

## Engagement report

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

November 2016

### **APPENDIX D: COMMENTS RECEIVED, LETTERS**





## 82<sup>nd</sup> Avenue Improvement Coalition

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August 17, 2016

82<sup>nd</sup> Avenue Improvement Coalition  
Portland OR  
[82ndAvenue@gmail.com](mailto:82ndAvenue@gmail.com)

Joint Policy Advisory Committee on Transportation  
c/o Regional Flexible Funding

To Joint Policy Advisory Committee on Transportation Members;

We are excited to write a letter of support for the following Regional Flexible Funding projects:

- NE Halsey Street Safety and Access to Transit Project
- Jade & Montavilla Connected Centers Project
- Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway Project

These projects will align with several projects currently underway that directly involve 82<sup>nd</sup> Avenue; specifically, the City of Portland led Understanding Barriers to Development and the Oregon Department of Transportation led 82<sup>nd</sup> Avenue Implementation Plan. Both studies are supported by the 82<sup>nd</sup> Avenue Improvement Coalition.

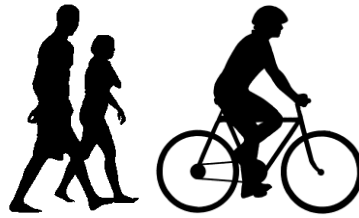
The 82<sup>nd</sup> Avenue Improvement Coalition seeks to encourage development of multi-modal transportation facilities and promote creation of “complete neighborhoods.” Complete neighborhoods offer a variety of transportation options that are built at walkable and bikeable human scale.

Presently, 82<sup>nd</sup> Avenue is a High Crash Corridor. Those that live near 82<sup>nd</sup> Avenue view this boulevard as a physical barrier separating neighborhoods that is challenging, at best, and dangerous, at worst, to access as a pedestrian or bicyclist. These projects seek to enhance crossing opportunities and connect key pedestrian and bike routes.

Examples include the addition of pedestrian scale lightening near the 82<sup>nd</sup> Avenue MAX station and crossing enhancements at several intersections and addition of bicycle lanes to the Halsey Street overpass.

We support the three projects with the understanding that they will be further developed, discussed, and finalized using aforementioned planning efforts and community engagement,

Brian Wong  
Chair



A Joint Letter from the  
Bicycle Advisory Committee & Pedestrian Advisory Committee  
1120 SW 5<sup>th</sup> Avenue Room 800, Portland OR 97204

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August 24, 2016

Metro Council  
600 NE Grand Ave  
Portland, OR 97232

The City of Portland Bureau of Transportation (PBOT) Pedestrian Advisory Committee and Bicycle Advisory Committee consist of a wide cross-section of Portlanders who come together to advise City decision makers on matters related to their particular transportation mode. Members come from every area of the City as well as a broad spectrum of interests and professional backgrounds. Each modal committee has been an ongoing contributor and advisor during the City's Regional Flexible Fund selection process.

Each committee has reviewed the projects and feels that all of the projects, both collectively and individually, are strong candidates that would bring needed investment to geographic areas where it has long been lacking. Therefore as modal Chairs, we would like to express the support of our committees for the City of Portland applications for Metro's Regional Flexible Funds for the following active transportation projects:

- Brentwood-Darlington Safe Routes to School - Sidewalk Infill & Neighborhood Greenway: Provides Brentwood-Darlington, an underserved neighborhood that relies on active transportation, walking and bicycle facilities. The project will improve safety in a high-crash area and removes conflicts between modes to improve access to and from priority destinations.
- Connected Cully, Phase 2 - NE 72nd Ave Pedestrian/Bicycle Parkway: Provides the Cully neighborhood low-stress walking and bicycling facilities. Traditionally a lower socioeconomic neighborhood with high concentration of low-income Hispanic residents, the project will improve a high-crash area, provide access to and from priority destinations (i.e. schools, parks and economic centers) and ultimately is supported by the community through stakeholder engagement.
- David Douglas Safe Routes to School - Sidewalk Infill on 117th, 130th, and Mill: Provides David Douglas High School and the surrounding neighborhoods a safe route for students to get to school. The David Douglas School District is one of the most diverse communities within the Portland Metropolitan Region yet it is deficient in active transportation facilities. This project will close sidewalk gaps, create safe bicycle facilities and most importantly has strong support from the residents, David Douglas High School and political representatives in the area.
- Hillsdale Town Center Pedestrian Connections: Sidewalk Infill on SW Beaverton-Hillsdale Hwy: Provides the Hillsdale Town Center with pedestrian facilities between nearby Robert Grey Middle School, Mary Rieke Elementary and Wilson High School. This project has strong community support and will improve access to an underserved community with many children and seniors adjacent to a High Crash Corridor.

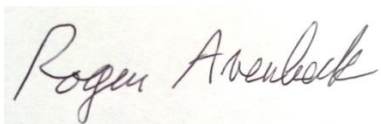


- Jade & Montavilla Connected Centers Project: Provides multi-modal improvements in key areas to the up and coming Jade District and Montavilla Neighborhood Centers. These improvements will promote safety along a high crash corridor, address climate change and health through the creation of a walkable and bikeable network and serve diverse communities of color.
- NE Halsey Safety & Access to Transit: Provide solutions to problems in this High Crash Network. Using the suite of tools, which include signal improvements, intersection redesigns, pedestrian improvements and bicycle facilities, this project will alleviate deficiencies in the transportation network and better connect the growing population to the developing economic centers in this area.
- N. Portland Greenway Trail: Baltimore Woods Segment: Provides a better active transportation connection between nature, places of interest, job corridors and other priority locations. This project will add bicycle lanes, sidewalks, off-street pathways and other improvements to create a high quality network of alternative options for the St. Johns neighborhood.
- Outer Stark and Outer Halsey Complete Streets Project Development: Provide safety improvements to a High Crash Network that affects all modes. This project will add bicycle and pedestrian facilities for an area that is highly dependent on single occupancy vehicles thereby giving the residents greater choice in their transportation options and modes. These updates will also serve a diverse community that is low-income and has a high percent of immigrant/refugee or identify as people of color.

Each of these projects are region-wide investments that make our communities more livable and give people choices in how they travel. Each of these projects score high on the prioritization criteria by serving underrepresented populations that are in projected high growth areas in the Portland Metro region, improving safety in high crash corridors, and providing access to priority destinations.

These projects achieve multiple transportation policy objectives for both a bicycling and walking perspective and support Metro's efforts to address air quality requirements by ensuring the region reduces its reliance on fossil fuel consumption and single occupancy trips. Each of these projects provides significant transportation benefits to the Portland Metropolitan Region in helping to ensure that our transportation system is strong, diverse and efficient.

Respectfully submitted on behalf of Portland's Pedestrian Advisory Committee and Bicycle Advisory Committee,



Roger Averbeck, Co-Chair  
Pedestrian Advisory Committee



Heather McCarey, Chair  
Bicycle Advisory Committee



Rithy Khut, Vice-Chair  
Bicycle Advisory Committee

Please note: PAC members Rebecca Hamilton, Co-Chair and Anthony Buczek, as Metro employees, recused themselves from participating in all discussions related to the RFF project selection and related issues.

cc: Joint Policy Advisory Committee on Transportation (JPACT)



August 24, 2016

Commissioner Steve Novick  
1221 SW 4<sup>th</sup> Ave, Suite 210  
Portland, OR 97204

Dear Commissioner Novick:

Please accept this letter as a formal statement of ROSE Community Development's commitment to support full funding of the "Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway" proposal for Regional Flexible Funds from Metro.

ROSE Community Development was created in 1992 by a group of neighborhood leaders to revitalize outer southeast Portland. As a place-based organization, we are rooted in the belief that relationships have value, that real change takes time and that neighborhoods are the places where relationships, community values and vision turn ideas into action. Over the past 25 years ROSE has tackled a variety of community-identified needs ranging from affordable housing to child care to park construction.

