investment in the area, investment that increases livability (such as this grant), will result in the neighborhood becoming more of a high-growth area. I also believe that investment made in safer, more enjoyable trips to area schools will encourage neighbors to continue to keep their children in neighborhood schools, which will ultimately help avoid further pressures on highways.

Thank you for your time and attention.

Sincerely,

Camille Nava

Camille Nava

From: Terry Dublinski-Milton [mailto:terry.dublinski@gmail.com]
Sent: Monday, November 07, 2016 10:40 AM
To: Trans System Accounts
Cc: Terry Dublinski
Subject: Regional Flexible Funding Public Comments

TO: Metro members and JPACT

FROM: Terry and Krystofer Dublinski-Milton

RE: Federal Regional Flexible Funding

Hello Metro Decision Makers and JPACT

The regional Flexible funds are one of the very few places in the transportation funding puzzle where bikeways can be funded. This money should be prioritized in a way that provides new capacity for the most residents, the under-served and gaps in our network. The west side recently received a new \$45 million interchange for increased auto capacity. This time bikes should be prioritized. From this lens, here are the projects we question and why, and our 13 TOP projects if we were making the decision.

AGAINST:

- 1) City of Tualatin Hunziger Road. This is freight road construction. Trucks do disproportionate damage to our roadways without funding the needed repairs. This project should find another source of money.
- 2) City of Tigard: The 12% minimum match on the much needed Fanno Creek trail is not enough for us to endorse the \$6.7 million request from \$33 million. It is a needed project, but unless they accept mass transit, higher density and raise more funding, this will have to wait.
- 3) the City of West Linn I 205 multi-use-path request has the minimum match and will be an Orphan path used by few people regionally. Salem is working on a transportation budget that will most likely include funding of the I 205 expansion in this region. This path should be included in an integrated bikeway network as well when that is engineered. Hence, this can wait.
- 4) The Central Eastside Safety and Circulation project is a clean up of deferred maintenance and traffic lights cut from other projects. This funding source is not the place for it. It should be funded by parking fees and local money. This project probably would benefit the most people of all of off of these projects so if ONE freight project has to be picked, it should be this one.
- 5) Gresham's Visioning Hogan and Highland-Pleasant Valley roads combined would eat up \$19 million of the \$33 with minimal bike safety improvements. Since Damascus has not developed a growth plan, this can be done locally through other sources of money or delayed until Damascus gets it together.

Here is OUR List of Endorsed Projects:

- 1) Westside Trail Sunset 26 Over-crossing Engineering \$0.6 mil

2) Cornelius Pass 26 Over crossing design. \$0.7 million.

These over-passes are highway mitigation projects.

3) BeavertonCreek Trail \$3.9 million.

4) City of Wilsonville I 5 Bridge preliminary engineering. \$1.6 million. Wilsonville has set up an annual fund so they are saving a \$500,000 a year to self fund construction of a \$6.7 million bridge. That shows initiative that needs to be rewarded

5) City of West Linn: Route 43 main street. , this project will reinvent the roadway with cycle tracks including a protected intersection design including modern Bikeway protection that will have regional benefits: \$3.4 million

City of Portland should be rewarded for the 40-50% matching funds:

6) North Portland Greenway Trail Cathedral to Pier Park. \$2.9 million. This will build the first major piece of the trail in Saint John's which when finished from Kelly point park to downtown will pay for itself in future tourism. We need to get this started, and this is the easiest leg of it.

7) Connected Cully Ne 72 nd. This is the last piece of the 70s Bikeway and will consist of mostly cycletracks or paths from NE Sandy to Killingsworth. It is an amazing project. \$3 Million

8) NE Halsey 62 nd to 92 nd. This is my personal favorite as it will get us to Gateway safely for the first time, and provide direct access to Gateway Green (Which will grow fast) and has been endorsed locally all around. I presented on this road diet to my local Neighborhood Association North Tabor and SE Uplift, both of which endorsed this project in 2015. \$3 million

9) Brentwood-Darlington SRTS. This neighborhood desperately needs the investment and had over 1000 signatures of local support. Many residents of inner Portland have been pushed to this last affordable node in the city. The sidewalk infill and greenway will connect it to the rest of the city for the first time safely.

