Engagement report
Public comments on proposed projects for 2019-21 regional flexible funds
November 2016

APPENDIX G: COMMENTS RECEIVED, TESTIMONIES
>> METRO COUNCIL AND THE NEXT ITEM OF BUSINESS IS THE HEARING ON -- ACTUALLY WHAT AM I DOING HERE? OH, THERE WE GO. NOW THAT WE HAVE A CROWD I CAN TRULY SCREW UP HERE. PUBLIC HEARING ON REGIONAL FLEXIBLE FUND PROJECT SELECTION. WE SAID WE WOULD START AT 4:00. IT'S NOW 4:00. SO WE ARE ABOUT TO START THE PUBLIC HEARING ON REGIONAL FLEXIBLE FUND ALLOCATION. LET ME THANK YOU IN ADVANCE. EVERYBODY HAS COME TO GIVE YOUR THOUGHTS ON PROJECT PROPOSALS FROM ACROSS THE GREATER PORTLAND REGION. MY FELLOW COUNCILORS AND I ARE COMMITTED TO THE IMPORTANCE OF BRINGING RESIDENTS INTO THE DECISION MAKING PROCESS. WE THINK THIS IS A DECISION THAT OUGHT TO HAVE A MAXIMUM AMOUNT OF PUBLIC INPUT BECAUSE IT'S YOUR MONEY AND THEY ARE YOUR PROJECTS. YOU HAVE TO DRIVE ON THE STREETS OR RIDE YOUR BIKES ON THE PATHS OR WALK SAFE ROUTES TO SCHOOL COALITION DURING THE FLEXIBLE FUNDS POLICY DISCUSSION.

LET US LOOK AT HERE FROM THE SAFETY ADVOCATES, ALSO HAVE PARENTS AND MOST IMPORTANT CONSTITUENCY, THE CHILDREN. TO BE SAFE GETTING FROM HOME TO SCHOOL. WE KNOW THAT WE HAVE SEEN OVER THE YEARS AS THE REGION HAS URBANIZED AND BIKING AND WALKING HAS BECOME SOMEWHAT MORE CHALLENGING THAT WE HAVE SEEN A DECLINE IN THE NUMBER OF CHILDREN WHO RIDE OR RIDE BIKES OR WALK TO SCHOOL, WHICH HAS CONTRIBUTED TO THE INCREASE IN CHILDHOOD OBESITY AND OTHER LACK OF EXERCISING ON THE PART OF KIDS. I GREW UP IN A GENERATION OF COURSE WHERE WE WALKED TO SCHOOL EVERY DAY SIX MILES UPHILL BOTH WAYS THROUGH THE SNOW. [LAUGHTER]

>> ME TOO.

>> HUGHES: WHICH WAS STRANGE SINCE I ONLY LIVED A QUARTER MILE AWAY FROM THE SCHOOL BUT I REALLY NEEDED THAT EXERCISE. HISTORICALLY, THESE PUBLIC HEARINGS ARE HELD AT THE END OF THE PROCESS AND WE ARE CONSIDERING A FINAL PROPOSAL NORMALLY WE HAVE THE EMBARRASSING POINT OF SAYING THANK YOU FOR YOUR INPUT BUT WE HAVE ALREADY DECIDED WHAT WE'RE GOING TO DO, SO IN THIS PARTICULAR CASE, WE'RE STILL HAVING A HEARING SCHEDULED ON FEBRUARY 2nd AS WE LOOK AT THE FINAL LEGISLATION WE'LL FOLLOW THAT. THE HEARING TODAY LET'S US HEAR DIRECTLY FROM THE PUBLIC. DURING A PUBLIC COMMENT PERIOD PROVIDING ONE MORE AVENUE FOR PEOPLE TO PARTICIPATE. WE ALSO HAVE A COMMENT MAP TOOL AVAILABLE SO THAT PEOPLE CAN FIND PROJECT PROPOSALS NEAR THEM TO -- EMAILS AND LETTERS AND PETITIONS ARE ALSO COMING IN. FOLKS CAN GET INFORMATION ABOUT THESE AND OTHER WAYS TO PARTICIPATE AT METRO.GOFF/RFFA, AND WE'RE ASKING PEOPLE TO HELP DECIDE HOW 33 MILLION WILL BE SPENT ON PROJECTS TO IMPROVE WALKING, ROLLING, BIKING AND MOVING FREIGHT, IN THIS CASE TALKING ABOUT ROLLING MEANING MOBILITY ASSISTANCE. WE KNOW THAT THIS ISN'T ENOUGH MONEY. IT'S WHAT WE GOT. BUT IT'S NOT ENOUGH TO MEET ALL OF OUR ACTIVE TRANSPORTATION AND FREIGHT NEEDS BUT IT CAN HELP WITH THE CRUCIAL GAPS AND LONG AWAITED FIXES. I WANT TO INTRODUCE DAN KEMPF, TO GIVE A SHORT PRESENTATION ON THE CONTEXT OF THE FUNDS WE'LL BE TALKING ABOUT TODAY.
THANK YOU, PRESIDENT HUGHES, MEMBERS OF THE COUNCIL. FOR THE RECORD I'M DAN KEMPF, TRANSPORTATION PLANNER WITH METRO, PROJECT MANAGER FOR THE REGIONAL FLEXIBLE FUNDS ALLOCATION PROCESS. TODAY I'M JUST GOING TO BRIEFLY PROVIDE SOME CONTEXT ON THE PROCESS THAT WE'RE USING TO DECIDE HOW AND WHERE TO SPEND THESE FUNDS AND TO LET PEOPLE KNOW ABOUT THE NEXT STEPS AFTER THIS HEARING. METRO WORKED WITH OUR PARTNERS FROM ALL ACROSS THE REGION TO DEVELOP A POLICY DOCUMENT THAT PROVIDES THE GUIDANCE FOR HOW WE INVEST THESE REGIONAL FUNDS. JPACT AND METRO COUNCIL ADOPTED THIS POLICY IN JUNE. WE BEGAN THIS PROCESS OVER A YEAR AND A HALF AGO. WE HAVE HAD DOZENS OF MEETINGS AND CONVERSATIONS ABOUT THE REGION'S PRIORITIES AND THAT HAS LED US TO WHERE WE'RE AT NOW. WE'RE LOOKING AT THE PROJECTS SUBMITTED FROM THE REGION'S CITIES, COUNTIES AND PUBLIC AGENCIES TO DETERMINE WHICH COLLECTIVELY BEST REFLECT THE POLICY DIRECTION ADOPTED. AS YOU CAN SEE WE'RE IN THE HOME STRETCH OF THIS PROCESS. I'M NOT GOING TO WALK YOU THROUGH THE DETAILS OF THIS SLIDE, BUT THE MAIN POINT HERE IS THAT IF YOU COMBINE ALL THE TRANSPORTATION FUNDING THAT GETS SPENT OVER A FOUR-YEAR PERIOD HERE IN THE REGION IT TOTALS OVER $2 BILLION. THIS IS MONEY THAT GETS SPENT BY THE OREGON DEPARTMENT OF TRANSPORTATION, BY TRIMET, CITIES, COUNTIES, AS WELL AS THE MONEY WE'RE TALKING ABOUT HERE TODAY. THAT'S REALLY THE MONEY THAT'S IN THOSE GREEN BOXES THERE. IT'S ONLY $33 MILLION OF THE $2 BILLION TOTAL OR JUST 2% OF THE REGION'S TRANSPORTATION FUNDING. SO IT'S NOT A LOT OF MONEY RELATIVE TO THE NEED SO IT'S REALLY IMPORTANT WE INVEST IT WISELY. I WILL NOTE THIS SLIDE IS SLIGHTLY DIFFERENT FROM WHAT COUNCIL MAY BE LOOKING AT ON THEIR SCREEN. WE HAD TO MAKE A LAST-MINUTE EDIT TO IT, JUST POINTING THAT OUT FOR YOU. SO THERE ARE TWO CATEGORIES THAT THIS $33 MILLION IS SPLIT INTO. ONE OF THESE IS FOR ACTIVE TRANSPORTATION AND COMPLETE STREETS PROJECTS. WE HAVE A TOTAL OF $25.81 MILLION AVAILABLE. WE RECEIVED 27 APPLICATIONS, THE TOTAL ASK WAS OVER $92 MILLION. THEN THE OTHER CATEGORY IS THE REGIONAL FREIGHT INITIATIVES CATEGORY. WE HAVE 7.23 MILLION AVAILABLE IN THAT CATEGORY. WE HAVE FIVE PROJECT APPLICATIONS REQUESTING JUST UNDER 9 MILLION. REGIONAL DECISION MAKERS ARE CHARGED WITH THE TASK OF WHITTLING DOWN THESE PROJECT LIVES TO FIT AVAILABLE FUNDING AND OBVIOUSLY THERE'S NOT ENOUGH MONEY TO FUNDS ALL OF THOSE PROJECTS SO TO REACH A DECISION JPACT AND METRO COUNCIL WILL BE CONSIDERING THESE FOUR AREAS OF INPUT. WE HAVE CONDUCTED A TECHNICAL EVALUATION ON THE PROJECTS, WHICH WAS INCLUDED IN THE HANDOUT MATERIALS FOR TODAY. WHERE WE'RE AT NOW WE'RE GATHERING PUBLIC INPUT ON THE PROJECTS TO HEAR WHAT THEIR PRIORITIES ARE FOR HOW WE INVEST THIS MONEY. WE'RE ALSO GOING TO HEAR FROM OUR SUB REGIONS, THE THREE COUNTIES AND CITY OF PORTLAND, ON WHAT PROJECTS ON THIS LIST ARE THE ONES THAT THEY FEEL ARE THE PRIORITIES FOR THEIR PART OF THE REGION. THEN FINALLY, JPACT AND METRO COUNCIL WILL LOOK AT THE POLICY DOCUMENT THAT I HAVE SPOKEN OF INCLUDING OBJECTIVES FOR HOW WE FUNDS THE PROJECTS THE REGIONAL FLEXIBLE FUNDS ALLOCATION AND THEY WILL LOOK AT THE FINAL APPENDIX G: COMMENTS RECEIVED, TESTIMONIES | NOVEMBER 2016
PACKAGE OF PROJECTS THAT'S ADOPTED TO ENSURE IT'S FOLLOWING OUR POLICY OBJECTIVES THAT WE HAVE ADOPTED. SO WE'RE GATHERING INPUT FROM ALL AROUND THE REFUGEE NAM COMMUNITY THROUGH MONDAY, NOVEMBER 7. THE REGION'S JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION CALLED JPACT WILL CONSIDER ALL THE INFORMATION I HAVE DESCRIBED IN ITS DISCUSSIONS IN THE UP COMING MONTHS. THAT WILL LEAD TO SCHEDULED ADOPTION OF A FINAL PACKAGE OF PROJECTS AT THEIR MEETING ON JANUARY 19. ONCE JPAC HAS ADOPTED A PACKAGE METRO COUNCIL WILL TAKE ACTION IN FEBRUARY TO EITHER ACCEPT THE JPACT PACKAGE OR REFER IT BACK TO JPACT FOR ADDITIONAL WORK. THAT CONCLUDES MY COMMENTS. AGAIN, THE WEBSITE WHERE YOU CAN GO TO GET MORE INFORMATION ON THE FLEXIBLE FUNDS IS ON THE SCREEN. WE'RE LOOKING FORWARD TO HEARING WHAT PEOPLE HAVE TO SAY TODAY. THANK YOU.

>> HUGHES: LISTENING TO YOUR COMMENTS, PUTTING IT THROUGH THE EARS OF PEOPLE WHO DID NOT LIVE TRANSPORTATION MUCH OF THEIR LIFE, A QUESTION OCCURRED TO ME. SO YOU TALKED ABOUT THE $2 BILLION THAT APPROXIMATELY THAT WE HAVE TO DISTRIBUTE AROUND THE REGION FOR TRANSPORTATION ISSUES. ONLY 33.2 MILLION IS BEING ALLOCATED IN THIS PARTICULAR AREA. WHY DON'T WE ALLOCATE MORE OF THAT $2 BILLION FOR TRANSPORTATION AND SAFETY ISSUES IN AND SOME OF THOSE THINGS?

>> WELL, THAT'S A BIG QUESTION. THERE ARE OTHER FUNDS THAT DO GET SPENT ON THESE TYPES OF PROJECTS THROUGH ODOT'S ENHANCED PROJECT SOLICITATION PROCESS. THEY FUND PROJECTS SIMILAR TO THIS, BUT MOST OF THE FUNDING REALLY IS SPENT EITHER ON MAINTAINING OUR EXISTING SYSTEM OR WE'RE ALSO SPENDING THAT ON A LOT OF IT GOES TO OUR TRANSIT SYSTEM AS WELL.

>> THE STUFF THAT IS -- A LOT OF THE BULK OF THAT $2 BILLION THAT COMES FROM GAS TAX, FOR EXAMPLE, YOU HAVE TO SPEND ON SURFACE TRANSPORTATION.

>> CORRECT.

>> HUGHES: I'M SORRY, BIKE TRAILS. [AUDIO NOT UNDERSTANDABLE]

>> HUGHES: NO, NO, NO, IT'S GOOD TO HAVE THAT CLARIFICATION, COUNCILOR. SO DOES ANYONE ELSE HAVE ANY QUESTIONS? KATHERINE.

>> HARRINGTON: I MAY NOT HAVE THE RIGHT INFORMATION IN FRONT OF ME. I HAVE A SUBMISSIONS LIST THAT WAS -- THAT WAS IN OUR PACKET. THERE ARE 27 PROJECTS IN THIS SO DOES THIS LIST JUST THE ACTIVE TRANSPORTATION PROJECTS AND VERSUS THE FULL PROJECT LIST THAT I NOTED WHEN WE WERE DIRECTED TO THE WEBSITE EARLIER IN THE WEEK. THERE ARE 31 APPLICATIONS, SO I'M JUST TRYING TO MAKE SURE I
HAVE WHAT I NEED AND THAT IT SQUARES.

>> RIGHT. THERE ARE 27 ACTIVE TRANSPORTATION PROJECTS. THERE ARE FOUR FREIGHT PROJECTS. THERE WAS AN ADDITIONAL PROPOSAL ALSO TO FUND REGIONAL FREIGHT PLANNING. THAT'S THE 5th FREIGHT PROJECT AS WELL THAT WILL BE CONSIDERED BY JPACT AND COUNCIL AS WELL. THERE'S NOT A FORMAL APPLICATION FOR THAT AT THIS TIME.

>> HARRINGTON: THANK YOU.

>> HUGHES: THANK YOU.

OTHERS? QUESTIONS FOR DAN? IF NOT, THEN I THINK I'M GOING TO OPEN THE PUBLIC HEARING. WE HAVE -- WE WILL GENERALLY SPEAKING GO DOWN THROUGH THE LIST IN ORDER THAT YOU PUT YOUR APPLICATIONS IN ALTHOUGH WE DO HAVE AS A COURTESY WE DO ALLOW SOME OF THE ELECTED TO OFFICIALS WHO HAVE COME TO GO TO THE FIRST OF THE LIST. SO I'LL START WITH REPRESENTATIVE KATHLEEN TAYLOR. [AUDIO NOT UNDERSTANDABLE]

>> HUGHES: ALL OF THE MIKES ARE HOT WHEN YOU WANT THEM TO BE. [LAUGHTER]

State Representative, House Dist. 41, Kathleen Tayler

>> THIS IS A LITTLE MORE FUN THAN IN THE LEGISLATURE. DON'T TELL ANYONE I SAID. THAT HELLO, EVERYONE. I'M REPRESENTATIVE KATHLEEN TAYLOR. I REPRESENT HOUSE DISTRICT 41, WHICH IS PARTS OF SOUTHEAST PORTLAND, MILWAUKIE AND OAK GROVE. THE NEIGHBORHOODS ARE WESTMORELAND, EAST MORELAND, SELLWOOD AND BRENTWOOD DARLINGTON. I'M HERE TODAY WITH LESLIE MCKINLEY. SHE IS THE CHAIR OF THE BRENTWOOD DARLINGTON NEIGHBORHOOD ASSOCIATION. WE HAVE LOTS OF PEOPLE HERE TODAY. THIS IS A VERY, VERY ACTIVE COMMUNITY. PERHAPS YOU'VE HEARD ABOUT THEIR STRONG EFFORTS BEFORE TODAY BUT THEY ARE WORKING REALLY HARD AND HOPEFULLY WE WILL BE SERIOUSLY CONSIDERED FOR THIS GRANT. SO THANK YOU FOR HAVING ME. THANK YOU FOR TAKING PUBLIC COMMENT ON HOW TO SPEND THE REGIONAL FLEXIBLE FUND DOLLARS TO ADDRESS LOCAL TRANSPORTATION NEEDS. AS A STATE REPRESENTATIVE FOR HOUSE DISTRICT 41 I SERVE A PORTION OF THE BRENTWOOD DARLINGTON NEIGHBORHOOD AND SUPPORT FUM FUNDING OF THE SAFE ROUTES TO SCHOOL WALK INFILM AND NEIGHBORHOOD GREENWAY. THIS NEIGHBORHOOD IS A VIBRANT COMMUNITY WITH DEDICATED CITIZENS WHO WORK DILIGENTLY TO INCREASE LIVEABILITY, SAFETY AND EQUITY FOR INDIVIDUALS AND FAMILIES WHO LIVE, WORK AND RECREATE IN BRENTWOOD DARLINGTON. UNFORTUNATELY THE COMMUNITY HAS NOT SEEN INFRASTRUCTURE AND SAFETY INVESTMENTS THAT OTHER NEIGHBORHOODS IN PORTLAND HAVE. I WOULD LIKE TO EMPHASIZE THAT. BRENTWOOD DARLINGTON HAS BEEN SEVERELY UNDER-SERVED HISTORICALLY IN MY OPINION. I WOULD LIKE YOU TO TAKE THAT INTO CONSIDERATION GOING FORWARD. 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 CHANCE. THESE ARE EXACERBATED DURING THE RAINY MONTHS WHICH LARGELY FALL OVER THE COURSE OF THE SCHOOL YEAR, OF COURSE. ALSO THE ROADS 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 CONNECTIONS TO THE SPRINGWATER CORRIDOR WOULD CREATE A SAFE OPTION FOR THOSE TRAVELING TO AND FROM SCHOOL OR WORK OR WITHIN THE NEIGHBORHOOD. AS WELL AS THOSE WHO USE THE SPRINGWATER CORRIDOR FOR COMMUTING, FOR RECREATION AND WILL ALSO PROVIDE USEFUL CONNECTIONS TO NEARBY NEIGHBORHOODS.