At ROSE, we believe that the Brentwood-Darlington neighborhood is a vibrant community in need of additional resources. We have been working with local families and businesses to advocate for increased livability, safety, and equity for the individuals and families who live, work, and recreate in Brentwood-Darlington.

The proposed safety improvements in the Brentwood-Darlington Safe Routes to School proposal will help protect community members and will enable families to be more active and, in turn, healthier. The changes are not only important for long term health in the community but the livability will also improve focus and success in school. Furthermore, these improvements will encourage more multi-modal transportation in the neighborhood which will have a positive impact on the local air quality and the environment.

These improved safety measures will have a lasting impact on the citizens who live, work, and recreate in the Brentwood-Darlington community. I urge the full funding of the Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway project. The Brentwood Darlington neighborhood is in vital need of these investments.

If you have any questions, please feel free to contact me at 503-788-8052 ex. 15.

Sincerely,

A handwritten signature in black ink that reads "Lauren Macbeth".

Lauren Macbeth  
Assistant Director



## **brentwood-darlington** neighborhood association

To Whom it May Concern:

The Brentwood-Darlington Neighborhood Association is writing in strong support of efforts by PBOT to obtain Regional Flex Funds for projects that would complete sidewalks on SE Flavel St. and SE Duke St., our Safe Routes to Schools, in addition to establishing an east-west neighborhood Greenway on SE Ogden/Knapp. We're writing on behalf of our community, filled with visionaries and dreamers, immigrants from around the world, students with big plans for their futures, and regular folks who know in their hearts that it's Brentwood-Darlington's turn at last.

As you are likely aware, SE Flavel St. and SE Duke St. are integral arterials in our culturally diverse and dynamic neighborhood of 13,000 residents and are key connections to four Title I Portland Public Schools (Whitman Elementary, Woodmere Elementary, Lane Middle School, and the Green Thumb Transitional School, serving students with disabilities) all located on or adjacent to Duke and Flavel, as well as two of our largest green spaces, Brentwood Park and Flavel Park, and shopping areas, including the only true grocery store in Brentwood-Darlington, a known urban food desert.

Currently, Duke and Flavel from 52nd to 82nd have a patchwork of sidewalk/dirt/mud/stone that varies property to property. Long stretches are impassible for many, including people with disabilities, elementary and middle school students, parents pushing strollers, and the elderly, which forces them into the streets with speeding cars and narrow bike lanes. In the rainy season it is even worse when the dirt paths become mini mud lakes. Some students, who choose to stay on the mud path to avoid the dangers of walking in the street, arrive at school with soaked shoes and clothing. Folks stand in ankle deep puddles as they wait for the bus. It's a demoralizing scene.

As a historically underserved neighborhood, these streets have been in this state for over 30 years, with no major improvements. In the over 1.75 square miles of the Brentwood-Darlington neighborhood, there is only one complete street with two complete sidewalks and curbs (SE 72nd). As a result, non-auto transportation options in our neighborhood are extremely limited, especially in comparison to other SE Portland neighborhoods. We are the classic underdog.

The Ogden/Knapp Greenway would provide east/west access to inner southeast neighborhoods Woodstock and Sellwood (Brentwood-Darlington lacks a complete business district) as well as a north/south connection to the soon to be constructed 20s neighborhood greenway, the 45th Ave bike lane, the 52nd Ave bike lane, and the future 70s greenway. The Springwater Corridor is currently the main east/west path, but it is not easily accessible

for most people traveling from Brentwood-Darlington unless they go east to SE 87th and Flavel or go up and down extremely steep hills on SE 72nd, 52nd, or 45th, which is not feasible for some bikers, especially those traveling with children.

Ogden/Knapp is another main pedestrian path for students attending Brentwood-Darlington's four Portland Public Schools, one of which exclusively serves students with disabilities, as well as a path for neighbors to our largest green space, Brentwood Park. A greenway would provide traffic calming and safety features such as crosswalks on SE 82nd and SE 72nd, and speed bumps on one of our busiest pedestrian thoroughways, Ogden/Knapp. It is also the site of our annual 4th of July Community Parade and now home to our first ever Street Mural. It would be a point of pride for the entire community.

Our community members, business and education leaders, non-profit leaders, and our State Representatives, are overwhelmingly in support of this much needed attention, spending most of the summer collecting signatures, working collaboratively and rallying to bring these long overdue safety improvements to Brentwood-Darlington. It has truly brought us all together for the common good.

In our community, we talk all the time about where our grassroots neighborhood will be in five to ten years. We envision sidewalks, greenways, an amphitheater and outdoor concerts, a bustling pedestrian friendly business district, art and murals everywhere; a truly safe, livable, walkable, bike friendly Portland that others enjoy. That is our dream. We'll remark on how it took hard work, sweat equity and lots of volunteer hours, but it was more than worthy of our time and something we built together with city and local partnerships. We want to do more than make short term fixes to Brentwood-Darlington. We want to leave a legacy. Join us in creating this future by supporting this worthy project.

Respectfully,

**Lesley McKinley**  
Chair

**Chelsea Powers**  
Vice Chair

**Dave Messenheimer**  
Land Use

**Meesa Long**  
Infrastructure



**HOUSE OF REPRESENTATIVES**  
**900 COURT ST NE**  
**SALEM, OR 97301**

October 25<sup>th</sup>, 2016

Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232

SENT VIA E-MAIL

Dear Metro Councilors,

As State Representative for House District 41, I serve a portion of the Brentwood-Darlington Neighborhood, and I support the full funding of the Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway. This neighborhood is a vibrant community, with dedicated citizens who work diligently to increase livability, safety, and equity for the individuals and families who live, work, and recreate in Brentwood-Darlington.

Unfortunately, the Brentwood-Darlington community has not seen infrastructure and safety investments that other neighborhoods and Portland have. As a result, the routes to and from local schools and businesses have large sidewalk gaps and are often unpaved. This creates safety and accessibility issues for community members, especially youth and those with mobility challenges. These issues are exacerbated during the rainy months, which largely fall over the course of the school year.

Additionally, the roads in Brentwood-Darlington have little room for bicycle transit and there are few opportunities for road widening to create a safe pathway. Therefore, a greenway through the heart of the neighborhood with useful connection to the Spring Water Corridor would create a safe option for those traveling to and from school or work within the neighborhood, as well as those who use the Springwater Corridor for commuting and/or recreation. This Greenway would include traffic-calming and crossing improvements, which additionally improves the safety of the pathway for pedestrian traffic.

When neighborhoods have safe passage ways to schools, students and families are more likely to use non-vehicular transportation methods to travel throughout the community. These safety improvements help to protect community members, and also allows them to be more active, teaching young people healthy habits. This increased activity level is not only important to students' long term health, it also improves student focus and success in school. Additionally, these improvements will encourage more multi-modal transportation in the neighborhood which will have a positive impact on the local air quality and the environment.

The Brentwood-Darlington Neighborhood would make great use of these improved safety measures which will have a lasting impact on the citizens who live, work, and recreate in this community. I urge the full funding of the Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway project, this neighborhood is in vital need of these investments.

Thank you for your time and consideration of this important project.

Respectfully,

State Representative Kathleen Taylor  
House District 41

October 26, 2016  
*Via email*

Metro Regional Center  
600 NE Grand Ave, Portland

Dear Metro Council,

Thank you for this opportunity to offer a brief public comment on the West Linn City Council approved Highway 43 Multimodal Transportation Project. I have been involved with this planning for a year and a half as an interested resident who lives one block removed from highway 43. I support the West Linn City Council decision to pass the "West Linn OR 43, 2016 Conceptual Design Plan," and I believe that your organization should proceed with funding to begin the next steps please.