\$3 million

10) David Douglas SRTS. \$3 million

11) City of Gresham: Complete Division will create a Multi-Modal main street to prepare for Division BRT Improvements where currently it is an old style death trap. Seriously, people are getting killed here.

12) the Monroe neighborhood greenway Trolley Trail to Se Linwood. This area does not have a connected Street grid and desperately needs an Orange to Green line bikeway. I would like to see Milwaukie come up with the other \$7 million to build it on top of the \$1.7 million for engineering.

13). This is combined with a Clackamas County 50% match (impressive for Clackamas County) for a path-greenway route east from the above Monroe greenway from the I 205 path at Spencer avenue. \$3 million request is shovel ready.

thank you for your work,

writing for both of us,

Terry Dublinski-Milton
SE Uplift Vice Chair

6111 East Burnside

503 867-7723

-----Original Message-----

From: Martin Estes [mailto:emartcam@comcast.net]

Sent: Sunday, November 06, 2016 4:34 PM

To: Trans System Accounts

Subject: Comment on regional flexible funds allocation

We have lived in this area 40+ years and have always turned left at the intersection of Linnwood and Monroe. Now you want to put a stop to this because of bikes. Why is so much time and money being allowed for bikes. What about sidewalks in our neighborhoods so we can walk in safety. Who is this benefiting? Please put sidewalks on your priority for all of us.

From: Joe Adamski [mailto:jgadamski@gmail.com]
Sent: Sunday, November 06, 2016 5:10 PM
To: Trans System Accounts
Subject: Comment for Regional Flexible Funding (NP Greenway)

I am writing to support the City of Portland's Park Bureaus application for the North Portland Willamette Greenway.

I appreciate the importance of this trail, as a former member of the npGreenway advocacy group, as well as a resident of St Johns neighborhood.

As density and infill increases throughout Portland, safe connections to work, daily activities, nature and recreation gain increased importance. This connection is a small piece of a much larger works in progress, and as such, I ask your consideration.

Respectfully,

Joe Adamski

7430 N Burr Ave

Portland OR 97203

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Every intersection constitutes a pedestrian crosswalk, whether or not it is marked or controlled by a traffic device. -and every motor vehicle operator (or cyclist) is legally required to recognize and stop for, pedestrians in a crosswalk.

From: April Mancini [mailto:aprilmancini@gmail.com]
Sent: Sunday, November 06, 2016 6:49 PM
To: Trans System Accounts
Subject: Cully Walking and Bike Parkway

Hi there!

I'm a resident of the Cully neighborhood and I ABSOLUTELY support increasing safety in my neighborhood. 72nd is a street that I often walk along and find it to be unsafe. Without a sidewalk, all walkers and bikers need to use the unimproved side of the road or the road itself. I see many families walking on the road as there are no safe sidewalks. The population in our neighborhood include families without cars. As a driver along 72nd, I often see families pushing baby strollers and holding onto their little kids as they use this street to get to and from their homes.

Please do take the need of my community seriously and fund this project.

Thank you!!

April Mancini
6908 NE Roselawn

From: Darin Lund [mailto:darin.a.lund@gmail.com]
Sent: Sunday, November 06, 2016 7:56 PM
To: Trans System Accounts
Subject: Please Fund the Halsey Safety and Access to Transit Project

To Whom It May Concern:

Our family would like to support the RFF application for the NE Halsey Safety and Access to Transit Project. We are transit dependent and live just north of Halsey on NE 75TH AVE. We walk, bike and ride transit in this area daily and frequently utilize the MAX and 77 line to get to work in Beaverton and Downtown. We do not own a car and chose our location because of the proximity to transit.

We routinely avoid walking along Halsey St, but sometimes can't because it provides the most direct connection to the 82nd Ave MAX Station and other points of interest in the neighborhood. We are avid walkers, bicyclists and transit users, but we fear the stretch of Halsey from NE 68th AVE to NE 92nd AVE because we know it is unsafe and dangerous for many reasons. The current Halsey streetscape has four lanes of motor vehicle traffic with a posted speed limit of 35 MPH. The sidewalks are curbtight with no planting strip or buffer from traffic that routinely travels much faster than the 35 MPH speed limit. There is only one location from NE 68th AVE to NE 81ST AVE to safely cross the street at a stop light at NE 74TH AVE. Even this location is fraught with safety issues. Cars routinely run this light as there is nothing else to slow them down along this corridor. Observationally, I have counted 3 Red Light Runners (our term for the epidemic number of folks who disregard the red light) out of the past 4 times I have been at the light. This light has no leading pedestrian signal and the intersection is offset with a crossing on one side of the street that deposits you in to an active driveway!