WE KNOW THAT WHEN NEIGHBORHOODS HAVE SAFE PATHWAYS TO SCHOOLS STUDENTS AND FAMILIES ARE MORE LIKELY TO USE NONVEHICLE TRANSPORTATION METHODS TO TRAVEL THROUGHOUT THE COMMUNITY. THIS SAFETY IMPROVEMENT TO HELP COMMUNITY MEMBERS WILL ALSO ALLOW THEM TO BE MORE ACTIVE, TEACHING YOUNG PEOPLE HEALTHY HABITS. ADDITIONALLY THESE WILL ENCOURAGE MORE MULTI-MODAL TRANSPORTATION IN THE NEIGHBORHOOD WHICH WILL HAVE A POSITIVE IMPACT ON THE LOCAL AIR QUALITY AND THE ENVIRONMENT. I KNOW THE BRENTWOOD DARLINGTON COMMUNITY WILL MAKE GREAT USE OF THESE MUCH NEEDED IMPROVEMENTS. URGE FULL FUNDING OF THE 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 FOR THIS IMPORTANT PROJECT.

>> HUGHES: THANK YOU.

>> I'M ALSO ON THE LIST TO TESTIFY.

>> WHY DON'T YOU GO AHEAD NOW?

Brentwood-Darlington Neighborhood Association Chair
Leslie McKinley

>> THANK YOU, PRESIDENT HUGHES, COUNCIL MEMBERS, FOR HAVING US. I'M LESLIE MCKINLEY, CHAIR OF THE BRENTWOOD DARLINGTON NEIGHBORHOOD ASSOCIATION. I'M HERE ON BEHALF OF MY NEIGHBORHOOD, WHICH I DEARLY LOVE, BUT I'M ALSO HERE ON BEHALF OF A GROUP I FOUNDED CALLED THE BRENTWOOD DARLINGTON CONNECTED PARENTS AND FAMILIES. WE HAVE ALREADY SUBMITTED A LETTER. I WOULD LIKE TO READ THE LETTER THAT I WROTE TODAY. DEAR METRO COUNCIL. I'M WRITING ON BEHALF OF 456 FAMILIES AND BRENTWOOD DARLINGTON TO URGE YOU TO SELECT US TO RECEIVE REGIONAL REFLECTABLE FUNDING FOR SAFE ROUTES TO SCHOOL. TO COMPLETE SIDEWALKS FROM 52 TO 82nd AVENUES. AND TO CREATE A GREENWAY ON OGDEN AND KNAPP REPRESENTING THE FIRST EVERGREEN WAY IN OUR NEIGHBORHOOD AND SOME OF THE ONLY COMPLETED SIDEWALKS THAT EXIST THAT WOULD EXIST IN OUR 1.75 MILES OF LAND. THIS PROJECT WOULD IMPACT 1500 STUDENTS WHO ATTEND OUR THREE TITLE 1 SCHOOLS, WOOD MERE, WHITMAN AND LANE, AS WELL AS THE GREEN THUMB TRANSITIONAL SCHOOL WHICH SERVES STUDENTS WITH DISABILITIES. THEY WOULD REPRESENT SOME OF THE ONLY SIDEWALKS IN OUR NEIGHBORHOOD OF 4700 HOUSEHOLDS, 13,000 LOW INCOME RESIDENTS, AND WHO SPEAK 15 DIFFERENT LANGUAGES. OUR GROUP -- I HAVE MORE ABOUT OUR GROUP BUT I'LL SKIP THAT. WATCHING OUR NEIGHBORHOOD CHILDREN, RESIDENTS WITH DISABILITIES, SENIOR AROUND PARENTS PUSHING STROLLERS IN THE STREET WITH ONCOMING TRAFFIC ON DUKE AND FLAVELL IS PAINFUL FOR US AND WE VOWED TO WORK

Appendix G: Comments received, testimonies | November 2016
EVERY ANGLE POSSIBLE AND TO UNITE ON A GRASS ROOTS LEVEL TO MOBILIZE OUR ELECTED OFFICIALS AND ANYONE WHO WILL LISTEN THAT WE DO NOT RECEIVE EQUITABLE FUNDING IN BRENTWOOD DARLINGTON. WE'RE WORKING FAMILIES, BLUE-COLLAR FAMILIES AND WE DON'T HAVE THE SUPPORT OR ADVOCACY THAT SOME OF THE OTHER PROJECTS ON THE LIST ARE PROVIDED. MOST OF US CANNOT ATTEND PLANNING COMMITTEES, ET CETERA, DUE TO MULTIPLE JOBS TO KEEP OUR FAMILIES GOING. WE ARE ATTEMPTING TO CONNECT WITH AS MANY FOLKS WHO WILL LISTEN TO US. WE ARE GRASS ROOTS. THE RFF GRANT MONEY WOULD REPRESENT THE ONLY MONEY OF THIS LEVEL WE HAVE SEEN IN NEARLY 30 YEARS SINCE WE WERE ANNEXED INTO PORTLAND. SOMETHING THAT STILL CAUSES LONG TIME RESIDENTS A GREAT DEAL OF STRESS AND DISTRUST. FOR MANY THEY ARE STILL PAYING BILLS THAT CONNECTED THEM TO CITY SEWER, AND LACKING DISTRICT REPRESENTATION AT THE CITY LEVEL OUR RESIDENTS PAY THE THIRD HIGHEST PROPERTY TAXES IN PORTLAND BASED ON ASSESSED VALUE AND CANNOT AFFORD THE EXORBITANT COST OF SIDEWALKS OR ROADS. OUR ENTIRE NEIGHBORHOOD IS OFTEN UNDER WATER DUE TO LACK OF STORM DRAINS AND CURB AND GUTTER INCLUDING LAKE-SIZED POTHOLES THAT EXIST. MANY OF US VOTED FOR THE GAS TAX KNOWING WE WOULD NOT SEE THAT MONEY BUT BELIEVING THAT IT WAS THE CHANCE FOR MANY OF OUR EAST SIDE ALLIES TO GET REAL SAFETY IMPROVEMENTS FOR THEIR ROADS. WE KNOW WHAT IT FEELS LIKE TO FACE NEGLECT AND WE WOULDN'T WISH THAT ON OUR FELLOW PORTLANDERS. WE HAVE BEEN PATIENT AND MEASURED IN OUR ACTIVISM, CHOOSING TO BELIEVE IF WE GOT OUR CASE IN FRONT OF THE RIGHT PEOPLE THAT THERE WOULD BE NO CHANCE THAT WE COULD BE IGNORED SO HERE WE ARE TODAY. ASKING YOU TO FUND THE ONLY NEIGHBORHOOD IN PORTLAND THAT HAS NEVER RECEIVED FUNDING, ASKING YOU TO FUND -- EXCUSE ME. SAFE ROUTES TO SCHOOLS FOR OUR KIDS. [APPLAUSE] WE'RE ASKING YOU TO HEAR THE PLEAS OF OUR RESIDENTS WHO DON'T HAVE A VOICE OR A SEAT AT THE TABLE AND WE'RE ASKING YOU TO RESTORE OUR FAITH IN A SYSTEM THAT WE HAVE PAID UNTOLD MILLIONS OF DOLLARS INTO IN TAXES AND ASKING YOU TO SUPPORT US AND SAY YES WHEN EVERYONE ELSE HAS SAID NO. SO I THANK YOU FOR TAKING THE TIME TO HEAR OUR PASSIONATE FEELINGS AND HOPES OF THE YOUNG FAMILIES IN BRENTWOOD DARLINGTON, THE LAST AFFORDABLE NEIGHBORHOOD IN PORTLAND THAT’S FILLED WITH BLUE-COLLAR FAMILIES AND IS RICH IN CULTURAL AND LANGUAGE DIVERSITY AND HAS A POSITIVE SPIRIT OF COMMUNITY ENGAGEMENT DESPITE THE SOMETIMES DEMORALIZING CONDITIONS OF OUR NEIGHBORHOOD. WE ARE STRONG, AND WE ARE GROWING STRONGER, AND THIS GRANT WOULD REPRESENT HOPE IN THE KIND OF INVESTMENT WE DESPERATELY NEED TO SEE. PLEASE CHOOSE US. INVEST IN US AND BELIEVE IN US. [APPLAUSE] THANK YOU. [APPLAUSE]

>> HUGHES: THANK YOU VERY MUCH. GOOD JOB. THANK YOU. WE ALSO HAVE TWO OF OUR LOCAL GOVERNMENT COLLEAGUES FROM AROUND THE REGION. MAYOR RUSS AXELROD FROM WEST LINN AND MARY LOU OGDEN FROM TUALATIN. IF YOU WANT TO COME UP TOGETHER --

>> NOT REALLY BUT -- [LAUGHTER]
COME ON UP, FRIEND.

HUGHES: I’VE SEEN YOU IN ROOMS TOGETHER.

GO AHEAD.

City of West Linn Mayor Russ Axelrod

HI, PRESIDENT HUGHES AND COUNCIL MEMBERS, I’M RUSS AXELROD, MAYOR OF THE GREAT CITY OF WEST LINN. I WANT TO THANK YOU FOR THE OPPORTUNITY TO COMMENT ON OUR INNOVATIVE, CRITICALLY IMPORTANT NEEDED HIGHWAY 43 IMPROVEMENT PLAN. LET ME FIRST CLARIFY THAT I’M TESTIFYING FOR THE HIGHWAY 43 PROJECT ONLY AND I’M NOT ADDRESSING THE POTENTIAL PROJECT ON THE LIST FOR THE 205 TRAIL WHICH IS NOT A PRIORITY FOR WEST LINN. AS YOU KNOW HIGHWAY 43 IS THE PRIMARY NORTH-SOUTH ARTERIAL THROUGH OUR CITY. IT PROVIDES A CRITICAL CORRIDOR ROUTE INTO AND OUT OF PORTLAND AND IS THE PRIMARY AND ONLY, ONLY TRIMET TRANSIT ROUTE SERVING THE SOUTH METRO REGION. HIGHWAY 43 IS OLD. MORE THAN 100 YEARS OLD. IT HAS BECOME A FAILED ROADWAY OF INCREASED CONGESTION, AIR POLLUTION AND SAFETY HAZARDS TO OUR CITIZENS AND REGIONAL COMMUTERS. I HAVE WITNESSED THE DECLINE OF HIGHWAY 43 FOR 25 YEARS NOW MYSELF. IT’S BECOME A SPECIALLY DANGEROUS FOR SENIORS AND CHILDREN, PEDESTRIANS, BICYCLISTS, IN ADDITION TO AUTOMOBILE TRAVELERS. IT’S REACH THE POINT WHERE MANY RESIDENTS WILL NO LONGER USE TRIMET BECAUSE IT’S NOT EVEN POSSIBLE TO CROSS THE ROADWAY MANY TIMES OF THE DAY. IN FACT THERE REMAIN SECTIONS OF ODOT’S HIGHWAY WHERE WE HAVE NO SIDEWALKS AT ALL AND NO HANDICAPPED ACCESSIBILITY INCLUDING AT TRAFFIC SIGNALS. THIS CORRIDOR SERVES ALL OF WEST LINN AND THE REGION BUT IT’S ALSO THROUGH A PART OF WEST LINN THAT’S TEEMING WITH SENIOR CITIZENS, NEW FAMILIES AND SMALL CHILDREN SEEKING LOWER COST HOUSING AND OPPORTUNITIES TO SHOP LOCALLY AND GET TO SCHOOLS AND PARKS SAFELY WITHOUT ALWAYS HAVING TO JUMP INTO THEIR CARS. WEST LINN HAS WORKED FOR YEARS TO DEVELOP THIS CRITICAL HIGHWAY 43 PROJECT TO IMPROVE THE CORRIDOR CONDITIONS. IT NOW INCLUDES AN INNOVATIVE SEPARATED CYCLE TRACK DESIGNED TO ENSURE COMFORTABLE AND SAFE PEDESTRIAN LIKE AND AUTO TRAFFIC. IT INCLUDES STATE OF THE ART INTERSECTION DESIGN PLANS AND IMPROVEMENTS TO SUPPORT TRANSIT. IN SHORT IT INCORPORATES THE LATEST DESIGNS TO FACILITATE TRUE MULTI-MODAL TRANSPORTATION. THE PROJECT HAS RECEIVED GREAT SUPPORT FROM OUR NEIGHBORS IN LAKE OSWEGO AND OREGON CITY AND FROM SURROUNDING CITIES. THE PROJECT HAS BEEN RECOMMENDED FOR REGIONAL STIP FUNDING AND I’M PROUD TO MENTION THIS IS OUR FIRST STIP GRANT EVER BUT THESE FUNDS ARE AT RISK WITHOUT SUPPORT FROM METRO. WEST LINN HAS NEVER RECEIVED AN RFFA FUNDING OVER THE PAST DECADE WHILE OTHER PROJECTS AND COMMUNITIES HAVE RECEIVED REPEATED AWARDS. WEST LINN IS MOVING FORWARD IN A POSITIVE DIRECTION AND WE ASK METRO TO SUPPORT OUR COMMUNITY AS A PARTNER APE TAKE CARE OF THIS CORRIDOR SERVING THE BROADER METRO REGION. THE UPGRADE OF HIGHWAY 43 WILL HELP STIMULATE DESIRED ECONOMIC DEVELOPMENT ALONG THE CORRIDOR AND FOR THE REGION. THIS PROJECT WILL CONSTRUCT JUST THE FIRST PHASE OF OUR PLAN TO
IMPROVE HIGHWAY 43 ALONG THIS IMPORTANT CORRIDOR WHICH IS ALREADY VITAL BUT WILL BECOME INCREASINGLY IMPORTANT AS OREGON CITY DEVELOPS THE WILLAMETTE FALLS PROPERTY. I'M SURE YOU'RE VERY FAMILIAR WITH THE LEGACY PROJECT, AND AS WEST LINN Follows WITH ITS IMPROVEMENTS TO THE RIVER CORRIDOR THROUGH WEST LINN WHICH ARE NOW IN THE VERY EARLY PLANNING STAGE. ON BEHALF OF ALL OUR CITIZENS I URGE YOU TO SUPPORT THIS INNOVATIVE MODEL PROJECT ALONG THIS VITAL CORRIDOR REGION. I WANT TO THANK YOU FOR YOUR TIME AND SUPPORT. AFTER MYSELF WE HAVE SOME CITIZENS THAT WANT TO SHARE THEIR VIEWPOINT. THEY HAVE COME ON SHORT NOTICE AND ARE VERY PLEASED TO SUPPORT THE PROJECT. SO THANK YOU.

>> HARRINGTON: I JUST WANT TO MAKE SURE I HEARD YOU CORRECTLY. WE HAVE TWO DIFFERENT APPLICATIONS FROM THE CITY OF WEST LINN. WAS I CORRECT IN HEARING YOU SAY THAT THE HIGHWAY 43 APPLICATION IS THE PRIORITY AND THAT THE SECOND ONE, I-205 WALKING AND BIKING TRAIL IS NOT.

>> NOT ON THE TABLE. THAT'S CORRECT.

>> HARRINGTON: ARE YOU WITHDRAWING THE APPLICATION?

>> I WOULD SAY YES WE PROBABLY ARE AT THIS TIME. I DON'T KNOW WHAT THE OFFICIAL STANCE OF THE CITY IS ON THAT AND A FORMAL WITHDRAWAL. WE COULD CERTAINLY GET THAT CLARIFIED. I'LL DO THAT.

>> HUGHES: YOU HAVE UNTIL FEBRUARY 2nd.

>> WE'LL DO IT WAY BEFORE.

>> HUGHES: I DOUBT THAT WITHDRAWAL WILL BE HIGHLY OPPOSED BY ANY OF THE REST OF THE PEOPLE AT ALL.

>> RIGHT. NO, WE'RE FOCUSED ON HIGHWAY 43. THAT'S OUR PRIORITY. 43 IS OUR PROJECT. 43 WE NEED TO GET GOING.

>> HUGHES: MAYOR OGDEN.