This project is aimed at enhancing bike, pedestrian, transit and vehicular mobility in West Linn for the benefit of the citizens. If provided sufficient funding, project will improve multi-modal access to Highway 43 and address the serious congestion and safety issues currently experienced.

In closing I ask you to please help our concept design take its next baby steps with maximum funding. We really want this opportunity to partner with Metro to begin a national-class design for our city's most important artery road.

Thank you for your time and energy.

Respectfully,

A. Alan Smith  
1941 Buck Street  
West Linn, OR 97068

## PLEASE ADD TO PUBLIC TESTIMONY REGARDING FUNDING FOR MULTIMODAL TRANSPORTATION IMPROVEMENTS IN METRO REGION

HEARING ON OCTOBER 27, 2016

### ECONOMIC DEVELOPMENT AND SAFETY ON HIGHWAY 43 IN WEST LINN

Please support the funding of the Highway 43 multimodal transportation improvements in West Linn. The current state of affairs is a sad cobbling together of partial sidewalks, subpar noncontinuous bike lanes, and dodgy motor vehicle intersections. This hodgepodge was developed over the last 100 years and does not serve modern transportation needs very well. The city's new Highway 43 concept plan will solve many of the current problems, and will "pave" the way for a synergistic improvement of economic viability in the area and increased non-motorized trips. It will also be a national showcase of what the European "cycletrack" model can mean in American cities.

Please be aware that the Robinwood neighborhood residents in their long term Neighborhood Plan (part of our City's Comprehensive Plan) have expressed openness to mixed use revitalization of the commercial strip that this transportation grant addresses. Funding to begin multimodal transportation improvements will lay the groundwork for the economic revitalization of the area where walkers, bikers and drivers can safely shop, live, and circulate in comfortable proximity to the transit line which connects to jobs in downtown Portland.

You may not be aware, but because of West Linn's good schools, there is a demographic boom of families with young children flocking to our town. The target area for this grant coincides with where many of these younger families find relatively affordable housing (as compared with Portland, for example) to buy or rent. These families are reluctant to expose their children to the hazards of being a pedestrian or biker along this otherwise flat and accessible transportation corridor.

Even the family attracting Mary S. Young Park with its miles of trails and large sports fields is hard to safely connect to from highway 43 even though it is immediately south of the Robinwood commercial area. The multi-use path in the park dead ends at the highway shoulder. Biking with my teenager from this park to the community center in Robinwood, we are forced onto the shoulder margin of Highway 43 along a curved section where a careless driver could following the laws of physics, pick us off in a short moment of distraction. The alternative bike route involves an extra 1/2 mile and two very large hills as one drops almost the Willamette River then climbs back up.

The potential for supporting a world class example of multimodal design should not be missed. The merging of economic revitalization, with safety improvements, and reduced need for auto trips makes such sense. Let's fund this and lay the ground work for a better corridor for the next 100 years.

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





**From:** Rep Reardon <rep.jeffreardon@state.or.us>  
**Sent:** Tuesday, October 25, 2016 5:03 PM  
**To:** Trans System Accounts  
**Subject:** Brentwood-Darlington Safe Routes to School Support

**Representative Jeff Reardon**

House District 48  
Vice Chair House Energy and Environment Committee  
House Education Committee  
House Higher Education and Workforce Development Committee

October 25, 2016

Metro Planning  
600 NE Grand Ave.  
Portland, OR 97232

Dear Metro Planning,

As State Representative for House District 48, I serve part of the Brentwood-Darlington neighborhood and I enthusiastically support full funding of the "Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway" proposal for Regional Flexible Funds from Metro. Like some of my other east Portland constituents, this neighborhood is a vibrant community, with dedicated citizens who work diligently to increase livability, safety, and equity for the individuals and families who live, work, and recreate in Brentwood-Darlington.

Unfortunately, the Brentwood-Darlington community has not seen infrastructure and safety investments that other neighborhoods and Portland have. As a result, the routes to and from local schools and businesses have large sidewalk gaps and are often unpaved. In fact, 2012 analysis from the Regional Equity Atlas shows Brentwood-Darlington has the lowest density of completed sidewalks in the Southeast Uplift neighborhood coalition. This lack of infrastructure creates critical safety and accessibility issues for community members, especially youth and those with mobility challenges. These issues are exacerbated during the rainy months, which largely fall over the course of the school year.

Additionally, the roads in Brentwood-Darlington have little room for bicycle transit and there are few opportunities for road widening to create a safe pathway. Further, a 2011 report from Willamette Week cites Brentwood-Darlington as having the second highest amount of unpaved gravel streets in the city, which again limits accessible bicycle and pedestrian transportation options, especially during the rainy months. Therefore, a greenway through the heart of the neighborhood with useful connection to the Springwater Corridor would create a safe option for those traveling to and from school or work within the neighborhood, as well as those who use the Springwater Corridor for commuting and/or recreation. This Greenway would include traffic-calming and crossing improvements, which additionally improves the safety of the pathway for pedestrian traffic.

When neighborhoods have safe passage ways to schools, students and families are more likely to use non-vehicular transportation methods to travel throughout the community. These safety improvements help to protect community members, and also allows them to be more active, teaching young people healthy habits. This increased activity level is not only important to students' long term health, it also improves student focus and success in school. Furthermore, these improvements will encourage more multi-modal transportation in the neighborhood which will have a positive impact on the local air quality and the environment.

The Brentwood-Darlington Neighborhood would make great use of these improved safety measures which will have a lasting impact on the citizens who live, work, and recreate in this community. I urge the full funding of the Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway project; this neighborhood is in vital need of these investments.

Thank you for consideration of this important project,

Jeff Reardon

Rep. Jeff Reardon  
900 Court St. NE, H-473  
Salem, OR 97301  
503-986-1448  
Rep.jeffreardon@state.or.us

\*You can also email my Chief of Staff with questions @  
Christina.cloyd@state.or.us\*



RECEIVED

10/28/16

Alyson Dressler  
5A15137233  
SE 50<sup>th</sup> +  
Henderson

Metro planning,

Thank you for considering  
Brentwood + Darlington for the  
sidewalk improvements.

It is ~~shocking~~ how many unimproved  
roads we have in our community  
(I live on one on SE 50<sup>th</sup>) &  
my street has no sidewalks.

So I am very familiar with  
the feeling of being unsafe while  
walking with my kids in our  
neighborhood. While this ~~improvement~~  
improvement won't change the  
street I live on, it will help  
our community and keep our  
kids safe.

Kids should not be forced to  
walk in the road / especially  
on busy streets like Flavel  
+ Duke.

Thanks for your time.  
alyson







RECEIVED  
11/28/16

Stephanie King  
4117 SE Division St  
Portland, Or. 97202

503-954-2647 Office  
503-296-2671 Fax  
staff.ssaetern@farmersagency.com



Dear Metro Council,

I would like to, first and foremost, thank you for all of your hard work and compassion towards creating safer transportation measures throughout the Portland Metro area. As a young entrepreneur who has grown up in Portland over the last 15 years it has been a pleasure watching this city grow and adapt to the changes we have been faced with overtime.

Additionally, I would like to take the time to request your consideration for the Brentwood-Darlington Safe Routes to School Initiative. I am a proud member of the Brentwood-Darlington community, where I have had the pleasure of living for the last two and a half years. As a young professional, Brentwood-Darlington is one of the few neighborhoods I can afford to live in. It is the place that I see myself raising my future family, it is the place that I now call home. It is the place where I want to confidently send my future children to school, knowing that they have a safe way to get there.