We have walked this stretch with members of PBOT, TriMet and other community stakeholders as part of the Growing Transit Communities Project. We have identified existing conditions and fixes for these conditions that are part of the Halsey RFF application. The proposed fixes that are part of the NE Halsey Safety and Access to Transit Project would greatly improve our safety and accessibility to transit and other amenities via this corridor. The reduction from four to two lanes on Halsey would add a bicycle lane that would provide important connectivity to other parts of the bicycle network while also buffering people who are walking from motor vehicle traffic. This would improve safety for people who rides bikes and walk to the 82ND Ave MAX Station and other points of need in this area. Improved crossings and signalization along Halsey and near the 82nd Ave MAX Station would make it safer and easier to cross the street while also making transit more accessible to neighborhood residents.

There are many other fixes that are part of the Halsey RFF that I have not listed here, including much needed sidewalk infill along Halsey between NE 82nd and NE 92nd Ave. These updates to the current streetscape will greatly improve safety and accessibility to necessary services and amenities. These fixes may also increase transit ridership within the area and facilitate more people feeling safe to choose walking or riding a bicycle. Please fund the Halsey Safety and Access to Transit Project.

Thank you on behalf of our family and neighbors!

Sincerely,

Darin Lund, Kathleen Parker and Charlie Lund

From: Stephanie Green [mailto:greenannsteph@gmail.com]
Sent: Wednesday, November 02, 2016 11:51 AM
To: Trans System Accounts
Subject: Support Brentwood-Darlington Safe Routes to Schools

Dear Metro Planning Committee,

Please support Brentwood Darlington's Safe Routes to Schools proposal. As a resident of BD, I see pedestrians and bikers in harms way because of the lack of sidewalks and safe road crossings. This neighborhood has largely been ignored by efforts to increase infrastructure in Portland, leaving a majority of the neighborhood with no sidewalks, insufficient storm gutters and unsafe conditions for children and people with disabilities. It's also no coincidence that this neighborhood is one of the last affordable neighborhoods in Portland - and it is being ignored.

Now is the time to support this project and make a step in showing that you care about the low-income families who send their children to school without sidewalks. Now is the time to show that you care about people with disabilities who are forced into the streets because of the lack of sidewalks. Now is the time to offer some of the infrastructure to this neighborhood that have long been offered to wealthy neighborhoods.

I invite you to watch this short clip of students walking in the road after school:
<https://www.youtube.com/watch?v=1GMhOzGgWas>

Thank you for your time and your consideration.

Stephanie Green Weizer

"The first law of ecology is that everything is related to everything else." ~Barry Commoner

From: Marny Moore [mailto:marnym@gmail.com]
Sent: Saturday, November 05, 2016 8:46 PM
To: Trans System Accounts
Subject: Interactive map isn't working correctly

Hi

I've been trying to add a comment on your interactive map, however it isn't working? I'd like to weigh in and ask you to please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs.

If I need to actually post my comment on the map, will you please guide me in doing so?

Thank you!!

Marny Moore
[503-810-0200](tel:503-810-0200)

From: John Bildsoe [<mailto:johnbildsoe@frontier.com>]

Sent: Monday, November 07, 2016 9:59 AM

To: Shirley Craddick; district4@multco.us; lori stegmann; m@calcagnomedia.com; Trans System Accounts

Cc: Bob Stacey; Elizabeth Mros-O'Hara; Lehto, Alan; Kelly, Katherine; Aaron Abrams; Carol Rulla

Subject: Division Street BRT Stop Spacing / Stops Logic & RFFA for East Multnomah County

Shirley, Diane, Lori & Michael,

I want to take some time to share my thoughts before today's Steering Committee meeting. As you recall, I voted a "yellow" card at our last Powell-Division Steering Committee meeting, and although infrastructural improvements to East County public transportation are important, I may not be getting any closer towards 'green' this afternoon.