City of Tualatin Mayor Lou Ogden

>> GOOD AFTERNOON, PRESIDENT HUGHES, MEMBERS OF THE COUNCIL, GOOD TO BE WITH YOU TODAY. AS ALWAYS, WE AND YOU COLLECTIVELY ARE LOOKING AT A LONG LIST OF NEED AND A SHORT LIST OF CAPABILITY. WHEN IT COMES TO TRANSPORTATION ISSUES, SO WE'RE HERE OBVIOUSLY TO EMPHASIZE OUR INTEREST IN THE IMPORTANCE OF THE ACTIVE TRANSPORTATION COMPONENT OF THE HERMAN ROAD IMPROVEMENTS IN TUALATIN. THE AREA SERVES ABOUT 6500 BUSINESSES SOME 20,000 EMPLOYEES IN THE WESTERN INDUSTRIAL PART OF TUALATIN. ALL OF YOU PROBABLY HAVE BEEN DOWN TUALATIN SHERWOOD ROAD IN ONE TREK OR ANOTHER. WE KNOW THE CONGESTION AND THE DELAYS ON TUALATIN SHERWOOD ROAD. WE ALSO KNOW THAT HERMAN ROAD IS A PARALLEL ROUTE THAT MANY PEOPLE ARE UNABLE TO TAKE PRIMARILY -- FROM A BIKE AND PED STANDPOINT BECAUSE THIS STRETCH FROM TUALATIN SHERWOOD ROAD TO TETON ROAD IS -- ANYONE NOT DRIVING A HUMMER OR SOME ARMORED VEHICLE. LITERALLY IT'S A 12 FOOT WIDE PAVEMENT SECTION EACH DIRECTION AND THEN FROM THERE THERE IS NO SHOULDER. IT DROPS OFF TO BASICALLY A SIX FOOT ROCKY DITCH ON EACH SIDE. SO NO ONE IN THEIR RIGHT MIND AND UNDERSTAND ANY LEVEL OF DESPERATION WOULD ATTEMPT TO WALK OR BIKE THAT BUT PEOPLE DO. OF COURSE THAT'S THE ISSUE. WE WANT TO ENABLE PEOPLE TO BE ABLE TOLL COMMUTE TO THAT PART OF THE INDUSTRIAL -- THAT WORK AREA FROM THE NEIGHBORHOOD.
THAT STREET ACTUALLY SERVES A LOW INCOME AREA PARTICULARLY THAT USED THAT NOT NECESSARILY TO GET TO WORK BUT TO GET WHEREVER THEY NEED TO GO. BUT THE PRIMARY IMPACT OF COURSE IS THE TRANSPORTATION LINK TO THE INDUSTRIAL AREA. TO THE EAST OF THIS AREA WE HAVE THE WEST STATION, OF COURSE, WE NOW HAVE THE NEW 97 BUS LINE THAT GOES ON TUALATIN SHERWOOD ROAD, BUT BOTH OF THOSE CONNECT OVER IN THE EASTERN PART OF TUALATIN SO THAT IF YOU WANT TO TAKE A CONNECTION BY BIKE OR FOOT FROM TRIMET BUS YOU CAN'T DO IT OTHER THAN DOWN TUALATIN SHERWOOD ROAD. IT MAKES A CONNECTION TO TRANSIT, MAKES A CONNECTION TO THE NEIGHBORHOODS. IT'S BEYOND A SAFETY -- IT'S A LIFE-THREATENING SITUATION WE'RE TRYING TO GET RID OF. NOW, TO PUT IT IN PERSPECTIVE THIS RANKS 9th ON THE 27 LIST SO IT'S CURRENTLY ABOVE THE LINE. WE WOULD LIKE IT TO STAY THERE, OF COURSE. IT IS THE SECOND SMALLEST REQUEST ON THE LIST. SO IT'S ONE FIFTH TO ONE FOURTH OF MANY OF THE PROJECTS. I KNOW YOU HAVE A LOT OF DEMAND AND A LITTLE BIT OF SUPPLY. SO WE WOULD LIKE TO MAKE OUR REQUEST SIMPLE. THIS IS JUST FOR DEVELOPMENT COSTS. FOR PLANNING AND ENGINEERING $600,000. WE HAVE AN OPPORTUNITY FUND MATCH THROUGH MITTIP ON THE WASHINGTON COUNTY SIDE AND ONCE WE ARE ABLE TO GET THAT FUNDING FROM YOU TO DO THE ENGINEERING AND PLANNING IN THE NEXT ROUND WE'LL COME BACK WITH A REQUEST FOR CONSTRUCTION DOLLARS, TOTAL PROJECT I THINK IS $5.35,000. LET'S TAKE IT IN SMALL BITES THAT ARE AFFORDABLE AND THEN WE COULD MAKE GOOD USE OF THOSE FUNDS. THANK YOU, MAYOR. THAT'S ALL OF THE ELECTED IT THAT I HAD. I BELIEVE SOME OF THE THANK YOU, GUYS, FOR COMING IN.

>> THANK YOU.

>> HUGHES: I'M GOING TO CALL YOU UP IN CLUSTERS OF FOUR. I HAVE A LONG LIST OF FOLKS FROM WEST LINN THAT I'M GOING TO START WITH HERE. COUNCILOR MARTIN, DID YOU SUBMIT A BLUE CARD? [AUDIO NOT UNDERSTANDABLE] OKAY, BECAUSE I WANTED TO MAKE SURE CITY COUNCILOR FROM WEST LINN IS ALSO HERE. I NOTICED YOU SHUFFLING AROUND. IF YOU DON'T HAVE A BLUE CARD IT'S HARDER TO BRING YOU FORWARD.

>> IS IT OKAY IF HE COMMENTS WITHOUT A BLUE CARD?

>> HUGHES: DON'T LEAVE. YOU CAN STAY.

>> I'LL DEFER TO COUNCILOR MARTIN.

City of West Linn Councilor Bob Martin

>> WELL, I THOUGHT WE WOULD HAVE SO MANY PEOPLE HERE THAT I WOULD JUST BE ABLE TO OBSERVE AND WE WOULDN'T HAVE TIME FOR EVERYBODY, BUT I'M DELIGHTED TO HAVE TIME TO SPEAK AND THANK YOU FOR THIS OPPORTUNITY. I THINK MAYOR AXELROD COVERED MOST OF THE MAJOR POINTS. A COUPLE OF THINGS I WOULD LIKE TO EMPHASIZE, ONE OF THEM IS THE DIFFICULTY OF OUR CITIZENS TO USE TRIMET. WHICH IS DIRECTLY IN OPPOSITION TO OUR GOALS, BUT HIGHWAY 43 OVER THE LAST COUPLE OF YEARS BECAUSE PEOPLE USE IT TO GET TO PORTLAND, MOST OF OUR TRAFFIC IS TRAFFIC NOT OF PEOPLE WHO LIVE IN WEST LINN BUT PEOPLE WHO ARE PASSING THROUGH ON 43. TRAFFIC IS SO BAD THAT YOU LITERALLY CANNOT CROSS 43, SO IF YOU'RE THE MORNING OR THE AFTERNOON DEPENDING WHERE
YOU LIVE YOU’LL GET OFF THE BUS AND WON’T BE ABLE TO CROSS THE ROAD. IN ANTICIPATION OF THAT IT DISCOURAGES USE OF TRIMET. SOMETHING WE CERTAINLY DON’T WANT. SECOND ONE WE DON’T HAVE CONTINUOUS BIKE LANES. WE DO WITH THE WHITE LINES BUT THEY ARE NOT SAFE, ESPECIALLY WITH THAT AMOUNT OF TRAFFIC. SO WE’RE DISCOURAGING THAT SORT OF USE AS WELL. THE SAME THING GOES FOR PEDESTRIANS USE. ALL THE THINGS WE CARE ABOUT IN TRYING TO ENCOURAGE PEOPLE TO USE ALTERNATE FORMS OF TRANSPORTATION ARE BEING BLOCKED BY 43. THE SITUATION IS SO SERIOUS THAT IN EFFECT WE HAVE A MORATORIUM ON NEW DEVELOPMENT BECAUSE WE HAVE HAD TWO MAJOR APPLICATIONS THAT HAVE BEEN TURNED DOWN BECAUSE OF TRAFFIC. NOW, THIS ISN'T GOING TO INCREASE THE TRAFFIC FLOW. WE'RE NOT GOING TO FOUR-LANE 43 AND MAKE TRAFFIC GO THROUGH FASTER BUT WE DESPERATELY NEED TO MAKE IT SAFER. THAT'S ANOTHER THING THAT WILL HAPPEN FROM THIS. MAYOR AXELROD REFERRED TO CYCLE TRACK. I THINK WE HAVE AN OPPORTUNITY TO CREATE AN EXAMPLE OF A NEW WAY OF GETTING BICYCLES SAFELY ON OUR STREETS. THIS WOULD BE A WONDERFUL OPPORTUNITY TO DO THAT. SO FROM A REGIONAL PERSPECTIVE I KNOW EVERYBODY HERE HAS WONDERFUL REQUESTS AND I WOULD LIKE YOU TO THINK OF OURS FROM A REGIONAL PERSPECTIVE AND ESPECIALLY IN TERMS OF BECAUSE SO MUCH OF OUR PROBLEM IS A REGIONAL PROBLEM WITH TRAFFIC COMING THROUGH. AND THIS APPLICATION WILL SERVE TO ENHANCE MOST OF THE THINGS THAT METRO HAS WORKED SO HARD TO ACCOMPLISH, WHICH ARE OFF THE TABLE ALMOST FOR US RIGHT NOW. THANK YOU.

>> HUGHES: THANK YOU. GO AHEAD.

Rich Sekelik, West Linn

>> HI, I'M RICHARD SACKLICK. I LIVE AT 1835 BARN CIRCLE, WEST LINN, OREGON. GOOD AFTERNOON. I'M NOT GOING TO MAKE A LONG DIATRIBE AS TO WHY YOU SHOULD APPROVE FUNDING FOR HIGHWAY 43. OTHERS WILL DO AN EXCELLENT JOB OF THAT. THIS WILL BE SHORT AND SWEET. HAVING MOVED TO WEST LINN IN THE LAST THREE YEARS BEING A RELATIVE NEWCOMER I HAVE FOUND HIGHWAY 43 TO BE SEVERELY LACKING IN QUALITY AND SAFETY AND IN DIRE NEED OF IMPROVEMENTS. ADDITIONALLY, I BELIEVE IMPROVEMENTS IN THE ROAD WILL ALSO LEAD TO SIGNIFICANT ECONOMIC DEVELOPMENT AS PEOPLE WOULD BE MORE APT TO MOVE -- WANT TO MOVE TO THE AREA IF THE ROAD WAS SIGNIFICANTLY UPDATED AND SAFE. MANY POSITIVES WOULD COME ABOUT IF HIGHWAY 43 FUNDING WERE APPROVED. I WAS VERY ENTHUSED TO SEE CITY COUNCIL PUTTING SIGNIFICANT EMPHASIS ON TRYING TO GET STIP FUNDS AND MAKING SIGNIFICANT INROADS. I IMPLYOUR YOU TO PLEASE SUPPORT THE FUNDING OF THE HIGHWAY 43 MULTI-MO DAM TRANSPORTATION IMPROVEMENTS. THE CITY'S NEW CONCEPT PLAN WILL SOLVE MANY CURRENT PROBLEMS ALTHOUGH IT'S NOT A FINAL DOCUMENT, I FEEL THE CURRENT VERSION WILL BE FINE TUNED AND WILL LEAD TO SIGNIFICANT ECONOMIC IMPROVEMENT IN THE AREA THAT THE CITIZENS OF WEST LINN WILL APPROVE OF. SUPPORT WHOLEHEARTEDLY AND APPRECIATE. THERE'S NO DOWNSIDE TO APPROVING THIS FUNDING, ONLY SIGNIFICANT UP SIDE. WEST LINN HAS NOT HAD ANY FUNDING FOR CITY PROJECTS IN OVER TEN YEARS AND IT'S TIME FOR US TO GET OUR SHARE FOR THIS VERY WORTHWHILE, VALUABLE
I am a current candidate for one of the two open council positions on the West Linn City Council, and I would enthusiastically support the Highway 43 concept plan should I be elected. I would work tirelessly to make sure it would be successful should you choose to agree to our funding request. I feel the funding is essential to long term future of West Linn. Please help share our future. Thank you so much for the opportunity to share my thoughts.

>> Hughes: Thank you.

Teri Cummings, West Linn

>> Good afternoon, President Hughes and Metro commissioners. Thank you for hearing our testimony. I'm Teri Cummings. I come to you as a citizen who has lived in West Linn since 1992. Has seen a lot of changes taking place. As a neighborhood association officer and also as a person running for city council again. Highway 43 needs to be improved. I think everybody who ever tries to go up Highway 43 either in the morning or down in the evening knows that. It's a parking lot. Everybody who tries to walk across the street getting on and off the bus like Councilor Martin said, the children, there's three schools that are -- the high school is just a couple blocks away. Couple of other schools, the children, you know, aren't safe trying to cross the highway or get to the bus stops in that kind of a thing. That's what we're hoping for. For our city. But also for the region. It's in Metro's best interest to go ahead with this Highway 43 Corridor Improvement and Safety project because as Mayor Axelrod said, it's the only north-south route besides I-5 that goes to downtown Portland. The only one. And that's why it gets used so heavily. It's a highway that has never really had much improvements done to it, and it cuts through our town and the way that it functions affects our business districts. It affects people's feeling about whether they want to be there. We need to do things to help it feel safer as Councilor Martin said. So I'm here to plead to you today to please, please fund this for us. The other project that was before you for the 205 trail is not a priority. This is. This is very important and if I were to get elected I would do everything in my power to carry it forward. Thank you.

>> Hughes: Thank you. So I'm going to include -- there are three other speakers who want to talk about the Highway 43 project and I think I'll call them at once also. Then there are three who wish to speak about the 205 trail. Two of them specifically -- one of them is opposed, the other two are ambivalent but we'll see how ambivalent they are. [Laughter] When they come up. If we could have the next three, please.

Roberta Schwartz, West Linn

>> Thank you, President Hughes, Metro councilors. Please approve the funding for this multi-modal transportation project. This is personal for me and for a lot of the people in our town. A couple of my friends, Cornelia and Chris, were hit by an SUV while they were walking to...
DINNER IN JANUARY OF LAST YEAR. I'M SUBMITTING A COPY OF THE WEST LINN TIDINGS ARTICLE ABOUT THIS SERIOUS ACCIDENT. THEY WERE THROWN 30 FEET. IMPROVING PEDESTRIAN, BIKING, TRANSIT AND VEHICULAR MOBILITY ALONG HIGHWAY 43 FROM THE LAKE OSWEGO BORDER TO THE PARK IS A PROJECT THAT I HOPE YOU WILL FUND. THE CITY OF WEST LINN HAS ALREADY BEEN AWARDED $1.1 MILLION IN THE STATE ENHANCED FUNDING. ANOTHER 1.310 MILLION WILL COME FROM THE CITY SDCs AND STREET FUNDING SO THE RFF GRANT WILL ALLOW THE PROJECT TO BE SUCCESSFULLY COMPLETED. UNINTERRUPTED BICYCLE PATHS AND SIDEWALKS, ADA ACCESSIBILITY, TRANSIT STOPS AND LIGHTING ARE INCLUDED. TWO PROTECTED INTERSECTIONS WILL ALSO BE INSTALLED. PLEASE APPROVE THE GRANT FUNDING FOR THIS MULTI-MODAL TRANSPORTATION PROJECT ON HIGHWAY 43. DO IT FOR CORNELIA AND FOR CHRIS. DO IT FOR ALL THE PEDESTRIANS AND THE BICYCLISTS AND THE BUS RIDERS AND THE MOTORISTS WHO WANT TO ENJOY SAFELY BEING MOBILE. THANK YOU.

>> HUGHES: THANK YOU.

Robert Stahl, West Linn

>> YES, MY NAME IS ROBERT STALL. I HAVE LIVED IN WEST LINN SINCE 1970, OFF HIGHWAY 43 AND ARBOR DRIVE SINCE 1974. MY BIGGEST CONCERN IS THE SAFETY OF CYCLISTS AND PEDESTRIANS. WE HAVE NO REFUGE LANE FROM THE NORTH CITY LIMITS TO ROBINHOOD WAY. THIS CREATES A SITUATION WHERE CARS WANTS TO MAKE LEFT TURNS ON TO 43. THIS IS WHERE REAR END CRASHES HAPPEN, IMPATIENT DRIVERS PASS ON THE RIGHT ENDANGERING CYCLISTS AND PEDESTRIANS, MY WIFE WAS HIT AS SHE MADE A LEFT TURN WHEN SOMEONE ELSE DECIDED TO PASS IN THE BIKE LANE, WHICH HIT OUR CAR. LUCKILY NO ONE WAS HURT. WE HAVE NO SIDEWALKS ON 43 AT THE NORTH FROM THE CITY LIMITS TO MAYORAL HURST DRIVE ON THE WEST SIDE AND NONE ON THE EAST SIDE UNTIL ACROSS FROM ROBINHOOD WAY. THE ONLY SIDEWALKS THAT HAVE BEEN ADDED ARE THOSE THAT WERE REQUIRED BY DEVELOPERS. WITH TRAFFIC SO HEAVY IN THE MORNINGS AND AFTERNOON IT'S ALMOST IMPOSSIBLE TO CROSS 43. EVEN THOUGH THE LAW WAS PASSED REQUIRING TRAFFIC TO STOP FOR PEDESTRIANS. I'M SURE ALL OF US HAVE EXPERIENCED THAT AT TIMES. THERE HAVE BEEN TIMES THE ONLY WAY I CAN GET ACROSS BECAUSE I DO GO WALKING IN THE MORNING OR IN THE AFTERNOON I TRY TO AVOID IT BUT IF I DO I HAVE OFTEN HAD TO LITERALLY STEP INTO THE TRAFFIC TO GET PEOPLE TO STOP AND THAT HAPPENS EVEN AT CROSSWALKS. THERE ARE VERY FEW IF ANY MARKED CROSSWALKS IN THE CITY OF WEST LINN, ESPECIALLY ON HIGHWAY 43. I DON'T KNOW IF YOU OF YOU REMEMBER FROM MANY YEARS AGO, BEFORE MAYORAL HURST WAS DEVELOPED AND IT WAS A TWO-LANE HIGHWAY, THE NORTH ENTRANCE THERE WAS NO STOP LIGHTS ANY PLACE THERE. BUT A NUN WAS KILLED THERE TRYING TO GET ACROSS THAT STREET AND WITHIN LESS THAN SIX MONTHS WE HAD A STOP LIGHT THERE. BUT NOTHING HAS BEEN DONE ANY PLACE ELSE SO I URGE YOU TO PLEASE SUPPORT THIS. THERE'S BEEN VERY LITTLE IF ANYTHING DONE ESPECIALLY BY THE STATE ON HIGHWAY 43. WE HAVE BEEN BASICALLY CHILDREN THAT ARE NOT IMPORTANT. I THINK THIS IS REALLY IMPORTANT FOR PEDESTRIANS, BICYCLISTS AS WELL AS PEOPLE WHO DRIVE. BECAUSE IT'S A VERY UNSAFE STREET. THANK YOU.