As the previous volunteer regional admin and current local admin for the Buy Nothing Project, a community based gifting group that focuses on sharing resources and building community I can tell you with certainty how much this project will impact the community in which I reside. One of our goals as a community is to reduce our carbon footprint and to help create a better world for the future of our community. With this project and the families in the neighborhood in mind, the members of my group (which has reached over 1,000 community members in a year) would be able to more safely and securely walk to and from their friends and neighbors homes to share items from their home and to help neighbors within our community with their wants, needs, and most importantly friendship.

I humbly ask you to take the hardworking, tax paying community members of Brentwood-Darlington into high consideration when allocating funds this year. We are hardworking and proud people who truly just want better-served and rightfully earned sidewalks. This street project will positively impact children and adults for years to come.

Sincerely,

Stephanie King



**WHITMAN SCHOOL**

**PORTLAND PUBLIC SCHOOLS**  
7326 Southeast Flavel Street, OR 97206  
503-916-6370 • Fax: 503-916-2684  
[www.pps.k12.or.us/schools/whitman](http://www.pps.k12.or.us/schools/whitman)

October 27<sup>th</sup>, 2016



To Whom It May Concern:

I am writing this letter in strong support of efforts by PBOT to obtain Regional Flex Funds for projects that would complete sidewalks on SE Flavel St. and SE Duke St., our Safe Routes to Schools.

As the principal at Whitman school, I witness our students and families trying to navigate the current unsafe pathways from their homes to our school. It impacts attendance (especially when it rains), as well as the number of students served in our afterschool program.

Many of our families don't have any means of transportation. Furthermore, they are often unable to pick up their children from school because they have two or three jobs. It is very unsettling to see our primary grades students walk by themselves, or with their older siblings, down unpaved areas that lack proper crosswalks, are narrow, and definitely dangerous.

Please consider our request, and support our need for sidewalks, greenways, and a pedestrian friendly area where our children are safe.

Sincerely,

Ruth Tucker  
Principal  
Whitman Elementary School



## Woodmere Elementary School

7900 SE Duke St, Portland, OR 97206

Telephone: (503) 916-6373 • FAX: (503) 916-2687

Katherine Polizos  
Principal

Raise the Bar



Eliminate the Gap

October 30, 2016

As principal of Woodmere, I wanted to voice my support for PBOT's efforts to fund sidewalks in our school neighborhood. Woodmere is a small neighborhood school, where many of our students and families choose to walk or bike when possible. Our school and staff takes pride in promoting healthy activity for our community including walking and biking to school. We have even been recognized by Let's Move! active schools initiative for our students' efforts to increase physically active throughout the day. On National Walk and Bike to school day this October more than 65% students reported commuting without a car or bus.

However, many of our students and their families find this more and more difficult in the wetter months when unpaved pathways along our main thoroughfare become muddy puddles forcing them to enter the roadway to keep dry on their way to and from school. Parents report difficulty walking with smaller children in strollers due to rutted, uneven paths and being uncomfortable allowing older students to bike or walk without an adult on roads without a clear demarcation between drivers and children. Those students who ride the bus are often forced to wait in standing water or cross large puddles to get into busses. For this reason, I am writing in strong support of efforts by PBOT to obtain Regional Flex Funds for projects that would complete sidewalks on SE Flavel St., SE Duke St., and SE Ogden/ Knapp as our students deserve a safe pathway to and from schools. Portland prides itself on being a highly Walkable-Bikable city and our students should be able to enjoy this ideal as well.

Woodmere serves a community that is extremely diverse, low income, and historically underserved. Access to school, transportation routes, services, and shopping that is safe and does not require the additional cost of owning and maintaining a car is essential for families in our community. As the day light hours get shorter many students find themselves traveling to and from school in the dark making it more difficult for families to see this as a safe choice for their child. One mother recently shared with me her sadness that she could not allow her student to take part in SUN programs that run after dark because she worried too much about them walking home in the dark on heavily trafficked roads where sidewalks are inconsistent. The funds from this grant will support our community in building a strong infrastructure and promoting a healthy community.

Sincerely,

Katherine Polizos  
Principal

Woodmere Elementary School



**Jennifer Patterson**  
**Senior Director**

**PORTLAND PUBLIC SCHOOLS**  
**OFFICE OF SCHOOL PERFORMANCE**  
501 N. Dixon, Portland, OR 97227  
(503) 916-3012 • Fax: (503) 916-2125

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Dear Metro Council:

As the supervisor of the Franklin Cluster serving Pre-K-8 schools, it is with pleasure and passion that I write this letter of strong support for the full funding of Brentwood-Darlington's Safe Routes to Schools Regional Flexible Fund grant for \$3 million dollars that will infill the nearly 60 total city blocks of muddy, patchwork sidewalks on Duke and Flavel St. that are the current designated "Safe Routes" for my students as well as the Odgen/Knapp Greenway that will also serve as a safe pedestrian passage for students and neighbors alike.

These desperately needed improvements would serve two Title one schools in the Franklin Cluster, Woodmere and Lane, as well as Whitman Elementary which is also Title I and the Green Thumb Transitional school serving PPS students with disabilities. While Franklin High School is not located in Brentwood-Darlington, Franklin students from this historically underserved neighborhood use TriMet to get to school and they are currently standing in the street or in the mud to wait for transportation to school. The new Head Start program at Lane Middle School serves low income families who most often walk or take TriMet to access the program and are doing so in unsafe conditions. Elementary students walking in the bike lanes on Duke and Flavel St. is terrifying to witness. I am also deeply concerned that a Lane Middle School student was struck with injury at the intersection of 60<sup>th</sup> and Flavel St. last spring. These safety improvements will benefit our students and the over 13,000 low-income residents in Brentwood-Darlington and the extreme need is evident.

With class sizes bulging at Woodmere Elementary located on 78<sup>th</sup> and Duke and enrollment rising rapidly, we know that more young families are moving to Brentwood-Darlington. Enrollment is up and is showing no signs of slowing down as our city grows. Brentwood-Darlington has seen a steady population increase since the 2010 census, and continues to be in the top 30 neighborhoods in the country for home purchases. This continued increase in population will most definitely impact our schools and we need investment in infrastructure in neighborhoods like Brentwood-Darlington to serve this diverse language and socio economic population that continues to make this neighborhood home.

PPS takes the issue of equity seriously. From educational programs to facilities, we pride ourselves on ensuring that students receive equal opportunities. The connections and passages to the PPS schools in the Franklin Pre-K-8 Cluster that are on Duke and Flavel St. present a real equity issue for students, parents, and the 13,000 residents of Brentwood-Darlington.

In addition to serving as passages and connections to schools, Duke and Flavel St. currently represent some of the only arterials in Brentwood-Darlington with curb and gutter. If this project is fully funded, it would also provide a walkshed and bikeshed to the new Lents Town Center, that would provide Brentwood-Darlington students, parents, and residents, with even more access to needed shopping and recreation options, as well as services for low-income folks, helping them to access the nearest commercial center or even potential employment opportunities.

I offer my full support of this vitally needed funding as a representative for the Franklin Cluster schools. Please keep in your heart and mind how critical these investments are to Brentwood-Darlington. Our children's Safety depends on it. Thank you for your time and consideration for this most worthy cause.

Sincerely,

Jennifer Patterson





Nov. 3, 2016

Metro Planning  
600 NE Grand Ave.  
Portland, OR 97232

Dear Metro Councilors:

I am writing to lend the support of Impact NW for full funding of the Brentwood-Darlington Safe Routes to School: Sidewalk Infill and Neighborhood Greenway.

Impact NW operates several key programs from its location at the Brentwood-Darlington Community Center on SE 62<sup>nd</sup> Avenue. These programs serve vulnerable members of our community, mainly young children and their parents. Two-thirds of the families we serve are of color; most all live near the federal poverty level.