This e-mail shall also serve as my comments regarding City of Gresham's Division Street (Birdsdale to Wallula) Regional Flexible Funding request which —currently ranked 21st out of 27 applicants— might not receive much of the \$33mio targeted for safer sidewalks and bikeways.

Put bluntly, equity for residents east of the Portland/Gresham city line doesn't travel well.

I was a little skeptical about the "average" distances between stations documented in handouts we were given at our last Steering Committee meeting. My own research indicates that average distances between stations are equal, but some distances are more equal than others. Staff has since revised the Oct 24th numbers and should have provided you the corrected distances between stations in feet as well as tenths of a mile. You can clearly see that Gresham BRT stops are spaced farther apart than other areas on the BRT route. There are practical reasons for this... most notably the relative paucity of ridership at the east end of the line.

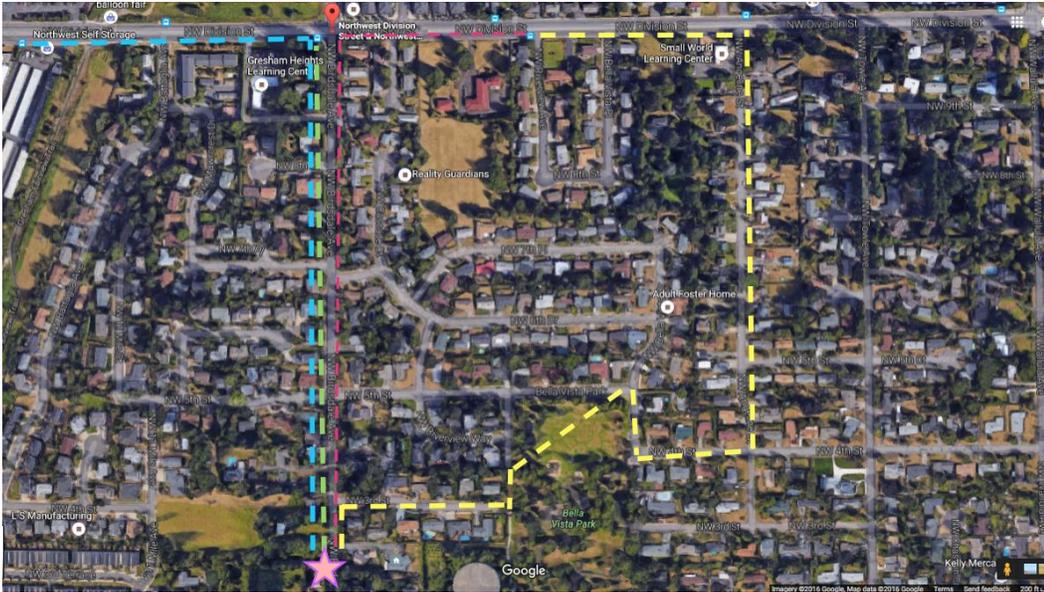
That said, from a neighborhood livability perspective, the proposed BRT station locations east of 172nd Avenue are unacceptably far apart, given the lack of neighborhood sidewalks and street crossings. As a representative of the Neighborhood Associations in Gresham, it seems incumbent upon me to object as strongly as possible to route and station location strategies that could expose Gresham transit users—or any users along the #4 Route—to significantly higher risk of being struck by vehicular traffic.

Here are two real-life examples:

1. Earlier this Fall, my daughter was returning home from after school work on the #4 bus line when the bus driver didn't catch the call signal she made. She was let off at the next stop (which is about where a proposed BRT stop would be.) She opted to walk home via the "Yellow Route" on the attached diagram.

DIAGRAM KEY

- Green route - the current bus stop - **0.36 mi** with about 100 feet of sidewalk; 80 ft elevation gain
- Blue route - Proposed BRT stop with about 200 feet of sidewalk - **0.54 mi**; 140 ft elevation gain
- Yellow route - the current bus stop and near proposed BRT stop - **0.79 mi** with some sidewalk and enough horizontal ground next to Division to be safe, then local streets with low traffic (but no sidewalks)
- Red route - current bus stop and near proposed BRT stop - **0.50 mi** with steep hillsides little or no sidewalk on Division; 0 feet of sidewalk on Birdsdale