>> HUGHES: THANK YOU.

QUESTION.
Can I ask a clarifying question? In your written testimony and what you said here today, we have no sidewalks on 43 the city limits to mayoral hurst drive on the west, so forth on the east. so once you leave the city limits do I -- of west linn do I then enter the city of lake oswego?

Yes but you have to walk in the right of way to get to their sidewalks.

Thank you.

You're welcome.

Kim Bria, West Linn

I'm Kim Berea. I'm a west linn citizen, also on the citizen transportation advise railroad board for the city of west linn. Thank you for allowing the time for testimony. I don't have anything prepared because I didn't think I would be off work in time to be here. we are very proud of what we have done to update our transportation plan over the last eight months. a lot of outreach and community input from the needs along highway 43, and clarification before I forget, forgive me, mayor axelrod, but we had a transportation meeting last night and it is true that the trail along 205 is not as much of a priority but they said it was still being requested for funding just not as a high priority. there may be changes at that intersection after this project is completed. there's not been a lot of growth in west linn but there's a huge amount of growth coming from the other side of clackamas county and it is one of the major thoroughfares to get to downtown portland. we do have freight on there. there's a huge project coming across the river that's unprecedented in this whole metro region. sounds like about 20ish acres of developable land in oregon city for business, for industrial, for housing, which is going to have a huge impact. if anyone has ever tried to cross the oregon city bridge at peak hours and didn't take a nap while they are waiting to cross the bridge, it's a huge impact. if anyone has every tried to ride their bike across it you're much more bold than I am. I'm not a cyclist but I was talked into doing a bike ride which I read over 700 miles in three weeks. I'm not feeling it when I ride down 43. I just want to go. I'll ride all day riding my bike but there's no way I'm going to put my family at risk. the kids' eyes get big. we're not going down there. less a lot of pinch points that are high risk. west linn is a car oriented community because of the geography. there's a lot of slowing traffic on 205 because of that hill and we don't have that connectivity. on the transportation board we get issues of parking like at the high school, the high school is very close to highway 43 and even though it's a few blocks away that's where all the kids cross to go to market of choice to get their lunch. kids are not always looking up when they cross the street. they have a huge parking issue because there's not a lot of viable options for students to not drive. my parents didn't give me a car you had to take the bus or you had to ride your bike to school but it's not a particularly safe option for students going through there. so I would really implore you not just because of the pedestrian and biking...
IMPROVEMENTS THAT ARE NEEDED BUT TO REALLY PUSH MULTI-MODAL TRANSPORTATION AND TO LEVERAGE THE FUNDS FOR THE WORK WE'RE ALREADY HAVING DONE.

>> HUGHES: THANK YOU. OKAY,

>> PRESIDENT HUGHES, COULD I OFFER ONE CLARIFYING COMMENT?

>> HUGHES: OF COURSE.

>> YESTERDAY THE CT-MAC MET, TECHNICAL ADVISORY GROUP FOR THE PROJECTS. I WANTED YOU TO KNOW THAT THEY RERANKED THEY WENT THROUGH RERANKING AND OUR PROJECT CAME OUT NUMBER ONE ON THE CTAC TECHNICAL REVIEW LIST. WE HAD PREPARED VERY HASTILY A SUMMARY FOR YOU AND I THINK THAT WAS IN OUR TRANSMITTAL. MAYBE THAT POINT DID NOT GET IN THERE. I JUST WANTED YOU TO KNOW ABOUT THAT.

>> CTAC--

>> CLACKAMAS TECHNICAL ADVISORY COMMITTEE.

>> THAT WAS JUST YESTERDAY.

>> HUGHES: THANK YOU. NOW.

Meredith Olmsted, West Linn

>> GOOD AFTERNOON, PRESIDENT HUGHES, METRO MEMBERS. I'M MEREDITH OLMSTED, PRESIDENT OF THE BARRINGTON HEIGHTS HIDDEN CREEK TANNER WOODS NEIGHBORHOOD ASSOCIATION. WE LIVE ON THE TOP OF THE HILL DIRECTLY ABOVE THE PLANNED SITE FOR THE 205 TRAIL. WHILE OUR NEIGHBORHOODS FIRMLY SUPPORT FUNDING FOR IMPROVEMENTS FOR HIGHWAY 43, PLEASE, PLEASE, PLEASE, OUR NEIGHBORHOOD ALSO REPRESENTS EIGHT YEARS OF OPPOSITION TO THE I-205 TRAIL, WHICH IS POSITIONED DIRECTLY BELOW OUR HOMES. ON A HILLSIDE. THE SITE IS DESIGNATED BY THE STATE OF OREGON DEPARTMENT OF FORESTRY AS A HIGH RISK AREA FOR BOTH FIRE AND LANDSLIDE. OUR WILDFIRE EXPERT DR. PIKE OF CALIFORNIA WHO WE HIRED TO INVESTIGATE THIS HILL HAS STUDIED THE HILLSIDE ADJACENT TO 205 AND FOUND THAT CONDITIONS THERE CLOSELY RESEMBLE THOSE OF THE OAKLANDS HILLS FIRE, SLOPE, FUELS AND WIND CONDITIONS ARE IDENTICAL. THIS FIREPROOF, VERY COSTLY IN BOTH HUMAN AND HOME LOSSES.

ODOT, WHO OWNS THIS PROPERTY, HABITUALLY AND HISTORICALLY ABDICATES MAINTENANCE OF THE HILLSIDE WITH NO FIRE MITIGATION, FUELS MITIGATION, OR LONG TERM PLAN FOR MANAGEMENT OF NIP KIND. AS A RESULT, OUR NEIGHBORHOOD FUNDS ONGOING MAINTENANCE OF A FIRE BREAK AT THE HILLTOP AT OUR OWN EXPENSE. EVEN THOUGH A FIRE ON THE HILLSIDE WOULD RESULT IN FIRE DANGER TO THE ENTIRE CITY OF WEST LINN. TOPOGRAPHY HAS BEEN SHOWN BY THE STATE OF OREGON TO BE UNSTABLE AND LIKELY TO SLIDE. ACTIVITY ON THAT HILLSIDE AS WOULD BE PRESENT IN CONSTRUCTION OF A TRAIL OR A SUBSTANTIAL EARTHQUAKE COULD RESULT IN SUCH A SLIDE PUTTING TRAIL USERS AT RISK. AFTER YEARS OF OPPOSITION FROM OUR NEIGHBORHOOD, THE CITY COUNCIL VOTED UNANIMOUSLY IN 2013 TO INCLUDE FIVE ESSENTIAL POINTS WE RECOMMEND IN THE FINAL MASTER TRAILS PLAN. THESE POINTS WHICH ARE TO BE ADDRESSED PRIOR TO CONSTRUCTION ARE, FIRE ASSESSMENT, FIRE FUELS MITIGATION, ONGOING FIRE FUELS MANAGEMENT, COMMUNITY INVOLVEMENT, AND SOLID WALL LIKE YOU'D FIND AT CLACKAMAS TOWN CENTER BETWEEN THE TRAIL AND THE HILLSIDE WHICH WOULD DISCOURAGE HUMAN
CONTACT WITH THE FUELS PRESENT ON THE HILLS AND HUMAN OCCUPATION OF THE HILL. WE HAVE BEEN GIVEN ASSURANCES FROM OUR MAYOR THAT THESE FIVE CONDITIONS EXIST AND WILL BE RESPECTED. AS THEY HAVE NOT YET BEEN ADDRESSED, WE FEEL THAT FUNDING FOR THIS TRAIL IS PREMATURE. ECONOMIC DEVELOPMENT WOULD BE BETTER SERVED IF THIS TRAIL WERE PLANNED FOR AN ALTERNATE AREA PARTICULARLY THE WATERFRONT TO BE EXPLORED WITH HISTORICAL GROUPS AND SO FORTH. OTHER NEIGHBORHOODS WOULD WELCOME THIS TRAIL IN THEIR NEIGHBORHOOD AND WOULD BE FAR -- THE CITIZENS WOULD BE FAR BETTER SERVED IF IT WERE THERE. PLEASE CONSIDER USING THESE FUNDS TO IMPROVE OUR HIGHWAY 43 DESPERATELY NEEDED PROJECT IN WEST LINN. IN CONCLUSION, OUR NEIGHBORHOOD ASKING FOR A SERIOUS NO VOTE ON THE FUNDING FOR THE I-205 TRAIL. THANK YOU. I ALSO HAVE EMAILS FROM OTHER RESIDENTS THAT I WOULD LIKE TO SUBMIT TO YOU.

>> HUGHES: COUNCILOR STACEY. [AUDIO NOT UNDERSTANDABLE]

TO THOSE IN THE AUDIENCE, I ARRANGED BEFORE THE SCHEDULING OF THIS PUBLIC HEARING TO ATTEND A MEETING CONVENED BY SOME REPRESENTATIVES FROM THE STATE OF WASHINGTON THAT BEGINS NOW. I HAVE TO LEAVE THE HEARING. I WANTED TO MAKE SURE THAT IT'S ENTERED INTO THE RECORD THAT BETSY MILLER FROM BRENTWOOD DARLINGTON NEIGHBORHOOD ASSOCIATION SUBMITTED AN E-MAIL TO ME WHICH I SUBMITTED. I APOLOGIZE TO RESIDENTS WHO ARE STILL HERE. I'LL LOOK FORWARD TO LEARNING MORE ABOUT THAT AS WELL. MY APOLOGIES TO THE REST OF THE WITNESSES FOR MY NECESSARY DEPARTURE.

>> CRADDICK: THANK YOU. I WOULD LIKE TO ASK A QUESTION REGARDING YOUR TESTIMONY. I'M TRYING TO VISUALIZE WHEN YOU'RE REFERRING TO THE I-205 TRAIL, I'M FAMILIAR WITH THE ABERNATHY BRIDGE HEADING WEST ON 205. AS YOU GO UP THE HILL IS THE HILLSIDE THAT IS ROBERTA SCHWARTZ HAS BEEN WORKING ON. ARE YOU FURTHER WEST FROM THERE?

>> AS YOU TRAVEL NORTH ON 205 FROM THE 10th STREET EXIT AND THE WEST LINN EXIT WOULD BE ON THE WEST SIDE. THERE'S A HUGE HILL THAT BELONGS TO ODOT.

>> CRADDICK: WHEN YOU'RE HEADING EAST?

>> WELL, NORTH SIDE.

>> RIGHT. NORTH SIDE OF 205?

>> VICE PRESIDENT OF OUR ASSOCIATION.

>> WHEN YOU'RE ON 205 BETWEEN THE 10th STREET EXIT AND THE ABERNATHY BRIDGE, ODOT MAINTAINS -- MAINTAINED A REST AREA WHICH WOULD BE ON THE NORTH SIDE OF THE FREEWAY. THEY CLOSED THAT REST AREA SOME 12, 14 YEARS AGO. IT IS DIRECTLY ABOVE THAT REST AREA WHERE THE TRAIL IS PROPOSED TO GO. [AUDIO NOT UNDERSTANDABLE]

>> SO IS IT PART OF THE RESTORATION AREA?

>> NOT PART OF THE WHITE OAK SAVANNAH.

>> THANK YOU.

>> THANK YOU FOR YOUR CONSIDERATION.

Robert Jester, West Linn

>> FOR THE RECORD I'M ROBERT JESTER. I'M A RESIDENT OF WEST LINN AND THE VICE..
PRESIDENT BARRINGTON  
NEIGHBORHOOD ASSOCIATION.  
IT ACTUALLY SADDENS ME TO BE  
HERE TODAY TO TESTIFY ONCE  
AGAIN AGAINST THE I-205  
TRAIL.  
THE WEST LINV CITY  
STAFF HAVE NOT ACTED IN  
THE BEST INTERESTS OF WEST  
LINV CITIZENS OR METRO IN  
PUTTING FORWARD ANOTHER  
GRANT APPLICATION TO  
BUILD THE FAILED NORTH  
SIDE I-205 TRAIL.  
THE NORTH HILLSIDE HAS BEEN  
DESIGNATED A HIGH RISK FIRE  
ZONE BY THE STATE OF  
OREGON AS MEREDITH  
POINTED OUT, ALSO HIGH  
RISK FOR LANDSLIDE.  
OREGON STATE POLICE, OREGON  
SHERIFF AND WEST LINV POLICE  
DEPARTMENT TOGETHER DID NOT  
HAVE THE NECESSARY  
RESOURCES TO KEEP THE  
REST AREA SAFE FROM ILLEGAL  
DRUG USE, MINORS USING  
ALCOHOL, THEFT AND MOST  
IMPORTANTLY,  
PROSTITUTION.  
AFTER PRESSURE FROM LAW  
ENFORCEMENT CITIZENS OF WEST  
LINN AND THE WEST LINV CITY  
GOVERNMENT, ODOT DID CLOSE  
THAT REST AREA AND IT REMAINS CLOSED NOW,  
USED AS A GRAVEL STAGING  
AREA FOR SEVERE ROAD  
CONDITIONS IN THE WINTER.  
THERE CURRENTLY IS NOT ACCESS  
TO THE HILLSIDE FOR THE  
PUBLIC.  
THEY HAVE ACKNOWLEDGED THE TRAIL  
LOCATION IS HIGHLY RISK FOR  
WILDFIRE THREATENING THE  
ENTIRE CITY OF WEST LINV BY  
PASSING UNANIMOUS  
RESOLUTION REQUIRING  
CONDITIONS SPECIFIC TO FIRE RISK  
ASSESSMENT, MITIGATION AND  
ONGOING MAINTENANCE TO BE  
COMPLETED PRIOR TO ANY  
CONSTRUCTION ON THAT HILLSIDE.  
THE CITY IS AGAIN ASKING FOR  
$2.8 MILLION TO BUILD ON THE  
HILLSIDE WITHOUT ADDRESSING  
EXTREME WILDFIRE RISK AS  
SPECIFIED IN THE MASTER TRAIL  
PLAN.  
WEST LINV CITY STAFF  
DID NOT NOTIFY  
STAKEHOLDERS OF THIS  
MEETING UNTIL MONDAY OF THIS  
WEEK LEAVING LITTLE  
OPPORTUNITY FOR CITIZEN  
ENGAGEMENT WITH STAFF  
OR ELECTED OFFICIALS TO  
CLARIFY THEIR INTENTIONS AND  
GET PROGRESS REPORTS ON  
THEIR FIRE MITIGATION  
EFFORTS.  
WE WERE NEVER  
NOTIFIED OF THE GRANT  
APPLICATION DATED BACK TO  
AUGUST.  
DURING MY 38 YEARS OF PUBLIC SERVICE  
FOR THE STATE OF OREGON, WE USED TO HAVE A SAYING THAT  
SOMETIMES THE JUICE JUST AIN’T WORTH THE SQUEEZE. THIS  
ILLOGICAL, DANGEROUS,  
UNWANTED TRAIL FROM AND TO  
NOWHERE IS NOT WORTH THE  
APPROXIMATELY $2.8 MILLION  
REQUESTED FROM TAXPAYER  
DOLLARS TO BUILD IT.  
IN THIS CASE, THE JUICE IS NOT  
ONLY NOT WORTH THE SQUEEZE AS  
A RISK FAR OUTWEIGHING  
ANY POSSIBLE BENEFIT.  
THANK YOU.  