Unfortunately, our clients must access our programs on streets without sidewalks. This creates an immediate safety hazard. Moreover, the lack of sidewalks is a visible sign of the lack of investment and infrastructure in the Brentwood-Darlington neighborhood. No capital improvement monies have been spent here in the nearly 30 years since annexation with the city of Portland.

In supporting this sidewalk plan, I want to emphasize that ultimately these connections are providing greater access to and from Lents Town Center, which is actually starting to grow quite rapidly. Ultimately that expands the “walkshed” and “bikeshed” for Lents and helps businesses there get more customers. Similarly, on an equity level it means providing access to needed shops and services for low-income folks in Brentwood Darlington by getting them to the nearest commercial center.

Thank you for considering this recommendation.

Sincerely,

Andy Nelson, Associate Director  
[anelson@impactnw.org](mailto:anelson@impactnw.org)  
503-721-1767  
7211 SE 62<sup>nd</sup> Ave.  
Portland, OR 97206



Brentwood-Darlington Connected  
Parents & Families

Metro Planning

600 NE Grand Ave.

Portland, OR 97232

Dear Metro Council,

I am writing on behalf of 456 families in Brentwood-Darlington to urge you to select Brentwood-Darlington to receive Regional Flexible Funding for Safe Routes to Schools to complete sidewalks on Duke and Flavel from 52<sup>nd</sup> to 82<sup>nd</sup> and create a Greenway on Ogden and Knapp, representing the first ever greenway in our neighborhood. These projects would impact over 1,500 students who attend our three Title 1 schools that are rich in language diversity and receive 100% free and reduced lunch, as well as disabled students who attend the Green Thumb Transitional School. They would represent some of the only complete sidewalks in our entire neighborhood of 4,700 households and 13,000 low-income residents who speak some 15 different languages.

Brentwood-Darlington Connected Parents & Families is an online group that utilizes social media to unite our diverse neighborhood families by coordinating social civic activism offline including Social Civic Potlucks as well as online campaigns of self-advocacy for things like sidewalks and other grants, school equity, sharing and swapping children's clothing, toys, and books, creating meal trains for new parents or neighbors who may be ill or out of work, building little free libraries, and we plan and put on community events for the entire neighborhood regularly in conjunction with the Brentwood-Darlington Neighborhood Association and the Artistic Darlings of Brentwood-Darlington including the SE Art Party. Our motto is "leave no mom, dad, or neighbor behind". We promote kindness, connection, engagement, and civic duty.

Watching our neighborhood children, residents with disabilities, seniors, and parents pushing strollers in the street with oncoming traffic on Duke and Flavel is painful for us and we've vowed to work every angle possible, unite at a grassroots level, and mobilize our elected officials and anyone who will listen, that we do not receive equitable funding in Brentwood-Darlington. We are working families, blue collar families, and we don't have the support or advocacy that Apano or Verde can provide. Most of us cannot attend hearings, planning meetings or serve on committees due to working multiple jobs to keep our families afloat. We are struggling here to get basic infrastructure and attempting to connect with as many non-profits, politicians and agencies as possible, but the historic neglect of this neighborhood and the disinvestment is almost difficult to explain to people in power positions who haven't experienced it or witnessed what we go through to get basic things in Brentwood-Darlington. We are grassroots.

This RFF Grant money would represent the only money of this level Brentwood-Darlington has seen in the nearly 30 years since our annexation into the city of Portland, something that still causes many older and longtime residents a great deal of stress and distrust. For many, they are still paying bills that connected them to city sewer. Lacking district representation, our residents are also paying the 3<sup>rd</sup> highest property taxes in Portland, more than gentrified areas based on assessed values, and cannot afford the exorbitant costs of sidewalks or road improvements. Our entire neighborhood is often under water due to lack of storm drains and curb and gutter, including mini-lake sized pot holes that exist on our over 4.5 miles of unimproved roads.

Many of us voted for the gas tax knowing we would not be seeing a penny of that money, believing it may be the only chance for our East side allies to see real safety and road improvements. We know what it feels like to face chronic neglect and we wouldn't wish that on any of our fellow Portlanders. We have been patient and measured in our activism, choosing to believe that if we got our case in front of the right people, there would be no chance we could continue to be ignored. Here we are today. Asking you to fund the only neighborhood in Portland that has never received meaningful funding. Asking you to fund Safe Routes to Schools for our children and neighbors. Asking you to hear the pleas of our residents who don't have a voice or a seat at the table. Asking you to restore our faith in a system that we've paid untold millions of dollars into in property taxes. Asking you to support Brentwood-Darlington and say yes when everyone else has said no.

Thank you for taking the time to read this letter that represents the passionate feelings and hopes of young families with children in Brentwood-Darlington, the last affordable neighborhood in Portland, filled with blue collar families that boasts rich cultural and language diversity and a positive spirit of community engagement despite the sometimes demoralizing conditions of our surroundings. We are strong and growing stronger. This grant would represent hope and the kind of investment we desperately need to see. Please choose us. Invest in us. Believe in us.

With gratitude,

Lesley L. McKinley

Brentwood-Darlington Connected Parents & Families  
Founder

<https://www.facebook.com/groups/642651369117489/>  
6123 SE Knapp St., Portland, OR 97206  
602-541-0610

November 4, 2016

To: Metro Planning and Funding Committee

RE: Comments regarding Clackamas County projects proposed for consideration for the 2019 to 2021 Region A Flexible Funds Allocation – 2 project Monroe Street Walking and Biking Improvements (Clackamas County) and Monroe Street Neighborhood Greenway (Milwaukie)

Dear Metro Region A Flexible Funds Allocation Committee

We would like to comment on 2 of the projects – Monroe Street Walking and Biking Improvements (Clackamas County) and Monroe Street Neighborhood Greenway (Milwaukie). We will be impacted by both projects because both projects share the intersection at Linwood and Monroe. We would ask you not to fund these projects for the following reasons. The Clackamas County Planning Commission did not approve the Clackamas County portion of this project. It will be presented to the Clackamas County Board of Commissioners on November 30, 2016 for their decision. It would be premature on your part to approve funding for the Monroe Street Walking and Biking Improvements (Clackamas County) before Clackamas County has made its decision on this project.

We are residents on the Monroe Street Walking and Biking Improvements (Clackamas County) side and have participated in this project from the beginning. Each time the PAC committee gave comments to Scott Hoeschler and the Consulting Team, the suggestions were either ignored or not address at the next meeting. This project goes through predominately older established neighborhoods in the section between SE Linwood and SE 82<sup>nd</sup>. The roads through these neighborhoods are already narrow and difficult to transverse especially when there are big trucks, school busses, garbage trucks, delivery trucks and others large vehicles either stopped on the roads or trying to round corners.

We currently have a large nursery business that is along this roadway and another large parcel of land that is adjacent to this road that is vacant and will probably be sold in the next few years. If it is developed it could add hundreds of new people and cars to the neighborhood. The road ways within the proposed walking path and bike path will be reduced and the congestion will be tremendous. There is not proposed curb along these walking and bike paths. Walkers and bikers are in serious danger of being injured or killed because there will be nothing to protect them from traffic except in certain places along the route there are proposed bio swallows. Also, the posted speed limit is 25 miles but most drivers are going well over that speed on parts of this proposed route. If this project is approved, it has got to be changed to include curbs, sidewalks and speed bumps.

The Monroe Street Neighborhood Greenway (Milwaukie) project will significantly and negatively impact the residents of Monroe Street and the surrounding streets if this project is approved for funding with the Linwood/Monroe Streets diverter included. This diverter will not allow west bound drivers on Monroe Street to turn left on to Linwood, continue straight through into Milwaukie and drivers coming

down Linwood from King Road will not be allowed to left onto Monroe Street. This plan will negatively impact children and parents trying to get Linwood School, countless employees from the neighborhood trying to get to Hwy 224 to head to work, and neighbors just trying to shop and support the local businesses in Milwaukie and recreate in the area. This will cause most of these drivers to have cut through the neighborhoods on side streets not design for this significant increase in traffic.