| BRT Stops | Stop # | Metro Miles | JB GIS | Sector Avg | Math Error | Error as a % |
|--------------------------|--------|-------------|--------|------------|------------|--------------|
| OMSI | 1 | 0.5 | 0.70 | | -0.20 | 28.6% |
| | 2 | 0.3 | 0.03 | | 0.27 | 900.0% |
| | 3 | 0.3 | 0.23 | | 0.07 | 30.4% |
| Div & 12th | 4 | 0.4 | 0.43 | | -0.03 | 7.0% |
| | 5 | 0.4 | 0.43 | 0.33 | -0.03 | 7.0% |
| | 6 | 0.2 | 0.29 | | -0.09 | 31.0% |
| | 7 | 0.2 | 0.25 | | -0.05 | 20.0% |
| | 8 | 0.2 | 0.24 | | -0.04 | 16.7% |
| | 9 | 0.4 | 0.33 | | 0.07 | 21.2% |
| | 10 | 0.3 | 0.33 | | -0.03 | 9.1% |
| | 11 | 0.3 | 0.29 | | 0.01 | 3.4% |
| | 12 | 0.4 | 0.40 | | 0.00 | 0.0% |
| | 13 | 0.6 | 0.39 | | 0.21 | 53.8% |
| Div & 82nd | 14 | 0.4 | 0.40 | | 0.00 | 0.0% |
| | 15 | 0.3 | 0.32 | | -0.02 | 6.3% |
| | 16 | 0.2 | 0.19 | 0.29 | 0.01 | 5.3% |
| | 17 | 0.4 | 0.37 | | 0.03 | 8.1% |
| | 18 | 0.4 | 0.37 | | 0.03 | 8.1% |
| | 19 | 0.6 | 0.55 | | 0.05 | 9.1% |
| | 20 | 0.3 | 0.35 | | -0.05 | 14.3% |
| | 21 | 0.2 | 0.16 | | 0.04 | 25.0% |
| | 22 | 0.1 | 0.14 | | -0.04 | 28.6% |
| | 23 | 0.2 | 0.23 | | -0.03 | 13.0% |
| | 24 | 0.3 | 0.25 | | 0.05 | 20.0% |
| | 25 | 0.1 | 0.19 | | -0.09 | 47.4% |
| | 26 | 0.3 | 0.34 | | -0.04 | 11.8% |
| | 27 | 0.2 | 0.16 | | 0.04 | 25.0% |
| Div & 174th | 28 | 0.4 | 0.37 | | 0.03 | 8.1% |
| | 29 | 0.3 | 0.31 | | -0.01 | 3.2% |
| | 30 | 0.3 | 0.27 | | 0.03 | 11.1% |
| | 31 | 0.3 | 0.32 | | -0.02 | 6.3% |
| | 32 | 0.4 | 0.44 | 0.41 | -0.04 | 9.1% |
| | 33 | 0.4 | 0.38 | | 0.02 | 5.3% |
| | 34 | 0.5 | 0.46 | | 0.04 | 8.7% |
| | 35 | 0.4 | 0.36 | | 0.04 | 11.1% |
| | 36 | 0.3 | 0.30 | | 0.00 | 0.0% |
| | 37 | 0.5 | 0.46 | | 0.04 | 8.7% |
| GreshTransCtr | 38 | 0.5 | 0.46 | | 0.04 | 8.7% |
| | 39 | | | | | |
| Total Route | | 12.8 | 12.49 | | 0.31 | 2.5% |
| Avg Between Stops | | 0.3 | 0.33 | | | |

From: Kari Liebert [mailto:kariliebert@yahoo.com]
Sent: Monday, November 07, 2016 1:13 PM
To: Trans System Accounts
Subject: Milwaukie Monroe Street Greenway

Metro-

I am a resident of unincorporated Clackamas County right on the border with the City of Milwaukie. I feel it is imperative that funds are provided to help fix Monroe street in Milwaukie. I love to walk my dogs around the neighborhood and currently I am unable to safely walk on Monroe because of multiple factors including,

- speed of vehicles
- no sidewalks or protection for pedestrians
- cars being parked on both sides of the street where pedestrians can more safely walk
- lack of lighting
- lack of bicycle right of way
- lack of pavement and proper drainage of storm water

In a perfect world, the street would have sidewalks, a bike path and parking located on only one side of the street. Improvement of more stop signs and or roundabouts, and an attempt at slowing cars down. This would cause more people to utilize the street for walking and use and would help community and safety by having more people out and about in the evenings. Thank you for considering improvements to Monroe.