Larry Meese, West Linn  
>> I'M THE TREASURER OF THE  
BARRINGTON HEIGHTS  
NEIGHBORHOOD  
ASSOCIATION.  
I'M ALSO A  
COMMITTEE MEMBER OF  
The WEST LINV ECONOMIC  
DEVELOPMENT COMMITTEE.  
WE HAVE POSITIVES AND  
NEGATIVES.  
I'LL GO TO THE  
NEGATIVE.  
WE ARE OPPOSED  
THE NEIGHBORHOOD  
ASSOCIATION AS YOU'VE HEARD.  
THERE'S THREE KEY POINTS I WANT  
YOU TO WALK AWAY WITH.  
ONE IS THAT THE STATE OF  
OREGON THROUGH THE  
DEPARTMENT OF FORESTRY  
HAS DESIGNATED THIS AS  
SIGNIFICANT FIRE HAZARD AREA.  
AND THERE'S NO REAL WAY TO  
FIGHT THE FIRE FROM TOP OF  
THE HILL OR BELOW THE HILL.  
IT'S ALMOST IMPOSSIBLE.  
THEY HAVE ALSO DESIGNATED US  
AS A FIRE WISE  
NEIGHBORHOOD BECAUSE  
OF THIS FACT, WHICH IS A  
NATIONAL DESIGNATION AND  
THERE'S VERY FEW CITIES IN  
THE STATE OF OREGON THAT  
HAVE THIS DESIGNATION.  
WE HAVE DO BECAUSE OF THE  
HILLSIDE.  
THE OTHER PART  
TO THIS IS THE  
STATE OF  
OREGON THROUGH THEIR
GEOLOGICAL SURVEY WHICH YOU COULD FIND THROUGH THE STATE OF OREGON, THIS WHOLE ENTIRE HILLSIDE WHERE THE TRAIL IS PLANNED TO BE IS IN FACT DESIGNATED A SIGNIFICANT LANDSLIDE DANGER SO ANY CONSTRUCTION ON THE HILLSIDE IS NOT ONLY DANGEROUS TO THE PEOPLE WHO ARE WALKING ON THE TRAIL, IT'S POTENTIALLY DANGEROUS TO LANDSLIDE GO ACROSS 205 AND ALSO TAKE MANY RESIDENCES WITH IT. THAT'S THE DOWNSIDE. THE UPSIDE, I'LL CHANGE MY HAT TO THE ECONOMIC DEVELOPMENT COMMITTEE, WE HAVE HAD VERY VIGOROUS DISCUSSIONS ABOUT THIS TRAIL AND ALSO ABOUT OTHER OPPORTUNITIES THAT ARE AVAILABLE TO US. RUSS DID A GREAT JOB TALKING TO YOU ABOUT THE FACT THAT THE WILLAMETTE RIVER AREA IS SOMETHING WE'RE WORKING ON WHICH WAS KNOWN AS THE -- I'M SORRY. THE ARCH BRIDGE PROJECT WHICH THEY ARE IN THE PROCESS OF RENAMING, THEN WE HAVE THE WILLAMETTE HERITAGE HISTORICAL AREA. THERE'S AN AREA WHERE WE COULD BUILD THE TRAIL AND CONNECT THE TWO WHICH PROVIDES FAR MORE ECONOMIC DEVELOPMENT OPPORTUNITIES, IT WILL BE EASIER TO PATROL, AND PROVIDE EMERGENCY SERVICES AND AGAIN, IT ALLOWS THE PEOPLE WHO WOULD WALK OR BIKE ON THIS TRAIL AN OPPORTUNITY TO ALSO HAVE PLACES TO PARK AT EACH ENDS, ALSO GIVE OPPORTUNITIES FOR BUSINESS AND TOURISM DEVELOPMENT AND ALL THAT. SO SOON I'M HOPING THE ECONOMIC DEVELOPMENT COMMITTEE WILL BE FORWARDING A RECOMMENDATION TO CITY COUNCIL WHICH THEN WE HOPE WE COME TO YOU AND YOU'LL SEE SOME REAL OPPORTUNITY THERE FOR OUR COMMUNITY. BUT ANYWAY, AGAIN, WE ARE IN FACT ON THE NEIGHBORHOOD SIDE, WE ARE IN FACT OPPOSED TO THIS. WE HOPE YOU WILL NOT FUND IT ANY WAY, SHAPE OR FORM. THANK YOU FOR YOUR TIME.

HI. My name is Missa Long. Thank you for letting us speak today. We cannot explain how excited Brentwood Darlington is to be invited to the table. We're not often invited to the table so this is a really big deal for us. I'm a neighborhood board member, infrastructure committee, so I have been part of this from the very beginning just talking about it with PBOT and conversations and to reach this point is huge for us. I'm a very visual person. That's why I passed out the flyers. But a lot of people don't even know where Brentwood Darlington is, so I have this map. If you see that square at the bottom, the rectangle, this is Portland sidewalk map. That rectangle is Brentwood Darlington.

As you can see we're lacking in infrastructure. A lot. The next visual, this is Portland public safe routes to school map. Because we do not have sidewalks, our only main safe routes to school that they suggest for our students to
WALK FROM OUR FOUR PUBLIC SCHOOLS ARE FLAVELL AND DUKE. THAT'S WHERE THEY ARE ASKING OUR STUDENTS TO WALK TO SCHOOL. THIS IS A PICTURE OF FLAVELL. THIS IS WHAT FLAVELL LOOKS LIKE ABOUT EIGHT MONTHS OF THE YEAR. SO THIS IS OUR SAFE ROUTE TO SCHOOL. THERE'S ANOTHER PICTURE. A LOT OF OUR STUDENTS ARE MIDDLE SCHOOLERS. WE HAVE 1,000 MIDDLE SCHOOLERS AND 500 ELEMENTARY STUDENTS AND THEY OFTEN DO NOT CHOOSE TO WALK ON THOSE SIDEWALKS. INSTEAD THEY WILL WALK IN THE STREET. IF THEY DON'T WALK ON FLAVELL OR DUKE THEY ARE GOING TO WALK ON NEIGHBORHOOD ROADS WHICH DO NOT HAVE SIDEWALKS. THIS IS OGDEN. THAT'S PART OF OUR GRANT IS TO GET A GREENWAY PUT ON OGDEN WHICH WILL CREATE SPEED BUMPS AND A WALKING STRIP FOR STUDENTS TO WALK ON WHICH WILL SLOW TRAFFIC SIGNIFICANTLY, AND IF YOU CAN SEE IN THAT PICTURE IT'S ALSO IN YOUR FLYER THERE'S AN ONCOMING CAR APPROACHING THAT SMALL CHILD. THAT'S A DAILY OCCURRENCE IN OUR NEIGHBORHOOD. I THINK THAT'S ALL. THE LAST THING I WANT TO ADD IS PBOT, THEY ARE WILLING TO MATCH OUR GRANT, SO THIS IS SUCH A HUGE DEAL FOR OUR NEIGHBORHOOD. IF YOU GIVE US THE MONEY, THERE MATCH IT. SO YOUR 3.1 MILLION FOR US ACTUALLY EQUALS A $6 MILLION PROJECT, WHICH WILL BE A GAME CHANGER FOR OUR UNDER-SERVED NEIGHBORHOOD. THANK YOU.

>> HUGHES: THANK YOU.

>> SO CHELSEA.

Chelsea Powers, Portland

>> HI. I'M CHELSEA POWERS, RESIDENT OF BRENTWOOD DARLINGTON AND VICE CHAIR OF THE NEIGHBORHOOD ASSOCIATION. THANK YOU FOR LETTING US HAVE SOME TIME TO SPEAK. WE REALLY APPRECIATE IT. AS YOU HAVE HEARD BEFORE WE ARE FROM A NEIGHBORHOOD THAT IS INCREDIBLY DIVERSE AND HAS FACED A HUGE LEVEL OF HISTORIC DIS-INVESTMENT SINCE IT WAS ANNEXED OVER 30 YEARS AGO IT HAS RECEIVED VERY FEW BASIC INFRASTRUCTURE SERVICES. I WAS PERSONALLY SHOCKED WHEN I MOVED TO THE NEIGHBORHOOD HAVING GROWN UP EARLY, THERE ARE ROADS THAT ARE IMPASSABLE WITH MY CAR AND I NEVER EXPERIENCED THAT GROWING UP, VERY RARELY. I HAVE WALKED MY SON TO THE NEIGHBORHOOD PARKS ONCE EACH WAY. ONCE DOWN DUKE, ONCE DOWN FLAVELL. I COULD BARELY PUSH THE STROLLER IN PLACES AND HAD TO WALK IN THE BIKE LANE. IT'S INCREDIBLY SAD, HONESTLY, TO PUSH YOUR STROLLER OVER A PIECE OF DIRT THAT SHOULD BE A SIDEWALK THAT YOU CAN BARELY WALK ACROSS. BUT I'M LUCKY ENOUGH TO HAVE A CAR. MY NEIGHBOR IS NOT. SHE HAS SEVEN CHILDREN WHO ATTEND TWO OF OUR NEIGHBORHOOD SCHOOLS AND ONE HIGH SCHOOL OUTSIDE OF OUR NEIGHBORHOOD. SHE WALKS ALL OF HER CHILDREN TO SCHOOL IN THE MUD OR IN THE STREET. SO I HIGHLY URGE YOU TO REALLY CONSIDER OUR PROJECT. IT WOULD MAKE AN INCREDIBLE DIFFERENCE FOR OUR COMMUNITY. IT WOULD SERVE SO MANY WHO DON'T HAVE A VOICE. IT WOULD SERVE OUR NEIGHBORS WHO DON'T DRIVE. OUR CHILDREN. OUR NEIGHBORS ON ASSISTED MOBILITY DEVICES WHO CAN BARELY MAKE IT OUT THEIR DOORS ON MOST OF OUR STREETS. THANK YOU VERY MUCH.

>> HUGHES: THANK YOU.

Michael Rowell, Portland
PRESIDENT HUGHES, COUNCIL MEMBERS, THANK YOU FOR THIS OPPORTUNITY TO ADDRESS YOU THIS AFTERNOON. NORMALLY I'M AT SCHOOL STILL WORKING WITH STAFF AND FAMILIES SO THIS IS AN IMPORTANT PROJECT FOR US. IT REALLY WARRANTS THIS ATTENTION. I WANT TO TELL YOU ABOUT LANE MIDDLE SCHOOL WHERE I'M ASSISTANT PRINCIPAL. WE'RE A COMPREHENSIVE NEIGHBORHOOD MIDDLE SCHOOL OF JUST OVER 500 STUDENTS. OUR PROGRAM ALSO INCLUDES FOUR HEAD START CLASSROOMS, SO FOUR-YEAR-OLD STUDENTS COMING WITH YOUNG FAMILIES. WE ALSO HAVE AN INTENSIVE SKILLS CLASSROOM WHICH INCLUDES A NUMBER OF STUDENTS THAT HAVE MOBILITY ISSUES. WE'RE ALSO PARTNERING WITH THE PROJECT GREEN THUMB ACROSS THE STREET ON 60th WHERE STUDENTS ARE WALKING BACK AND FORTH DURING THE SCHOOL DAY TO WORK WITH THE GARDENING PROGRAM THERE. OUR SCHOOL COMMUNITY FACES SPECIFIC CHALLENGES. THE MAJORITY OF OUR FAMILIES QUALIFY FOR FREE AND REDUCED LUNCH SERVICES. WE HAVE A HIGH RATE OF HOUSING INSTABILITY AND FOOD SCARCITY. WE HAVE A HIGH RATE OF CHILDHOOD TRAUMA EVENTS, AND WE'RE ROUTINELY RESPONDING AT SCHOOL TO THESE CHALLENGES WITH STRUCTURED DIFFERENTIATED SERVICES FOR KIDS AND FAMILIES. WE HAVE A COUNTY SUPPORTED SCHOOL-BASED HEALTH CLINIC. WE HAVE MENTOR HEALTH RESOURCES THROUGH THE COUNTY AND MORRISON CENTER. WE HAVE A VERY ACTIVE FOOD PANTRY PROGRAM THAT SERVES TONS OF FOOD WEEKLY AND OUR MESSAGE TO OUR STUDENTS AND FAMILIES IS THAT THEY MATTER, THAT THEY ARE NOT ALONE, THAT THEIR FUTURE MATTERS. THAT WE SEE GREAT POTENTIAL IN THEM. I BRING THIS UP ONLY TO SAY THAT THE PUBLIC INFRASTRUCTURE AROUND OUR SCHOOL PRESENTS A VERY DIFFERENT MESSAGE TO OUR STUDENTS AND THEIR FAMILIES. JUST LIKE THE PICTURES YOU'VE SEEN I SEE REGULARLY STUDENTS WALKING IN THE MIDDLE OF STREETS TO GET TO SCHOOL. CROSSING IN THE MIDDLE OF DUKE AND FLAVELL IN ORDER TO AVOID LARGE PUDDLES, WALKING IN BIKE LANES, WAITING FOR PUBLIC BUSES IN THE STREET BECAUSE THERE'S NO SIDEWALK TO WAIT ON. WE DID HAVE A STUDENT STRUCK BY A CAR AT THE INTERSECTION OF 60th AND FLAVELL LAST YEAR WITH INJURY. AND I'M CONCERNED THAT WE'LL SEE THAT AGAIN SOON. WE ARE TEACHING OUR KIDS THAT THEY ARE ON THEIR OWN. THEY HAVE TO FEND FOR THEMSELVES. THAT SAFE PRACTICES DON'T APPLY TO THEM, THAT THEY JUST NEED TO FIND A WAY TO GET THERE, SO I STRONGLY URGE YOU TO CONSIDER THIS PROPOSAL AND FUND IT FULLY.

I DID MEET WITH SAFE HOUSE AT SCHOOL RECENTLY AND SEEMS LIKE WE CAN INCLUDE WITH OTHER FUNDS SOME ON 0TH STREET, THERE IS A CLASSROOM THAT BRINGS STUDENTS IN WITH THESE CHALLENGES AND AT THAT POINT, THEY CAN'T ENTER OUR SCHOOL THROUGH THE FRONT DOOR BECAUSE THERE'S NO RAMPS AVAILABLE SO I THINK JUST BASED ON AN ETHICAL STANCE AND A SAFETY PERSPECTIVE, WE NEED TO MAKE THESE CHANGES TO OUR SCHOOL.

I THANK YOU FOR YOUR TIME.

YOU HAVE A QUESTION?

YES.

I ASSUME YOU ARE A TITLE SCHOOL, IS THAT CORRECT?

CORRECT, WE SERVE THREE MEALS A DAY FOR ALL OF OUR CHANGED STUDENTS.
AND FOR CLARIFICATION, ALL OF THE SCHOOLS IN OUR NEIGHBORHOOD ARE TITLE 1.

I AM A RESIDENT, BEEN LIVING THERE FOR SEVEN YEARS AND HERE TO BASICALLY TALK ABOUT THE MAIN STREET WHICH IS PART OF THE GREENWAY.

AND EVERY DAY I WATCH JUNIOR HIGH SCHOOL KIDS AND ELEMENTARY SCHOOL KIDS USE THAT AS ONE OF THEIR MAIN WALKING ARTERIES TO SCHOOL.

I ALSO HAVE LIVED ON THAT STREET FOR SEVEN YEARS AND STARTED STAYING IN TOUCH WITH THE SERGEANT ASSIGNED TO OUR NEIGHBORHOOD BECAUSE CARS DRIVE DOWN OUR STREET, I KID YOU NOT, 60 MILES PER HOUR ON HOT SUMMER DAYS AND I THINK OF ALL THOSE KIDS WALKING BACK AND FORTH TO THEIR SCHOOLS AND I SPEARHEADED A STREET REFERENDUM BECAUSE I REALIZE THAT WE DON'T HAVE A MEETING AREA, WE HAVE PARKS THAT PEOPLE USE BY IT WAS LIKE A PEDESTRIAN COMMUNITY, ONE OF THE MAIN AREAS OF OUR NEIGHBORHOOD THAT PEOPLE USE AND CONGREGATE AND SAY HELLO TO EACH OTHER AND FROM ALL DIFFERENT ETHNIC BACKGROUNDS AND YET IT IS A STREET THAT PEOPLE ROUTINELY DAILY SPEED ON.

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YEAH, SO TO SEE THAT DESIGNATED AS A GREENWAY WOULD BE AMAZING.

I WOULD JUST SAY TO KIND OF APPEAL TO YOUR HEARTS HERE ABOUT SEEING SEEN BY METRO IN PORTLAND, WE HAD A RESIDENT AT 60TH AND CORVALE POST A PICTURE ON THE WALKING STRIPS.

THAT GOT A LOT OF COMMENTS FROM THE NEIGHBORHOOD BECAUSE IT MADE US FEEL LIKE PORTLAND SAW US.

A CROSSWALK, IT WOULD BE SO WONDERFUL IF YOU SHOW US YOU SEE US.

THANK YOU.

OKAY, DOWN TO OUR LAST THREE AND THERE IS A SORT OF DIVERSE GROUP BUT KATHERINE PARK, JEANENE MUSTAD AND JOHN LEWIS.

LOST O SOMEBODY IN THE SHUFFLE HERE.

IS KATHERINE CLARK STILL HERE?

NO?

JEANINE?

Jeannine Rustad, Beaverton (Tualatin Hills Park & Recreation District)

GOOD AFTERNOON, JEAN MUSTAD, PLANNING FOR TUALATIN PARKS AND REC, MEMBER OF THE COUNCIL.

WE'RE HERE TO SUPPORT THE BEAVERTON CREEK TRAIL.

WE'RE VERY EXCITED ABOUT THIS PROJECT.

IT IS A ONE AND A HALF MILE STRETCH OF AN OFF-STREET TRAIL THAT WILL CONNECT THE WEST SIDE TRAIL WITH SOUTHWEST HAWKEN AVENUE.

THIS PROJECT BUILDS ON SEVERAL PARTNERSHIPS, ONE IS WE ARE DOING THE DESIGN AND ENGINEER WORK THROUGH A REGIONAL FLEXIBLE FUNDS GRANT.

WE HAVE THE CITY OF BEAVERTON AS A TECHNICAL PARTNER AND WE'RE ALSO REALLY EXCITED ABOUT THIS PROJECT BECAUSE IT CONNECTS TO SOME ON-STREET WORK BEING DONE.