These are just three of many reasons why these projects should not be funded by Metro 2019-2021 Region A Flexible Funds Allocation unless these projects are changed to completely address these concerns. The revisions must include complete neighborhood participation and open and transparent County and consultants who will listen to the neighbors and will design the projects to improve the neighbor not just design it for special interest group.

Creating dangerous and unsafe roads, walking and biking systems is both unwise and a waste of taxpayers' dollars.

We ask you not to fund both of these projects as they are currently designed.

Thank you for your attention to this request.

Sincerely,

Dan and Kathleen Cleary



4207 SE Woodstock Blvd., PMB# 130  
Portland, OR 97206  
[www.woodstockbiz.com](http://www.woodstockbiz.com)

November 5, 2016

Metro Council  
[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)

Dear Metro Council:

Our Woodstock Business District encompasses parts of two neighborhoods: Woodstock and Brentwood-Darlington. Our shops and service providers rely on our surrounding residents as our primary customers, and our neighbors rely on the proximity of our businesses to meet most of their shopping needs.

One of the goals of the City of Portland is to have complete and compact centers where residents can access shops and stores using active transportation. But in order for a business district to be accessible to people living nearby, there must be adequate infrastructure to accommodate their travel, particularly as pedestrians.

The Brentwood-Darlington neighborhood is asking for Safe Routes to Schools grant money to complete their patchwork sidewalks. This would enable children to access their neighborhood school safely, which is the right of every family. This project would also include a greenway on Ogden and Knapp that would connect their neighborhood to existing greenways and the Springwater Corridor, but also importantly connect to southeast 52nd Avenue and would provide access to the Woodstock Business District that is their center for goods and services.

The Woodstock Business District already has the makings of a complete neighborhood, with stores providing access to healthy foods and other essential goods and services. We have health clinics, coffee shops, a library, and a community center, but an underserved neighborhood such as Brentwood Darlington does not have equal access if they don't even have the basic ability to reach them in a safe manner. Filling in the patchwork of unfinished sidewalks in our district would enable us to help the City meet the goals of increased use of active modes of transportation, reduce future congestion, and give the 13,000 Brentwood-Darlington residents the safe access they deserve.

Sincerely,

Ann Sanderson  
President  
Woodstock Community Business Association

November 6, 2016

Metro Transportation Planning Division  
600 NE Grand Ave., Portland OR 97232

Dear Metro Transportation Planning Division,

The Nature and Trails Advisory Committee strongly supports THPRD's application for Regional Flexible Funding to finance the construction of the Beaverton Creek Trail segment from Hocken Avenue to the Westside Trail and Tualatin Hills Nature Park. The proposed 1.5 mile segment will fill a critical gap in the trail network within THPRD resulting in improved regional active transportation connections and increased access to an important regional destination, the Tualatin Hills Nature Park. Completing this vital segment of the Beaverton Creek Trail will also be an important step toward THPRD's eventual goal of an east-west regional trail, connecting Portland to Hillsboro across the district.

The construction of this segment of the Beaverton Creek Trail will complete the bicycle and pedestrian connection between the Westside Trail at Tualatin Hills Nature Park and the Fanno Creek Trail at Denney Avenue. This connection will provide the opportunity for bicyclists and pedestrians to travel between the Fanno Creek Trail, which runs from the THPRD/Portland Parks and Recreation boundary to Tigard, and the Westside Trail, which is planned to link the Willamette River in Northwest Portland to the Tualatin River in King City and currently transects 6 miles of THPRD. The Regional Flexible Funds would give THPRD the opportunity to complete a gap in the system and transform three individual regional trails into an interconnected regional trail system.

Constructing this segment of the Beaverton Creek Trail will also provide a crucial bicycle and pedestrian connection for residents to visit the Tualatin Hills Nature Park, THPRD's premier location for experiencing nature in a largely urbanized district. By expanding the network of trails that can be used to access this environmental oasis and classroom, it will increase the opportunity for people to visit the park without having to use their vehicles. We believe that both the environment and community will benefit by increasing trail connectivity to the Nature Park.

The Nature and Trails Committee is composed of District residents who are interested in natural area and trail development, maintenance, and usage. In 2014 and 2015, members of the NTAC assisted THPRD staff with updating the Trail Functional Plan. Through this process, the Beaverton Creek Trail segment from Hocken Avenue to the Westside Trail and Tualatin Hills Nature Park was identified as a Tier 1 (high) Priority New Construction Project. We recommend that Metro Transportation Planning staff favorably consider THPRD's grant application.

Respectfully,

NATURE AND TRAILS ADVISORY COMMITTEE

Bernadette Le, Chair



Woodstock Community Center, 5905 SE 43rd Avenue, Portland, Oregon 97206

November 4, 2016

Metro Planning  
600 NE Grand Ave.  
Portland, OR 97232

Dear Metro Planners:

At our November 2, 2016 meeting, the Woodstock Neighborhood Association (WNA) Board of Directors voted to throw our support behind the Brentwood-Darlington Safe Routes to School grant request—\$3 million to be used for infilling sidewalks on SE Duke and SE Flavel Streets, creating a greenway on Knapp and Ogden with traffic calming and crossing improvements, and developing pedestrian/bicycle connection to the Springwater Corridor on 87th Avenue south of Flavel.

Although Brentwood-Darlington Neighborhood adjoins Woodstock directly along our southeastern boundary, our neighborhood demographics are very different. The three PPS schools located on or adjacent to Duke and Flavel are Title 1, and receive 100 percent free and reduced lunch, with 50 percent students of color and 15 languages spoken. Improving these routes will help improve the lives of 1,500 students and 13,000 low-income Brentwood-Darlington residents!

The project will also benefit Woodstock neighbors by creating safer bicycle passage via the Ogden/Knapp Greenway. Filling in sidewalks on Duke will make it more feasible for Brentwood-Darlington neighbors to walk to Woodstock Center, potentially decreasing reliance on auto transportation to a district that is already impacted by heavy traffic, especially at rush hour.

Woodstock Neighborhood knows well the challenges of navigating unimproved roadways, including the dangers for pedestrians, because we have many such roads within our own neighborhood. But we feel that Brentwood-Darlington's need is especially great, and we enthusiastically support that need being partially addressed through Metro's full funding of this particular project grant request.

Sincerely,



Becky Luening, Vice Chair  
Woodstock Neighborhood Association



**PORTLAND PUBLIC SCHOOLS**  
**Special Education**  
**Community Transition Program**  
6801 SE 60th, Portland, Oregon 97206  
Telephone: (503) 916-5817 Fax: (503) 916-2346



November 4, 2016

Dear Oregon Metro,

I am writing this letter in strong and solid support of the Brentwood Darlington Neighborhood to be the recipient of the Safe Routes to Schools funding and infrastructure. This neighborhood is a growing family of committed community members, and the infrastructure for basic safety and accessibility is lacking compared to other similarly developed pockets of Portland.

Schools are central to this neighborhood. As Principal of The Community Transition Program, where we serve many students who have mobility barriers including use of wheelchairs, unstable gate, etc., I see a dire need for increased safe and accessible walking routes in our neighborhood. At the Green Thumb Campus on SE 60<sup>th</sup> between Duke and Flavel, we serve about 50 students, 13 of whom use wheelchairs for mobility. We are a community-based program, teaching student to navigate Portland, access Trimet, connect with their neighborhoods through work and civic activities. Nearly every day we have students walking or wheeling to their destinations, and many have to take longer or less safe routes (including to their homes) in order to maintain safety.

At Green Thumb, we do not have a gym or dedicated outdoor recreation space, so we do “walking clubs” for exercise and physical health.