Kari Liebert

5800 SE King RD

Milwaukie OR 97222

From: roselyn ShammAsian [mailto:rshammAsian@hotmail.com]
Sent: Monday, November 07, 2016 2:28 PM
To: Trans System Accounts
Subject: Cully walking and biking parkway

Dear Metro,

Please deeply consider the wonderful impact installing a paved Parkway on NE 72nd would bring to the local community.

As many parents do, I try to take my young daughter on walks within our neighborhood. There are pleasant pockets, however unfortunately most of the area does not have sidewalks, or even many paved streets. There is a lack of adequate lighting, and visibility for drivers as they turn some corners is limited, leading to dangerous situations when paired with speeding cars. NE 72nd is a main walkway nonetheless to the local headstart program at Sacajawea, the dog park nearby, and to access bus services on Killingsworth. Our neighborhood like the rest of Portland is going through many changes now; most for the good. I encourage you to take a walk down NE 72nd if there is ANY question whatsoever that this is a neighborhood that could sorely benefit from such an improvement, and ask you to make another decision to contribute to the good of the Cully neighborhood by granting us funding to build the walkway.

Thank you for your consideration.

Sincerely,
Rosy ShammAsian

Sent from my Verizon 4G LTE Smartphone

From: Michele Wittig [mailto:michele@gocolumbiaacademy.com]

Sent: Monday, November 07, 2016 2:35 PM

To: Trans System Accounts

Subject: Highway 43 Multimodal Transportation Project (AKA Highway 43 enhanced bike, pedestrian, transit and vehicular mobility project)

It is our understanding that comments on this project are being accepted through November 7th.

Columbia Academy is a small elementary school located in the lower level of the Emmanuel Presbyterian Church building at 19200 Willamette Drive (on the corner of Cedar Oak and Willamette Drive, behind the Chevron station). Columbia Academy was established in 1983 and has been in this location for approximately 14 years. If this project moves forward as proposed, Hidden Springs would be continued through the church's property – right through our open play area and fenced playground. The playground can be seen from Willamette Drive and has always been open to the neighborhood. We frequently see families stop by and enjoy the playground. The play equipment was installed after the largest fundraising effort in Columbia Academy's 33-year history – our first auction – which raised approximately \$35,000. Nearly \$30,000 of that went into the purchase and installation of the playground equipment. If we were unable to relocate the playground, that money would be lost. We struggle to attract students already, since we are not in a traditional school setting and lack amenities like a cafeteria, gymnasium or covered play area for rainy days. With this proposed change, our school would be considerably less attractive. It would be surrounded by traffic on all sides, there would be no play equipment, and we would be unable to teach P.E. classes without the lawn beside the playground. In summary, the extension of Hidden Springs would cripple our little school and threaten our ability to stay in business after 33 years of serving Portland-area families.

Please take this into consideration and develop an alternate plan that would not continue Hidden Springs and destroy our playground.

Very sincerely,

Michele Wittig

Office Administrator

Columbia Academy

www.GoColumbiaAcademy.com

19200 Willamette Drive; PO Box 101

West Linn, OR 97068

503-699-1012

From: Jeandre Carbone [mailto:jcarbone@pps.net]
Sent: Monday, November 07, 2016 4:35 PM
To: Trans System Accounts
Subject: Support for Brentwood-Darlington Safe Routes to School Project

Lane Middle School strongly supports the Brentwood-Darlington Safe Routes to School Project seeking to obtain Regional Flex Funds in order to complete sidewalks on SE Flavel St. and SE Duke St. and create an east-west neighborhood Greenway on SE Ogden/Knapp. I am writing on behalf of Lane Middle School students and families. The completion of this project will simply provide Lane students sidewalks to walk on to get to school safely. They deserve the simple dignity of a sidewalk.

Currently, Lane Middle School students walking to school are forced to walk long stretches of often broken, impassible, or non-existent sidewalks. In the rainy season, and especially during this past rainy October, it has been even worse as the paths turned into mud pits. While driving to the school, I have seen students walking in the street to avoid trudging through mud and deep puddles where there should be sidewalk. With these dark mornings, it is very dangerous.