AND THEN FINALLY WE HAVE THE COMMITMENT OF WASHINGTON COUNTY THROUGH THE CITY OF BEAVERTON'S REQUEST OF 250,000 IN THEIR MSTIP OPPORTUNITY FUNDS.

THE BENEFITS OF THIS PROJECTS IS IMPROVING ACCESS TO TRANSIT.

WE HAVE DIRECT ACCESS TO THIS TRAIL, WE WILL, TO THE BEAVERTON CREEK TRANSIT STATION AND THEN IMPROVED ACCESS TO MERLOT 158 IN CENTRAL BEAVERTON.

THIS IS ALSO A CRUCIAL LINK TO EMPLOYMENT AND AS WE AS
STAFF WERE WALKING AND PUTTING THE APPLICATION TOGETHER, IT IS NOT ONLY THOSE CONNECTIONS FROM THE TRANSIT TO THE BUSINESSES, BUT GETTING THOSE BUSINESSES TO CEDAR HILLS CROSSINGS TO HAVE THE RETAIL AMENDS, GOING OUT FOR LUNCH.

AND THEN IMPROVING ACCESS TO NATURE AND RECREATION.

THIS TRAIL IS NEXT TO OR WILL BE NEXT TO A NATURE PARK, OF COURSE THE WEST SIDE TRAIL AND WATER HOUSE TRAIL WHICH WILL PROVIDE EVEN FURTHER CONNECTIONS.

AS WITH METRO, WE ARE HOOK -- LOOKING FOR EQUITY HE WHAT EVER WE DO O AND THIS TRAIL WILL SERVE THE ENTIRE O POPULATION.

WE ANTICIPATE 70 TO 90,000 USERS WHEN THIS IS COMPLETED SO WE URGE -- THIS PROJECT I SHOULD MENTION WAS RANKED NUMBER FIVE IN SCORING AND URGE COMPLETION OF THIS PROJECT AND ANOTHER SECTION OF REGIONAL TRAIL.

John Lewis, Oregon City

>> THANK YOU, MY NAME IS JOHN LEWIS, PUBLIC WORKS DIRECTION FOR OREGON CITY.

ALSO LIVE IN OREGON CITY AND I AM HERE TO TALK JUST A LITTLE BIT ABOUT OUR PROJECT.

IT IS RANKED 6TH IN PROCESS SO FAR AND WE FEEL REALLY GOOD ABOUT OUR PROJECT.

WE’RE HEAR IT IS RANKED VERY HIGH WITH THE TECHNICAL COMMITTEE AS WELL SO I AM NOT GOING TO DO A LOT OF ADVOCATING FOR IT BUT REALLY FELT THAT I WANTED TO COME TO THIS MEETING TODAY MOSTLY BECAUSE I WANTED TO SAY THANK YOU FOR THE LAST THREE YEARS.

THIS SAME PROJECT WAS RANKED THE MOST APPROPRIATE PROJECT FOR THE FUNDS LAST GO-ROUND WITH THIS REGIONAL FUND PACKAGE.

IT GOT INTO SOME POLITICS AND THAT POLITICS CHANGED WHERE WE WERE AT AND WE ENDED UP FALLING OFF THE LIST.

WE ARE HOPING IT DOESN'T HAPPEN THIS TIME.

BUT WHY I WANT TO SAY THANK YOU IS BECAUSE I THINK CARLOTTA AND YOUR STAFF, TED AND DAN, THEY SPENT A FAIR AMOUNT OF TIME LISTENING TO FOLKS.

I KNOW, I WAS IN AT LEAST A COUPLE OF MEETINGS WHERE THEY TOOK THE TIME TO LISTEN TO OUR CONCERNS WHICH WAS REALLY ABOUT YOU PUT THE EFFORT INTO CREATING THIS CRITERIA.


SO WITH THAT, WE SPENT A LOT OF ENERGY ON THIS APPLICATION AND WE THINK THAT HAS GOT TO DO -- HAS HELPED OUR RANKING.

OUR PROJECT HAS ALL THE MEANS WE HAVE HEARD FROM OTHERS, SIX SCHOOLS IN THE AREA, A COMMUNITY COLLEGE AT ONE END AND IN IT THE HEART OF OUR BUSINESS DISTRICT AND IT HAS ALSO GOT THE -- IT IS THE COUNTY SEE SO THE COUNTY OFFICES ARE ON THE OTHER END OF IT.

THERE ARE SOME EXISTING SIDEWALKS BUT THERE ARE A LOT OF GAPS, A LOT OF ADA GAPS.

THIS IS ALSO A TRANSIT CORRIDOR AND A LOT OF LIFT ACTIVITY FOR TRIMET.

SO WE HAVE A LOT OF OLD OVERHEAD POWER LINES SO THE POWER POLES ARE MASSIVE AND SITTING RIGHT IN THE MIDDLE OF THESE SIDEWALKS AND GETTING AROUND THEM IS A CHALLENGE.

SO WE THINK FOR ALL THOSE REASONS AND MANY, MANY MORE, THE COMPLETION PROJECT AND I MENTION COMPLETION PROJECT BECAUSE THIS IS THE FOURTH PHASE.
OTHER PHASES OF THE CORRIDOR PROJECT HAVE BEEN FUNDED IN THE PAST.
I DON'T KNOW ALL OF THE HISTORY OF THOSE BUT THEY WERE LONG-TIME-AGO PROJECTS.
SO THIS IS THE FOURTH PHASE AS PART OF THE 2001 CORRIDOR PLAN THIS WE HOPE WILL BE IMPLEMENTED AND ALSO TO LET YOU KNOW THERE IS A LOT IN THE COMMUNITY GOING ON.
THE COMMUNITY COLLEGE JUST GOT THEIR $8.1 MILLION GRANT AND THIS WILL BE ESSENTIALLY ADJACENT TO THAT OR CONNECTING TO THAT AND THE OTHER THING I WANTED TO MENTION IS OUR 51% MATCH ON THIS, RIGHT AT $4 MILLION AND FUNDED THROUGH WHAT I AM LEARNING WE HAVE ONE OF THE HIGHEST SDC RATES IN THE STATE AND PAVEMENT UTILITY MAINTENANCE FEE AND WE'RE USING THOSE FUNDS -- THOSE ARE FUNDS THAT PEOPLE PAY OUT OF THEIR WALLET EVERY MONTH, $12 A MONTH THAT EVERY RESIDENT PAYS AND THAT IS SIGNIFICANT WHEN YOU THINK ABOUT HOW THESE OTHER THINGS ARE COVERED, OREGON CITY IS PAYING FOR THAT.
SO IT IS MEANINGFUL AND COMBINED WITH WHAT WE SEE IS GOOD CRITERIA, WE ARE GOING TO WORK WITH OUR COORDINATING COMMITTEE AND TRY TO STAY ON TOP OF THE FUNDED LIST BUT IF IT DOESN'T WORK OUT THAT WAY, WE MIGHT BE BACK IN FRONT OF YOU WITH A BIGGER CROWD.
THANK YOU.
>> OKAY, THAT IS ALL THE BLUE CARDS I HAVE AND I -- WELL, I HAVE SOMEWHERE PEOPLE HAVE CLEARLY NOT BEEN ABLE TO STAY SO WE APOLOGIZE.
SOMETIMES THAT HAPPENS WHEN WE WIND UP WITH FOLKS OR A LOT OF PEOPLE WHO WANT TO TESTIFY.
MY UNDERSTANDING IS THIS -- DAN, WHY DON'T YOU GO BACK OVER THE NEXT STEPS AND WHERE WE'RE GOING TO BE WITH THIS.
I GUESS I WOULD CLOSE THE PUBLIC HEARING FOR NOW, IS THAT --
[ GAVEL POUNDING ]
>> THERE YOU AND GO DAN TELL US WHAT THE NEXT STEPS WILL BE.
>> RIGHT, SO WE WILL BRING THIS BACK TO CHEPAK FROM NOVEMBER AND DECEMBER, ALL THE TECHNICAL SCORES, THE PUBLIC INPUT WE HAVE HEARD HERE TODAY, THE PRIORITIZATION FROM THE FOUR REGIONAL SUBREGIONS AND THEN LOOKING AT THE FLEXIBLE FUND POLICY TO DETERMINE THAT IT follows OUR REGIONAL DEFINES AND POLICY.
AND THEN JPAC WILL MAKE A RECOMMENDATION ON THE FINAL PROJECTS TO YOU, METRO COUNCIL, AT THEIR JANUARY MEETING AND WILL BE BROUGHT TO YOU IN FEBRUARY FOR A HEARING AND YOUR ACTION ON THAT LIST OF PROJECTS.
>> I WANT TO THANK EVERYBODY -- MAYBE IN ADDITION TO THAT -- DAN HAD ONE THING HE WAS GOING TO ADD.
>> YES, SORRY, WE ALSO ARE COMING TO YOU FOR A COUNCIL WORKSHOP SESSION ON DECEMBER 6TH AS WELL AND WE CAN TALK MORE ABOUT THAT IN-DEPTH.
>> MAY I ASK YOU A QUESTION?
>> YES.
>> DAN, I JUST WANTED TO CLARIFY OR DESCRIBE TO US HOW THESE PROJECTS TODAY WILL BE PRESENTED TO JPAC?
IS IT VERBATIM COMMENTS OR YOU SUMMARIZE?
HOW WILL THE MEMBERS OF JPAC RECEIVE THE BENEFIT OF THIS TESTIMONY?
>> RIGHT, SO WE WILL -- AS SOON AS THE PUBLIC COMMENT PERIOD CLOSES, WE WILL PREPARE A SUMMARY SO WE CAN GET THAT INFORMATION OUT TO PEOPLE AROUND THE REGION QUICKLY BECAUSE WE HAVE A TIGHT TIMELINE HERE.
WE WILL HAVE A MORE FORMAL AND FLUSHED-OUT REPORT THAT GET INTO MORE OF DETAILS OF WHAT PEOPLE SAID, THEIR COMMENTS.

I DON’T KNOW THAT WE CAN DO VERBATIM NECESSARILY BUT IT WILL BE IN-DEPTH TO REFLECT ALL OF THE INFLUENCE AND PERSPECTIVES THAT PEOPLE HAVE PROVIDED EITHER THROUGH THIS TESTIMONY WE HAVE HEARD HERE TODAY OR THE E-MAIL AND ALL THE OTHER WAY WE HAVE OF CAPTURING INPUT.

>> THANK YOU.

>> I JUST WANTED TO COMMENT THAT THERE ARE A LOT OF APPLICATIONS IN THIS REALM AND I APPRECIATE THE WORK THAT YOU WENT THROUGH TO ORGANIZE ALL OF THE APPLICATIONS SO THAT IT IS CLEAR TO EVERYONE, NOT ONLY THOSE OF US ON THE COUNCIL BUT ALSO TO THE PUBLIC, WHICH APPLICATION FROM WHICH JURISDICTIONS AND I WANT TO COMMEND YOU ON THE BLOCK BECAUSE I THINK IT IS VERY WELL ORGANIZED.

WHEN I WAS A COMMUNITY ADVOCATE BEFORE I BECAME A METRO COUNCILOR, I SHOWED UP TO TESTIFY ON A FLEX FUND ROUND, WE DIDN’T CALL IT REGIONAL FLEXIBLE FUNDS BACK THEN AND IT WAS VERY CONFUSING HOW TO ACCESS THE INFORMATION.

SO THAT IS WHY I WANT TO TAKE A MOMENT AND REALLY COMPLIMENT THE ORGANIZATION HERE AS WELL AS THE SCORING INFORMATION THAT YOU PUT TOGETHER FOR US.

REALY APPRECIATE THAT WORK.

I THINK IT MAKES IT SO MUCH EASIER AND STRAIGHTFORWARD FOR ALL OF US.

>> THANK YOU, I AM GLAD TO HEAR THAT IS EFFECTIVE FOR YOU.

>> THANK YOU, GUYS.

THE STAFF HAS DONE GREAT WORK ON GETTING THIS ORGANIZED.

NOW THE FOLKS WHO CAME AND STAYED TO CHAT AND TALK TO US, IT IS HARD TO OVEREMPHASIZE THE ROLE YOUR TESTIMONY PLAYS IN ORDER TO HELP US SHAPE THE DECISION.

WE GET DOLLARS AND TAXES AND ALL THE MINORITY INCOME AND START DATA YOU GET ON A PROJECT BUT WHAT YOU GUYS DO IS HELP TO PUT A HUMAN PICTURE TO ITMEN I ACTUALLY HAVE NOT SEEN A MORE COMPELLING PICTURE IN A LOT OF HEARINGS I HAVE HAD TO THE MAP --

[ CHEERING AND APPLAUSE ]

>> YOU COULDN’T DESIGN IT IF YOU HAD SAID I WANT TO LIVE IN A PLACE THAT IS IN TROUBLE WITH STREETS AND SIDEWALKS, THAT WOULD BE THE PLACE THAT YOU WOULD WANT TO GO BUT I AM GUESSING THAT IS EXACTLY WHAT YOU FOLKS HAD IN MIND SO THAT IS VERY COMPELLING AND GREAT TO HAVE A HUMAN VIEW AND WHAT THAT MEANS SO APPRECIATE YOU COMING AND STAYING.

WITHOUT ANY FURTHER ADIEU, I AM GOING TO ADJOURN.
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 52nd to 82nd 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 I 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 3rd 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
Council President Hughes and Metro Councilors:

I am here today to urge your support for the City of Tualatin’s application and to tell you how important this project is to our community. Our project is the Herman Road Active Transportation project, which will complete sidewalks and bike lanes along Herman Road between some of our most important economic areas.

I agree that every project on this list is important, but I am here today to emphasize to you how vitally important this project is to our 27,000 residents and to our businesses and their 28,000 employees.

This project scored 9th out of 27 active transportation projects in the region based on technical merit. It is an excellent project that clearly meets the goals of the RFFA program.

This project is currently slated to be funded in the current RFFA cycle based on the technical scoring. We think it deserves to stay on the funded list.

Herman Road is an essential corridor in the City of Tualatin that provides an alternative connection to congested Tualatin – Sherwood Road and direct access to one of Tualatin’s largest employment areas. The section of Herman Road this project focuses on combines trucks, cars, buses, bikes, and pedestrians
onto two 12-foot wide vehicle travel lanes. There are no sidewalks or bike lanes to provide safe separation for vulnerable road users. This is an area in our city that is sorely in need of infrastructure improvements to provide safe passage for people traveling to and from work.

Improvements to Herman Road have been needed for a very long time. Roadway improvements were included in the 2014 Transportation Systems Plan to improve safety in this corridor. This project will provide a regional active transportation route alternative to Tualatin – Sherwood Road which will make travel by bike or on foot much safer. This project will help move us one step closer to serving low income communities with a safer route to travel between home and work, providing improved active transportation facilities for 6,500 businesses and 6,000 nearby residents in this area.

Because we want to spend your funding and our funding wisely, we chose to submit only for Project Development in this round of funding. We did this so we can really understand the construction and right of way costs before we request funding for those phases. This was a deliberate choice that we made because we think it is the most responsible approach to spending regional funding wisely.

I imagine you will get pressure to fund other worthy projects that scored below the total funding capacity for this category. I urge you to apply discipline to your deliberation and award to those projects that have the strongest technical scores and also consider geographic equity throughout your decision making process.

In closing, I want to voice my support on behalf of the City of Tualatin, for this project and respectfully request that you recommend our project for funding. This is a great project. Thank you.
The City of West Linn has undertaken a multi-year planning process through our citizen’s Transportation Advisory Group working with our local partners to address the serious congestion and safety issues along Highway 43. Highway 43 is a major connector from Oregon City, through West Linn and Lake Oswego, and into SW Portland.

Years of neglect have taken its toll on this corridor, increasing safety and accident risks, limiting safe pedestrian and bicycle transportation usage, and complicating efforts to meet the needs of diverse populations that utilize the route. Federal “Congestion Mitigation and Air Quality” funds should be used by the RFFA process to address these very issues in our region.

The RFFA technical scores were much lower than expected, reportedly because the scoring committee did not take into account several of the critical elements of this collaborative project, including:

- The route is one of the major connectivity points between Clackamas County citizens and Portland destinations. It is the only real south-north route into Portland, other than I-5 or I-205. It is becoming much more heavily utilized, leading to increased congestion and air quality issues.
- Increasing demand and usage has exacerbated existing safety issues, making the Highway especially dangerous for seniors, pedestrians and bicyclists. The corridor presents the highest gridlock and the highest safety risks for West Linn residents and others using the route.
- The design incorporates an innovative and new concept: a shielded “cycle track,” which will encourage and protect both bicyclists and drivers from accidents and maintain the flow of traffic.
- The project is already approved on the regional STIP recommendation to the OTC, and is expected to be approved by the OTC in December. Rejection of the RFFA application may put those funds at risk.
- The City is willing to fast track the process by front loading the project with City funds to get it underway. The City is also exploring ways to expand the design and development of the concept along the entire corridor.
- West Linn has received $90 in funding from the RFFA over the past decade while other projects and communities have received repeated awards. This project is a critical element of our planning goals and processes.

Taking these factors into consideration, the project is the highest ranking project coming out of a technical review of the projects in Clackamas County. The project is strongly supported by a wide variety of individuals, cities, officials, local advocates and citizen groups, and others.

"The cycle track concept is revolutionary, and could be a solution that helps bicyclists and motorists at the same time!" Mark Gambro, BTA

"We urge your support for this absolutely critical project for the future of West Linn and the Hwy 43 Corridor!"