It would be such an amazing addition to our neighborhood to have accessible, close, safe routes between our schools and our neighbors. We are grateful for any consideration you make to this end, and welcome your visits to our program in support of this request.

Sincerely,

Michelle Markle  
Principal, Community Transition Program  
Portland Public Schools

4 November 2016

Metro Planning  
600 N.E. Grand Avenue  
Portland, OR 97232  
transportation@oregonmetro.gov

**RE: Support for Cornfoot Road Multiuse Path**

To Whom It May Concern:

We are writing to express our support for the Port of Portland's Cornfoot Road Multiuse Path funding application. This critical project is necessary to ensure safe pedestrian and bicycle access on a high volume roadway located within a booming employment district.

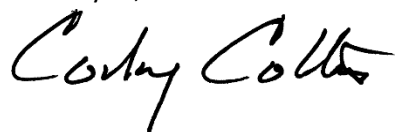
The Columbia Corridor is the largest economic corridor in Oregon and the largest industrial area in the Metro region, with more middle wage jobs for communities of color than other sectors.

Cornfoot Road, located on the southern portion of the airfield for PDX, is home to 19 businesses. Used for business access, as well as a cut through for those traveling to I-205 north, more than 9,000 trips a day occur on the road. Of those trips, nearly ten percent are coming from heavy vehicles. The absence of a shoulder on either side of the roadway forces pedestrians and bicyclists to either be in the street or in the grass adjacent to the roadway. The winding road further reduces visibility of non-vehicular traffic increasing safety issues. The relocation of the downtown post office to the intersection of NE Cornfoot Rd and Alderwood Rd in the next few years will add a significant number of employee and truck trips to the system.

A *separated* multiuse path on this stretch of road will complete a significant gap in the routes connecting Cascade Station and PDX to areas west and south of the airport and keep the route safe for all users. This will provide the more than 12,000 employees at PDX alone to utilize alternative modes of transportation to and from work. Not only does this benefit current employees of PDX, many of whom who live in the adjacent Cully neighborhood to the south, it also reduces barriers for accessing those jobs found at PDX and the surrounding businesses. A trip that currently takes 47 minutes with a transfer from a bus to the MAX would be cut nearly in half with the ability to utilize a multiuse path on Cornfoot Road. Those twenty four minutes could make all the difference to someone looking for employment.

We recognize that demand will always exceed the funds available. However, because this project is so incredibly important for job access and growth as well as pedestrian and bicyclist safety within the Portland Metropolitan area, we strongly encourage funding of this project.

Thank you,



Corky Collier  
Executive Director

To Whom it May Concern,

My name is Brian Penland and I am a seventh grade math teacher at Lane Middle School in the Brentwood-Darlington neighborhood. I am writing to urge your consideration for the Brentwood-Darlington neighborhood to receive the Safe Routes to Schools Regional Flexible Funding Grant.

I believe this to be an equity issue. This diverse neighborhood has been underserved for decades with little investment by the city for improvements. This is a very low income neighborhood and can use the help. The families here need to know that someone cares.

I have personally witnessed potholes that stretch across entire streets. I have students that come to school with wet shoes daily, sometimes because it is their only good pair and they don't have much of a chance to dry out during the winter. I have also personally witnessed the embarrassment some of these students feel when their shoes start to smell like mildew and there is nothing they can do about it.

I want all my students to feel good about coming to school. I think some new sidewalks would certainly help some get to school with dry feet, and would also send a message to the residents that someone cares. The rest of the city has sidewalks, why not here?

Please consider this request.

Sincerely,  
Brian Penland  
Lane Middle School



11/7/2016

Metro  
600 NE Grand Ave.  
Portland, OR, 97232

Dear Metro,

On behalf of ROSE Community Development, we would like to urge you to support improvements in outer Southeast Portland with Regional Flexible Funds.

The projects we are support are:

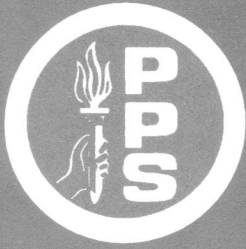
- Brentwood-Darlington SRTS
- Jade & Montavilla Connected Centers
- David Douglas SRTS
- Outer Stark/Halsey Complete Streets
- NE Halsey Safety and Access to Transit
- Connected Cully: NE 72nd Ave Ped/Bike Parkway

These projects represent important investments in transportation infrastructure in areas that have historically been underfunded by local government. This investment will help improve accessibility and safety for residents of these neighborhoods, including children on their way to school.

Sincerely,

A handwritten signature in black ink that reads "Nick Sauvie". The signature is written in a cursive, flowing style.

Nick Sauvie  
Executive Director



## PORTLAND PUBLIC SCHOOLS

7200 S.E. 60th Avenue / Portland, Oregon 97206  
Phone: (503) 916-6355 • FAX: (503) 916-2648

**LANE MIDDLE SCHOOL**

Office of the Principal

Dear Metro Council

As Assistant Principal of Lane Middle school, I am writing to strongly urge you to vote in favor of granting funds for the Brentwood-Darlington Neighborhood Safe Routes to School proposal for sidewalk infill and neighborhood greenway development. This proposal is a strong start to begin infrastructure improvements desperately needed in our community, a community that has been severely underserved since its inclusion in Portland more than 30 years ago.

Lane is a school of just under 500 vibrant, intelligent, active students. Our program includes 455 students in our comprehensive neighborhood middle school program, 12 students in our Intensive Skills middle school classroom, and four classrooms in our HeadStart pre-kindergarten program. We have amazing students, families and teachers and I invite you to come visit us if you are ever available for a tour. As a Title I school, our students do come to us with specific challenges and we work hard to support them and their families. The message we strive to convey to all of our students is that we believe in them, that we see their strengths and that they are not alone in the pursuit of their goals.

Unfortunately, this is not the message that they get from the state of their neighborhood. My students and their families routinely have to walk in the street with moving cars, walk and push strollers through deep, muddy puddles, cross streets in the middle of the block, and wait for public and school busses in the street to avoid standing in water and mud. Students and families with mobility challenges face even more daunting obstacles. The few curbs that we do have do not include ramps and often the road surfaces themselves are so rough that wheelchairs and strollers cannot pass. Many of my students come to school

throughout the year with wet feet, because there is no way to school that does not require that they walk through water. We are a community of working families, and many students must find their own ways to school and home while their parents work multiple jobs -- a majority of our students to use our streets to walk or ride to school.

Every year we have students who are hit by moving vehicles, due to the unsafe state of our roads and sidewalks. Last year, one student was struck by a car and injured while crossing Flavel Street. Another student last year was struck by the side mirror of car because there was no way to get off of the roadway. We live daily with the knowledge that our students are at risk of being injured while trying to get to school or home.

As Assistant Principal at Lane Middle School, my primary responsibility is for the safety of my students, a charge which I take very seriously. Several weeks ago I met with a member of the Safe Routes to School staff in order to talk about safety concerns in the streets around our school. At the conclusion of the meeting, I was asked to pledge to encourage my students to walk or bike to school. How, in good conscience, can I encourage my students to use what would normally be healthy travel options when I know that our streets are not safe routes to school? Please help us take this step to remedy an inequitable and intolerable situation. Thank you for your time and conscientious attention to this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Rowell". The signature is fluid and cursive, with the first name "Michael" and last name "Rowell" clearly distinguishable.