This situation represents a highly inequitable situation. How is it that students from a historically underserved and economically disadvantaged neighborhood must choose between the risk of being hit by a car and arriving at school with mud-soaked shoes and pants? I don't see this lack of access to a safe walking route to school in other parts of Portland Metro. What kind of message does this send to Lane students about how they are seen and valued as residents of Portland?

This project is necessary, right, and long-overdue. Please fund the Brentwood-Darlington Safe Routes to School Project.

Jeandre Carbone

Principal

Lane Middle School

office: 503-916-6355

From: Dan Jaffee [mailto:dsjaffee@gmail.com]
Sent: Wednesday, November 2, 2016 10:15 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Comments on proposed projects for Regional Flexible Funding

To Whom it May Concern:

I would like to comment on the proposals for Regional Flexible Funding for transportation projects. As a pedestrian and bicycle rider, I want to urge you to prioritize funding for the following three projects, which I believe will have the most significant impact in terms of filling major gaps in the Portland area's bike/pedestrian infrastructure:

1. NE Cornfoot Rd. Multi-Use Path
2. North Portland Greenway Trail Improvements
3. Connected Cully: NE 72nd Ave. Pedestrian & Bicycle Parkway

Thank you very much for your consideration.

Sincerely,
Dr. Daniel Jaffee
4723 NE 14th Ave.
Portland, OR 97211

From: Melissa Long [mailto:MLong@rsd7.net]
Sent: Wednesday, November 2, 2016 11:01 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Please Support Our Safe Routes to School Grant for Brentwood-Darlington.

Dear Metro Council,

My name is Meesa Long and I am the head of the Infrastructure Committee of the Brentwood-Darlington Neighborhood Association. I recently had the pleasure of testifying at your RFF Grant Public Meeting. We truly appreciate the opportunity to speak on behalf of our project.

During the testimony, I distributed a flyer stating how important this grant is for our neighborhood and have included a short clip of a typical walk home for students in our neighborhood... and this is on a dry day! This is our Safe Route to School.

I know that JPACT will be making the final recommendation for which projects get the grant money. I urge you to make sure that Brentwood-Darlington is on that list, and if it isn't, that you will fight for us to be included.

Please call or contact me any time with any questions or concerns.

Sincerely,

Meesa Long

Infrastructure Committee: BDNA

503-327-3218

<https://www.youtube.com/watch?v=1GMhOzGgWas&feature=youtu.be>



Brentwood-Darlington Sidewalk. SE Duke.

www.youtube.com

From: Megan Cook [mailto:cook.me.eliz@gmail.com]
Sent: Wednesday, November 2, 2016 11:12 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: Brentwood-Darlington Safe Sidewalks & Greenway

Hello,

I am a resident of Portland's Brentwood-Darlington neighborhood and I am writing to express my desire for a \$3 million grant from Metro to improve the safety and accessibility of our neighborhood.

Brentwood-Darlington is one of the only affordable neighborhoods left in the city of Portland for home buyers and renters. It is a great place for young families to buy their first homes and a lot of single family development is happening here. Many parents in our neighborhood, however, worry about the safety of our children as they walk and bike to our parks and schools, since many of our corridors lack sidewalks and crosswalks. Many of our residents are lower income and 50% of the children in our four elementary schools are nonwhite. Our residents deserve safe access to schools, parks, and commercial districts. This project will connect us to other vibrant neighborhoods, such as Lents and Woodstock, and is vitally important to the growth and vitality of our community.

PBoT will match our grant if we can get the \$3 million from Metro, meaning a total investment of \$6 million in our neighborhood. This project would positively impact over 13,000 people! As I'm sure you've heard from many of our residents, seeing this project move forward is very important to us.

Please consider investing in a neighborhood that desperately needs some attention. Thank you for your thorough review and examination of these proposed projects. I know these decisions are not made lightly and I thank you for your service to our communities. If you'd like to discuss my comments further, please contact me.

Sincerely,

Megan Cook

Brentwood-Darlington neighborhood resident

Megan Cook
Portland's Real Estate Doula
John L. Scott
mobile: 503.701.4465