"As a region, we have to work together to support upgrades to this critical corridor. We can’t wait any longer."

"Citizens in West Linn have worked for years to develop this critical project. It’s about safety, fixing the congestion issues, and developing a vision for our community."
TESTIMONY FOR HIGHWAY 43 MULTIMODAL TRANSPORTATION PROJECT

PUBLIC HEARING ON OCTOBER 27, 2016 AT 4 P.M.

Dear Metro Council,

Good afternoon. I'm not going to make a long diatribe as to why you should approve funding for Hwy 43. Others will do an excellent job of that. This will be short and sweet.

Having moved to West Linn in the last three years and being a relative new comer I have found Hwy 43 to be severely lacking in quality and safety and in dire need of improvements. Additionally, I believe improvements in the road will also lead to significant economic development, as people would be more apt to want to move to the area if the road was significantly updated and safe. Many positives would come about if Hwy 43 funding were approved. I was very enthused to see the City Council putting significant emphasis on trying to get STIP funds and making significant inroads.

Based on all of the above I implore you to please support the funding of the Highway 43 multimodal transportation improvements. The city's new Highway 43 concept plan will solve many current problems. Although it is not a final document I feel the current version will be fine-tuned and will lead to significant economic improvement in the area that the citizens of West Linn will approve of, support wholeheartedly and appreciate. There is no downside to approving this funding...only significant upside. West Linn has not had ANY funding for City projects in over 10 years and it's time for us to get our share for this very worthwhile, valuable project.

As a current candidate for one of the 2 open Councilor positions on the West Linn City Council I would enthusiastically support the Hwy 43 Concept Plan should I be elected. I would work tirelessly to make sure it would be successful should you choose to agree to our funding request. I feel the funding is essential to the long-term future of West Linn. Please help shape our future!

Thank you for the opportunity to share my thoughts!

Sincerely,

Richard Sakelik
1835 Barnes Circle
West Linn, OR.
Please Approve the Funding for the Multimodal Transportation Project

This is personal for me and for a lot of the people in my town. A couple of my friends, Cornelia and Chris, were hit by an SUV while they were walking to dinner on Highway 43 on January 9th of last year. I am submitting a copy of the West Linn Tidings article about this serious accident. They were thrown 30 feet.

Improving pedestrian, biking, transit, and vehicular mobility along Highway 43 from the Lake Oswego border to Mary S Young Park is a project that I hope you will fund. The city of West Linn has already been awarded $1.1 million in State Enhance Funding. Another $1.310 million will come from city SDC and street funding. The $3.4 million from the RFFA grant will allow this project to be successfully completed.

Uninterrupted bicycle paths and sidewalks, ADA accessibility, improved transit stops and lighting are all included in this proposal. Two protected intersections will also be installed.

Please approve the grant funding for the Multimodal Transportation Project on Highway 43. Do it for Cornelia and Chris. Do it for all of the pedestrians and bicyclists and the bus riders and motorists who want to safely enjoy being mobile.

Thank you,

Roberta Schwarz

West Linn
Walking on

Longtime WL residents working to get back on their feet after serious accident

At 4:49 p.m. Jan. 9, Cornelia Seigneur shared a new blog post on her Facebook page.

She doesn’t blog every day, or even every week, but Seigneur was inspired to post her thoughts that particular afternoon — the day after her daughter had returned to her home in Germany.

“May I treat all of my people, my family, my friends, as if they are only here a short time,” she wrote. “Because, maybe they are. Maybe I am.”

Less than an hour later, Seigneur and her husband, Chris, were struck by an SUV on Highway 43.
The last thing she remembers is seeing people drinking coffee outside of Starbucks.

It was a "beautiful, sunny" evening in West Linn, and the Seigneurs decided to take a walk from their Robinwood area home to the Linn City Pub for happy hour.

Walking along Highway 43, they considered stopping at Thai Orchid or Bugatti's Restaurant, but ultimately decided to stick with their original plan. As they passed McDonalds and waited to cross at Walling Way, Chris Seigneur watched to make sure none of the rush hour traffic was turning into the intersection. In the 25-plus years since they'd moved to West Linn, the Seigneurs had learned to be particularly cautious on the busier streets.

They were about halfway across the intersection when — all of a sudden — Chris Seigneur awoke on the pavement.

"We got hit from behind, and never saw anyone coming," he said.

When Chris looked up, he saw Cornelia lying 30 feet away, crumpled up "like a ragdoll," as he remembered. He tried to get up and help her, but was instead pushed back to the ground.

"You’ve been in an accident," a voice explained shortly before Chris was loaded into an ambulance.

After being thrown nearly 30 feet, Cornelia was knocked out cold, and didn’t come to until she was also in an ambulance on the way to OHSU, about 34 minutes after the accident.

"I was asking questions, the same ones, over and over again," she said.

At least, that’s what she was told; two weeks later, she doesn’t remember asking questions in the ambulance. Her first true memory came almost two hours after the crash, when her son Ryan said, "Mom, you were in an accident."

"Those words haunt me," Cornelia said.

... 

In the end, both Cornelia and Chris Seigneur escaped the crash with serious, but not life-threatening, injuries.

Cornelia was diagnosed with a concussion, and her right ear was nearly severed in two. Chris had a broken pelvis and suffered from temporary brain bleeding.

The driver of the car, 72-year old Michael Haftorson, remained at the scene and was cooperative after the crash, according West Linn police. Lighting and visibility conditions were believed to play a role in the crash, police said, and an initial suspicion of drunk driving proved to be false.
The weeks following the crash have been defined by recovery — with Cornelia resting at home while Chris rehabbed at The Pearl health center in Lake Oswego — as well as an “overwhelming” community response.

Photo Credit: SUBMITTED PHOTO - Chris Seigneur is joined by his sons - Augustin, 11, and Wesley, 17 - as he exits The Pearl rehabilitation center.

“I was released from the hospital on Monday after the accident, and one of my greatest fears was that I couldn’t be there to help my wife and my family,” Chris Seigneur said. “Typically, if she’s hurt, I take over for her, or she does for me if I’m hurt. I’m used to being the guy who takes care of things, but this time I couldn’t.”

And so, when Chris heard about the meals that were delivered even before Cornelia returned home, and the scores of neighbors, friends and family who stopped by to help around the house, he cried.

“That’s the amazing part, the overwhelming community support,” he said. “When both adults in a family are taken out, you need a lot of support.”

When she returned home Jan. 11, two days after the accident, Cornelia Seigneur was instructed to rest as much as possible. Her “screen time” — reading emails, sending text messages, checking social media — was limited to just 10 minutes at a time, and work was of course out of the question.

The best thing she could do was rest, but with three kids at home and her husband rehabbing in Lake Oswego, it was easier said than done.

Luckily, the Seigneurs had plenty of friends to rely on. Immediately after the crash, Seigneur’s daughter, Rachel, set up a Facebook group to keep people informed and organize efforts to help. Shortly thereafter, another friend of the family set up an account with the “Take Them a Meal” service.

So rapid was the response that the Seigneurs now have meals stocked all the way through March 2. Visitors arrived in droves, and as neighbor Bill Adams recalled, “It was like Grand Central Station up there.”
“We are just amazed and so humbly grateful for the outpouring of support,” Cornelia Seigneur said. “This accident has really opened my eyes to how far and wide and deep our lives go, and how important people are in our lives.”

A deluge of cards and flowers flooded in from across the country, and the Seigneurs’ living room now serves as a monument to the community’s concern.

“My friend said, ‘It’s like your funeral, but you’re alive,’” Cornelia said. “It’s weird because people are sending me all of these messages like, ‘Oh my gosh, remember when you did that? Or remember when you were my teacher, or when we did Bible study together, or when we did this or this’?”

“It’s kind of like, wow, and I’m alive to hear all of this.”

... 

Having completed the on-site portion of his rehabilitation at The Pearl, Chris Seigneur returned home last Saturday. Though not 100 percent recovered, he said his right leg is beginning to respond “almost like it typically would.”

Cornelia’s screen time limitations will last until at least Feb. 1, and she will soon begin follow up appointments with speech, physical and occupational therapists, as well as a sports medicine doctor and a reconstruction specialist for her ear.

In a recent prayer before dinner, the Seigneurs’ 17-year old son Michael Josef expressed thanks for the safety of his parents and, as Cornelia recalled, asked that “things get back to normal.”

Cornelia wasn’t so sure.

“I started to think, ‘What is normal, anyway?’ I don’t think I’ll ever get back to normal — I don’t know if I want to go back to normal,” she said. “I think things happen for a reason, and I want to find that reason.”

It’s a thought that has kept Cornelia awake late at night: Why us? Why did we survive?

“People have been Googling ‘pedestrians struck’ and several people said, ‘Cornelia, every single article that came up before yours was, ‘dead...dead...dead.’””

For 25 years, the Seigneurs have been active in the West Linn community — Chris as a Boy Scout leader and Cornelia as a freelance writer, substitute teacher and volunteer. Now, after a near-death experience, Cornelia believes there is something more to pursue.

“God spared us for a reason, and I want to spend the rest of my life finding out why,” she said. “There’s more work to be done, there’s more people to reach, there’s more stories to write, there’s more people to care for.”
Photo Credit: TIDINGS PHOTO: VERN UYETAKE - Cornelia Seigneur is recovering from
10/27/201

My biggest concern is safety for cyclists and pedestrians. With no refuge lane from the north city limits to Robinwood way creates a situation when cars want to make a left hand turn off 43. This is where rear end crashes happen and inpatient driver passing the right endangering cyclist and pedestrians. My wife was hit as she was making a left turn when some one got inpatient and pulled into the bike lane three cars back and crashed in to are car. No one was hurt. I have this same situation happen while running.

We have no sidewalks on 43 from the city limits to Marlhurst Dr on the west side and none on the east side until across from Robinwood Way. A number a pedestrian walk with their backs to traffic making it even worse with out side walks.

With traffic so heavy in the morning and afternoon it is almost impossible to cross 43, even though a law was passed requiring traffic to stop for pedestrian. There have been time when I have had to start to move into traffic in road to get across. There are few marked cross walks on 43.

Robert Stowell
2606 Maria Ct.
West Linn Oregon 97068

5030636-30915
 Opposition to I-205 Trail Funding  
Metro Flexible Funding

Good Afternoon.  
I am Meredith Olmsted, President, Barrington Heights Hidden Creek Estates  
Tanner Woods Neighborhood Association, West Linn, OR

I reside at 3560 Riverknoll Way, West Linn.  

While our neighborhood firmly supports funding for improvements for  
Highway 43 through West Linn, we bring to your attention that we represent  
8 years of opposition to the I-205 Trail, which is positioned directly below  
our homes.

This site is designated by the State of Oregon as a high risk area for both fire  
and landslide.  Our fire expert, Dr. Pike of California, has studied the hillside  
adjacent to I-205 and found that conditions there closely resemble those of  
the Oakland Hills fire; slope, fuels, and winds.  This fire proved costly in both  
human and home losses.

ODOT, who owns this property, habitually abdicates maintenance of this  
hillside, with no fire fuels mitigation or long term plan for management.  As a  
result, our neighborhood funds ongoing maintenance of a fire break at hilltop  
AT OUR OWN EXPENSE, even though a fire on the hillside would result in  
fire danger to the entire city of West Linn.

Topography of the hillside has been shown to be unstable and likely to slide.  
Activity on that hillside, as would be present in construction of a Trail or a  
substantial earthquake, could result in such a slide, putting trail users at risk.

After years of opposition from our neighborhood, the City Council voted  
unanimously in 2013 to include 5 essential points we recommended in the  
final Master Trails Plan.  These points, which are to be addressed PRIOR to  
construction, are:

- Fire assessment  
- Fire fuels mitigation  
- Ongoing fire fuels management  
- Community involvement, and  
- A solid wall (like at Clackamas Town Center) between the Trail and  
the hillside, discouraging human contact with the fuels present on the hill  
and human occupation of the hill.

Those 5 conditions are not currently evident in the West Linn’s Master Trails  
Plan, although we have been given assurances from the Mayor that they exist  
and will be respected.  As they have not yet been addressed, funding for this  
trail is premature.
Our Barrington Heights neighborhood, which represents the ‘fire break’ homes nearest the proposed trail, was not informed of this meeting until YESTERDAY. With more notice we could have shared photos of this dangerous area.

Why not connect Historic Willamette Main Street with Historic Oregon City Main Street and encourage their economic development rather than initiate potential disaster?

Please consider using these funds to improve Highway 43 in West Linn. In conclusion, we ask for a NO vote on funding for the I-205 Trail.

Submitted:

Meredith Olmsted
President, BHTNA, West Linn, OR 97068
3560 Riverknoll Way, West Linn, OR 97068
503.724.6259
clubolmsted@comcast.net
To: Barrington Heights, Hidden Creek Estates, Tanner Woods Neighborhood Association, West Linn, Oregon
Attn: Meredith Olmsted, President
Re: Metro Funding for I-205 Trail
Date: October 26, 2016

Dear Ms. Olmsted;
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,

(name)  P  KEN KUGLER
(address)  3540 RIVERKNOLL WAY, WEST LINN, OR 97068
(phone)  503-736-8001
To: Barrington Heights, Hidden Creek Estates, Tanner Woods Neighborhood Association, West Linn, Oregon
Attn: Meredith Olmsted, President
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Date: October 26, 2016

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Sincerely,

Julia Koehler
3590 Riverknoll Way, West Linn, OR 97068
503-475-2033
To: Barrington Heights, Hidden Creek Estates, Tanner Woods Neighborhood Association, West Linn, Oregon
Attn: Meredith Olmsted, President
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Date: October 26, 2016

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Sincerely,

(name) LARRY JONES
(address) 2067 RIVERKNOLL COURT
WEST LINN, ORE 97068
(phone) (503) 810-4611
To: Barrington Heights, Hidden Creek Estates, Tanner Woods Neighborhood Association, West Linn, Oregon
Attn: Meredith Olmsted, President
Re: Metro Funding for I-205 Trail
Date: October 26, 2016

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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,

(name) SUSAN JONES

(address) 2067 RIVERKNOLL CT, WEST LINN 97068

(phone) (503) 722-9979
To: Barrington Heights, Hidden Creek Estates, Tanner Woods Neighborhood Association, West Linn, Oregon
Attn: Meredith Olmsted, President
Re: Metro Funding for I-205 Trail
Date: October 26, 2016

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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,

(name) Glenn Fung
(address) 4027 Imperial Drive, West Linn, Oregon 97068
(phone) (503) 650-1802
To: Barrington Heights, Hidden Creek Estates, Tanner Woods Neighborhood Association, West Linn, Oregon

Attn: Meredith Olmsted, President

Re: Metro Funding for I-205 Trail

Date: October 26, 2016

Dear Ms. Olmsted;

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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,

(name) Constance Cermak

(address) 3837 Fairhaven Dr.

(phone) 503-957-7802
To: Barrington Heights, Hidden Creek Estates, Tanner Woods Neighborhood Association, West Linn, Oregon
Attn: Meredith Olmsted, President
Re: Metro Funding for I-205 Trail
Date: October 26, 2016

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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,

(name) [Signature]
(address) 5450 Barrington Dr, West Linn, OR
(phone) 503.656.3104

Sent from my iPhone
Meredith,

I'm unable to find anyone to coach my team tonight and I will not be able to attend and speak at the meeting. I just sent an email voicing my opposition which I have pasted below.

Good Luck tonight,

Clint

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: Larry Meese

Date: October 26, 2016

Committee Member, City of West Linn Economic Development Committee
Treasurer, Barrington Heights Neighborhood Association
Resident of West Linn
3560 Riverknoll Way
West Linn, OR 97068
580-795-4677
lpmeese@me.com

To: Metro Council

RE: City of West Linn,
Application: Interstate 205 walking and biking trail
and, Full Application: Interstate 205 walking and biking trail

Dear Metro Council,

This letter is in opposition to the applications as stated above. I, as Secretary Treasurer of the Barrington Heights Neighborhood Association, am speaking on behalf of the strong continuing opposition by the Barrington Heights Neighborhood homeowners and residents.

I wish to state that we are in complete opposition to the I-205 Trail being built on the North side of I-205 on the planned hillside in any form and under any circumstances. The dangers and hazards FAR exceed any community benefit. Please note that numerous other West Linn Neighborhood Associations also support and have spoken publicly on behalf of the position of the Barrington Heights Neighborhood Association against this I-205 Trail Plan, and the Master Trails Plan. Additionally, the Oregon Department of Forestry and
From: Larry Meese

The Oregon Geological Survey supports our positions. Please find additional information concerning these two state agencies below.

Attempting to stop this project in any form has been an intense 8 year struggle! A struggle with a West Linn City Staff dedicated to constructing the I-205 Trail no matter how intense the West Linn Resident opposition has been. Over those 8 years, the Barrington Heights Neighborhood Association and concerned individuals have spent thousands of dollars on professional experts research and testimony, and have expended thousands of dedicated Volunteer hours opposing this plan.

While we have not succeeded in completely stopping this I-205 Trail Plan as a component of the West Linn Master Trails Plan, we did have a major success in forcing “5 Requirements of Mitigation” on to staff and the Master Trails Plan by a VOTE of the West Linn City Council on December 9, 2013. Those ‘5 Requirements’ were to become a component and requirement of the Master Trails Plan. The I-205 Trail Plan presented to you, DO NOT include any of the ‘5 Requirements’ voted upon by the West Linn City Council in 2013. Staff is opposed to the ‘5 Requirements’ because of the tough requirements imposed upon them by those requirements.