Michael Rowell, Assistant Principal

Lane Middle School



Southeast Uplift  
3534 SE Main St  
Portland, OR 97214

p: 503 232-0010  
f: 503 232-5265

[www.southeastuplift.org](http://www.southeastuplift.org)

## MEMORANDUM

Date: November 8, 2014

To: Metro  
JPACT

CC: Zef Wagner, Associate Planner, PBOT

From: Southeast Uplift Board of Directors

Subject: Endorsement of Brentwood-Darlington SRTS Regional Flexible Funding

The Board of SE Uplift would like to add our name to the list of enthusiastic endorsers of this critical project. Brentwood-Darlington has been historically underinvested in since annexed, yet has recently seen significant infill and development stressing the already limited transportation infrastructure. Many of these new residents have been displaced from our inner neighborhoods as rents and housing costs have skyrocketed in recent years. As one of SE Uplift's most affordable and racially diverse neighborhoods, it is time to invest in infrastructure equity for Brentwood-Darlington.

The safe routes to school sidewalk gap infill will create pedestrian spines through the heart of the neighborhood connecting parks, schools and the Brentwood Community Center for the first time, giving significant local health and safety benefits. The integration to the neighborhoods to the east and west is of regional benefit, including encouraging mass transit to other neighborhood employment and commercial zones. This helps the entire city.

The bicycle elements would be just as transformative connecting the 20's, 50's, 70's and 80's bikeways for the first time this deep south through SE Uplift. Current bike facilities are constructed with narrow bike lanes on busy corridors and include network gaps. This modern all ages facility will also serve as a regional alternative for those uncomfortable riding on the Springwater Corridor further south in inclement weather or at night; Currently there is no alternative route.

As SE Uplift neighborhoods grow, thus becoming more dense, it is important to give all our residents transportation options. The Knapp-Ogdon greenway will create a southerly east-west spine connection to



multiple facilities including central city access for employment, educational, commercial and recreation opportunities thus mitigating some commuter impacts through our closer in neighborhoods.

With over 1000 signatures gathered, the local neighborhood has shown a depth of support needed for this type of project. Please add our letter as this moves forward through the funding process,

On behalf of the Southeast Uplift Board of Directors,



Robert McCullough  
Chair

***Uplifting community advocacy since 1968.***

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell  
Hosford-Abernethy • Kerns • Laurelhurst • Montavilla • Mt. Scott-Arleta • Mt. Tabor • North Tabor • Reed • Richmond  
Salvador-Ardenwald • South Tabor • Sunnyside • Woodstock



**PROTECTING YOUR  
RIGHT TO ROAM**

TO: Metro

SUBJECT: Active Transportation & Complete Streets Projects, Support for  
Brentwood Darlington Safe Routes to School

November 7, 2016

Oregon Walks would like to lend wholehearted support for this project. As the state's leading pedestrian advocacy organization, we find it critical to close the gaps in our pedestrian networks wherever we can. Many improvements are needed in this neighborhood to ensure a safe walking environment; with extremely limited sidewalk connectivity, safe crossings and improved roads, this neighborhood suffers from extreme deficiencies within the pedestrian infrastructure.

These deficiencies are even more disheartening when considering the fact that there are four schools within the neighborhood. Of these four, three are Title 1 schools with a 100% Free and Reduced Lunch rate, and 50% of students are people of color. The fourth is the Community Transition School which serves students with moderate to severe disabilities. 18 of those students are in wheelchairs and need accessibility ramps and smooth surfaces to enable unencumbered access. Currently there is a dearth of these features in this area, which are abundant in many other parts of the city. It's time to invest in these traditionally underserved communities and correct these long-standing issues.

Oregon Walks urges Metro to prioritize funding this project and ensuring safe access to schools for the Brentwood Darlington community.

On behalf of Oregon Walks,

Noel Mickelberry  
Executive Director, Oregon Walks



Cathedral Park Neighborhood Association

## Public Comment

### North Portland Greenway Trail

On behalf of the Cathedral Park Neighborhood Association, we endorse the plan to build a Greenway Trail from the Eastbank Esplanade along the river up to Kelly Point Park.

From our special location here in Cathedral Park, our residents have a close connection with the Willamette River and Baltimore Woods. These natural borders shape our neighborhood acting not only as our boundaries, but as our connection to the adjoining parks and urban districts. Constructing a continuous greenway would offer a further junction for our residents to expand upon our experience of these regions and habitats surrounding our homes.

As Cathedral Park neighborhood grows with increasing numbers, a Greenway Trail would offer our current and new members an immediate refuge from our traffic laden streets along its' riverfront path. Creating a safe and car-free route for people to walk, run, and bike on would make every destination from the Eastbank Esplanade all the way up to Kelly Point Park much more accessible for every resident and visitor of Cathedral Park. Whether using the trail as a route for commute or for pleasurable strolls, the greenway would provide a much desired course for residents seeking an alternative promenade. This scenic link to the recreational parks to our north and to the bikeable districts to our south would be a recognizable asset for Cathedral Park and for all of North Portland.

Thank you,

Jené DeSpain, Cathedral Park Neighborhood Association

*Position of the  
North Portland Neighborhood Chairs Network Metro Regional Funds  
November 7, 2016*

The North Portland Neighborhood Chairs strongly supports the City of Portland's proposal to fund North Portland Greenway improvements using Regional Transportation Flexible Funds.

Bob Greene, Chair, Arbor Lodge Neighborhood Association  
Scott Bricker, Chair, St Johns Neighborhood Association  
Gary Kunz, Chair, East Columbia Neighborhood Association  
Chris Trejbal, Chair, Overlook Neighborhood Association  
Jan de Leeuw, Chair, Piedmont Neighborhood Association  
Tyler Roppe, Chair, Kenton Neighborhood Association  
Tom Karwaki & Mike Salvo, Chair, University Park Neighborhood Association

11/7/2016

Metro Planning  
600 N.E. Grand Avenue  
Portland, OR 97232  
transportation@oregonmetro.gov

**RE: Support for Cornfoot Road Multiuse Path**

To Whom It May Concern:

We are writing to express our support for the Port of Portland's Cornfoot Road Multiuse Path funding application. This critical project is necessary to ensure safe pedestrian and bicycle access on a high volume roadway located within a booming employment district.

United Parcel Service has an airport operation very near Cornfoot Road. We are located at 8315 NE Airtrans Way in Portland, Oregon. There are approximately 90 employees that could benefit from either using the new path to stay off the road or create a better driving situation when they drive their personal vehicles.

Cornfoot Road, located on the southern portion of the airfield for PDX, is home to 19 businesses. Used for business access, as well as a cut through for those traveling to I-205 north, more than 9,000 trips a day occur on the road. Of those trips, nearly ten percent are coming from heavy vehicles. The absence of a shoulder on either side of the roadway forces pedestrians and bicyclists to either be in the street or in the grass adjacent to the roadway. The winding road further reduces visibility of non-vehicular traffic increasing safety issues. The relocation of the downtown post office to the intersection of NE Cornfoot Rd and Alderwood Rd in the next few years will add a significant number of employee and truck trips to the system.

A separated multiuse path on this stretch of road will complete a significant gap in the routes connecting Cascade Station and PDX to areas west and south of the airport. This will provide the more than 12,000 employees at PDX alone to utilize alternative modes of transportation to and from work. Not only does this benefit current employees of PDX, many of whom who live in the adjacent Cully neighborhood to the south, it also reduces barriers for accessing those jobs found at PDX and the surrounding businesses. A trip that currently takes 47 minutes with a transfer from a bus to the MAX would be cut nearly in half with the ability to utilize a multiuse path on Cornfoot Road. Those twenty four minutes could make all the difference to someone looking for employment.

We recognize that demand will always exceed the funds available. However, because this project is so incredibly important for job access and growth as well as pedestrian and bicyclist safety within the Portland Metropolitan area, we strongly encourage funding of this project.

Thank you,

Deanna Burger  
United Parcel Service  
District Air Manager

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FedEx Express  
5159 NE Cornfoot Rd  
Portland, OR 97218  
350 employees at location

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Brandon Maus  
FedEx Express