I wish to assure you that through multiple FOIA Requests for records, we have found nothing to support the changing, altering, rewording, or elimination of any of the ‘5 Requirements of Mitigation’. Those FOIA Requests included any City Council votes or any type legal action that would support any or all of those ‘5 Requirements’ being removed from the Master Trails Plan/I-205 Trails Plan.

I appreciate your attention up to this point. I request you indulge me the following points, facts, and statements, and take those into account prior to any funding consideration:
From: Larry Meese

1. The I-205 Trail will create an unnecessary and extreme fire and landslide hazard for the whole City of West Linn.
   1a. The State of Oregon Department of Forestry has designated the hillside area where the I-205 Trail is slated to be built as a "Significant Fire Hazard Area".
   1b. The State of Oregon Geological Survey has designated the hillside where the I-205 Trail is slated to be built as a "Significant Landslide Danger".
      ANY construction on this hillside will expand the risk of landslide and subject residents located on the upper side of this hillside to unnecessary Landslide hazards.
   1c. The State of Oregon Department of Forestry has given the designation to this hillside and to the Barrington Heights Neighborhood Association, the national designation of "Fire Wise Neighborhood" which is only awarded to neighborhoods that meet specific criteria for hazardous areas subject to exceptional fire hazards.

2. Humans are the most likely sources of a fire. Currently, there is no legal human exposure other than ODOT professional permitted human exposure to this hillside. A trail guarantees potential negative impacts.

3. Our neighborhood has hired a Credentialed Fire Hazard Expert from California. Our expert describes the hillside to be like that of the Oakland Hills fire in California –
   a. very similar conditions,
   b. fuel mass,
   c. fuel density,
   d wind conditions in fire season,
From: Larry Meese

e. lack of firefighting access from the top of the hill side,
f. extremely poor fire fighting equipment,
   Note: TVF&R has primarily structure fighting equipment, and has very little wild-land fire fighting equipment
g. poor or non-existent fire fighting capabilities from the bottom of the hill side,
h. too few fire hydrants within range of the top of the hill side,
i. congested streets to get to the top of the hill side and only one street from which to fight the fire,
j. very poor or non-existent access through homes or yards at the top of the hill side,
k. time to access any equipment from the Department of Forestry or others will be too long to save the south end of the city of West Linn.

and LAST:

m. This has been an 8 year fight with City Staff over this trail. This fight we thought was settled and affirmed by the West Linn City Council on December 9, 2013 when the City Council voted on and affirmed ‘5 Requirements of Mitigation’ REQUIRED by the West Linn City Staff to abide by and include within the West Linn Master Trails Plan. Either by absence of thought or by intention by city staff, many of us believe by intention, the City of West Linn Staff have LEFT OUT of the West Linn Master Trails Plan ALL of the 5 Key Requirements voted on by the December 9, 2013 West Linn City Council.
From: Larry Meese

To complicate matters even more, it appears that the West Linn City Staff may have relocated the trail site to a different location as lastly presented to the public. If so, the City Staff has NEVER provided any public input or exposure to any changed, altered, or revised Master Trails Plan. This, if true, is totally unacceptable and I question the ‘authorized completeness’ of the Plan presented to your body.

I believe the Cost to Maintain this trail by West Linn’s already strained budget will go unfunded. And, the ability of the maintenance staff to maintain this trail, and reliable and regular patrolling of this trail by the West Linn Police will be minimal at best, most likely will be nonexistent. So, how will this trail be maintained, and with what funds to guarantee the protection of our residents and users of the trial. By experience, residents in West Linn know these concerns to be true.

Vandalism, litter and people camping along the trail will be experienced just like the City of Portland is currently experiencing with the Spring Water Trail. No one in West Linn wants to live out a similar crisis in our community.

In furtherance to the above, this trail is to be built through/near where the old I-205 ODOT Rest Area used to be located. That Rest Area was closed by ODOT specifically because of the continuing and growing infestation of crime, prostitution, drug use, litter, and fire hazard at the rest stop. The last year that West Linn kept records the City alone spent $90,000 policing that small rest stop. And, even after these huge cost to the Residents of West Linn to patrol ..... the crime continued to a point to where ODOT was forced to close the Rest Area.

The West Linn Police Department does not have the appropriate funding or equipment to patrol, police, monitor, and secure this trail. To provide full and adequate Police funding will clearly be exceptional, and will be NEW and additional expenses to the residents of West Linn. Not only will the costs be in excess of the residents willingness to financially support these Police and Grounds Maintenance
From: Larry Meese

Personnel through additional taxation, NO amount of tax dollars can stop a fire or eliminate crime that will needlessly be brought into our community by this unneeded and unnecessary I-205 Trail.

While I am confident through research and budgeting realities, this I-205 Trail trail appears to be a financial, fire safety, and vandalism disaster in the making. A disaster brought on NOT by the residents of West Linn, but by a West Linn City Staff determined to build this trail no matter what the residents of West Linn desire.

Frankly, enough is enough.

WHAT WE ARE EXCITED ABOUT AND DO SUPPORT....... 

There is another BETTER OPTION to REPLACE the I-205 Trails Plan....... 

The members of the..... West Linn Economic Development Committee ... are supportive of relocating the Trail to a location along the Willamette River area. This relocation would absolutely meet the criteria of a connecting trail as well as potentially tying the West Linn Waterfront Project (formerly known as the Arch Bridge Project) to the Willamette Historical Heritage Business District. This placement would satisfy an immediate need for a trail because this area is already a utilized area for walking, biking, and exercise.... albeit with substandard trails and facilities.

The placement of the Trail in this location would potentially have significant tourism and business economic development impact, which our community very much needs. Most importantly, this relocation will take a significant step towards making West Linn a more cohesive community and become a tourist destination.
From: Larry Meese

The relocation of the trail would transfer the negative consequences of crime, fire danger, and landslide exposure with the current I-205 Trail .... to a Trail that could then be:

1. more easily policed,
2. provide better access to emergency services, and
3. make access to business services at each end of the Trail far more attractive to locals, tourists, and business owners who will service those NEW CUSTOMERS utilizing the trail and visiting the area.

This is a Win - Win for West Linn Residents!

I ask you to NOT support the City of West Linn’s funding request before your Council today in any form or in any amount for the “I-205 walking and biking trail” requests.

Thank you for your time and consideration.

Sincerely,

Larry P. Meese
Please Support Brentwood-Darlington’s Safe Routes to School Project!

We are home to 13,000 residents and have 4 Portland Public Schools within our neighborhood serving over 1,500 students (K-8 Title I, 100% Free and Reduced Lunch, and over 50% students of color; our Community Transition Program School serves students with moderate to severe disabilities; 18 students use wheelchairs).

Brentwood-Darlington lacks vital safety infrastructure such as sidewalks, accessibility ramps, and crosswalks. SE Flavel and SE Duke are listed as our main path for our “Safe Routes to School” despite being unfinished and incomplete. Students walk in the road alongside cars to avoid the puddle-filled sidewalks 8 months out of the school year or walk on our neighborhood roads that are without sidewalks.

Metro’s funding of 3 million dollars, will actually bring a 6 million dollar project to this underserved neighborhood because PBoT will match the grant amount. This grant will repair all of our sidewalks on SE Flavel and SE Duke, as well as create a traffic calming Greenway on two of our high pedestrian neighborhood roads.

Southeast (West of 205) Sidewalk Map
The biggest neighborhood gap in terms of not having sidewalks is in our neighborhood, Brentwood-Darlington (bottom right). The other large gaps in other areas are mostly green spaces/parks.
Bob Stacey

From: Betsy Miller <betsymiller63@gmail.com>
Sent: Wednesday, October 26, 2016 10:23 PM
To: Bob Stacey
Subject: Brentwood Darlington Safe Routes to School

Hello Councilman Stacey,

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 could go in to all kinds of detail about all the work being done here to beautify our area with murals on the walls of local businesses and at intersections. I could tell you about the Little Free Library network that's growing. I could tell you about the connections being made between the Moose Lodge, Rose Development, The OSU/PSU Learning Gardens and the neighborhood. I could tell you about the wonderful growing support for our neighborhood schools. Three awesome schools full of amazing Teachers who work hard educating kids that come from lower income homes. I could tell you about the growing multi-cultural connections, partnerships, and friendships.

All of that would be great. And you should come to one of our Neighborhood Association meetings.

But tonight, I want to tell you about the Brentwood Darlington Safe Routes project that is part of the Regional Flexible Funding for Transportation Projects. If you are not familiar with this, $33 million will be spent on projects to improve biking, walking, and moving freight. In Brentwood Darlington, 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.

One of our residents has worked tirelessly for over a year with PBOT to get attention to this problem. 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. 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 can visit Metro’s site to learn about this project, and comment on our project and express our need.

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:
Minutes

Thursday, October 27, 2016
2:00 PM
AGENDA REVISED 10/25/16
Metro Regional Center, Council Chamber

Council meeting
1. **Call to Order and Roll Call**

   Council President Tom Hughes called the regular council meeting to order at 2:03 p.m.

   **Present:** 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Carlotta Collette, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2. **Citizen Communication**

   There was none.

3. **Consent Agenda**

   **Approval of the Consent Agenda**

   A motion was made by Councilor Chase, seconded by Councilor Stacey, to adopt items on the consent agenda. The motion passed by the following vote:

   **Aye:** 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

3.1 **Resolution No. 16-4752**, For the Purpose of Confirming the Appointment of Mike Dahlstrom to the Metro Public Engagement Review Committee (PERC)

3.2 Consideration of the Council Meeting Minutes for October 20, 2016

4. **Resolutions**

4.1 **Resolution No. 16-4744**, For the Purpose of Establishing the Brownfields Advisory Group to Advise Staff and Supporting Appointment of its Initial Members

   Council President Hughes called on Mr. Brian Harper, Metro staff, for a presentation on the resolution. Mr. Harper provided a brief background on the grant Metro received from the Environmental Protection Agency (EPA) in May 2016. He noted that Metro had partnered with Clackamas County and the City of Oregon City to apply for a $600,000 Brownfield Coalition Assessment grant focused on a 9-mile tract of the McLoughlin Corridor. He explained that the grant funds would be used to identify and assess brownfield sites.
and define the financial and liability constraints for prospective purchasers and developers. He added that the grant would also help build regional expertise in redeveloping brownfield sites by engaging and providing technical assistance to local partners during the assessment and redevelopment process. Mr. Harper informed the Metro Council that the final step prior to expenditure of the funds was the appointment of a Brownfields Advisory Group. He explained that the group would be tasked with providing guidance and recommendations to advise staff regarding the expenditure of grant funds over the next three years.

**Council Discussion**

Councilor Collette thanked Clackamas County Commissioner Paul Savas for attending the meeting. Councilors expressed their support for the project. Councilor Harrington noted that the language of the legislation was a little unclear as the project was in response to receiving a grant from the EPA for a specific focus area, unlike the prior brownfields advisory groups that dealt with a region-wide program. She added that it was helpful to know that the vacant positions would be available to partners and experts outside of the focus area. Councilor Craddick asked about the appointment process and expressed interest in remaining informed about the committee. She stated the committee would also provide an opportunity for Metro to engage its partners throughout the region and share its knowledge with other jurisdictions that were facing similar issues.

**A motion was made by Councilor Collette, seconded by Councilor Craddick, that this item be adopted. The motion passed by the following vote:**

**Aye:** 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey

4.2 **Resolution No. 16-4745, For the Purpose of Authorizing an Exemption from Competitive Bidding and Authorizing Procurement of Construction Manager General Contractor Services by Competitive Request for Proposals for the**
Council President Hughes recessed the meeting of the Metro Council and convened the Metro Contract Review Board. President Hughes called on Ms. Gabriele Schuster, Metro staff, for a brief presentation on the resolution. Ms. Schuster announced that Resolution No. 16-4745 asked the Metro Council to approve an alternative procurement process for the construction of the Oregon Convention Center exterior plaza and entries. She explained that the state of Oregon's contracting rules required all public improvement construction projects to be competitively bid, but added that they also permitted local governments to procure public improvement projects by request-for-proposal (RFP) if the method was unlikely to involve favoritism and would likely result in substantial cost savings and other benefits. Ms. Schuster informed the Council that Procurement Services was in support of the alternative procurement method, as it would still be a competitive process and would allow the project's general contractor and designer to work together early in the design process, which would help to avoid costly redesign and change orders. She noted that the RFP process also included an evaluation process that would allow Metro to include criteria in support of its goals, such as related to diversity and sustainability. Ms. Schuster explained that Metro's Procurement Services recommended the RFP approach as it was the most beneficial for the agency.

**Council Discussion**

Councilor Craddick thanked staff for their recommendation and noted that she felt it was an excellent project.

**A motion was made by Councilor Collette, seconded by Councilor Harrington, that this item be adopted. The motion passed by the following vote:**

**Aye:** 7 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, Councilor Dirksen, Councilor Harrington, and Councilor Stacey
4.2.1 Public Hearing on Resolution No. 16-4745

Council President Hughes opened up a public hearing on Resolution No. 16-4745 and requested that those wishing to testify come forward to speak. Seeing none, Council President Hughes gavelled out of the public hearing. Council President Hughes adjourned the Metro Contract Review Board and reconvened the Metro Council.

5. Ordinances (First Reading and Public Hearing)

5.1 Ordinance No. 16-1386, For the Purpose of Amending Metro Code Chapter 5.00 to Add, Remove, and Amend Certain Terms and Definitions and Other Housekeeping Changes

Council President Hughes introduced Mr. Roy Brower and Mr. Warren Johnson, Metro staff, to provide a brief presentation on Ordinances Nos. 16-1386 through 16-1389. Mr. Brower introduced the ordinances and explained that they focused on updating Metro's Solid Waste Code Title V. Mr. Brower informed the Council that Metro had broad authority and responsibility to plan, oversee, and manage the region's solid waste system. Mr. Brower noted that the proposed changes to the ordinances reflected such responsibilities and would help ensure that Metro's solid waste regulations were responsible and understandable. Mr. Brower reported that the changes were one of three components of an ongoing code review process and focused on general updates to the Metro Title V Code. Mr. Brower provided a timeline of the different efforts made to provide outreach and engagement on the proposed changes, including a 60-day public review period in March and April.

Mr. Warren Johnson then provided an overview of the proposed changes to the ordinances and explained that the ordinances included a variety of general, non-substantive housekeeping changes. Mr. Johnson informed the Council that the purpose of the proposed changes were to build
greater clarity, consistency, and predictability in how Metro reviews and authorizes solid waste facilities; ensure greater equity, transparency, and accountability in how Metro implements its requirements to protect the environment and the public’s health; and provide greater ability to adapt to changing conditions while making the Metro Code easier to understand. Mr. Johnson added that the proposed changes also helped Metro become more resilient and flexible when addressing new solid waste technologies and practices.

**Council Discussion**

There was none.

5.1.1 Public Hearing on Ordinance Nos. 16-1386, 16-1387, 16-1388, and 16-1389

Council President Hughes opened the floor for any public comment on Ordinances Nos. 16-1386 through 16-1389. Seeing none, Council President Hughes gavelled out of the public hearing. He noted that second read, Council consideration, and vote on Ordinance Nos. 16-1386 through 16-1389 would take place on Thursday, November 10, 2016.

5.2 **Ordinance No. 16-1387**, For the Purpose of Amending Metro Code Chapter 5.01 to Add, Remove, and Amend Certain Terms and Definitions and Making Other Housekeeping Changes

5.3 **Ordinance No. 16-1388**, For the Purpose of Amending Metro Code Chapter 5.02 to Add, Remove, and Amend Certain Disposal Charge and Fee Requirements and Other Housekeeping Changes

5.4 **Ordinance No. 16-1389**, For the Purpose of Amending Code Chapter 5.05 to Add, Remove, and Amend Certain Solid Waste Flow Control Requirements and Making Other Housekeeping Changes

6. **Public Hearings**

6.1 Public Hearing on Regional Flexible Fund Project Selection

Council President Hughes gavelled into the public hearing on Regional Flexible Fund project allocation. He thanked the public for their comments and noted that the Metro Council
was committed to the importance of involving the region’s residents in the decision-making process. He noted that a public hearing was also scheduled for February 2 when the Metro Council would consider final project allocation legislation, but explained that holding a public hearing at the project’s current stage would allow the Metro Council to hear directly from the public during the public comment period. Council President Hughes introduced Mr. Dan Kaempff, Metro staff, to provide a short presentation on the context for the funds being discussed.

Mr. Dan Kaempff explained that Metro worked with its partners across the region to develop a policy document that provided guidance for how to invest regional funds. Mr. Kaempff stated that the Regional Flexible Fund project allocation process began in early 2015 and the projects submitted were now being considered to determine which of them collectively best reflected the policy direction adopted by the Metro Council and JPACT. He explained that there was $25.81 million available for active transportation and complete streets projects as part of the regional flexible funds and noted that Metro had received 27 applications for this category representing $92.43 million. Mr. Kaempff reported that public input would help regional decision-makers begin to fit the project list to available funding.

Council President Hughes opened the floor for public testimony on Regional Flexible Fund project allocation.

Representative Kathleen Taylor, City of Portland: Ms. Taylor informed the Council that she represented District 41 in the Oregon House of Representatives, covering parts of southeast Portland and its suburbs, including the Brentwood-Darlington neighborhood. She explained that she was attending the hearing with Ms. Lesley McKinley, Chair of the Brentwood-Darlington Neighborhood Association, and expressed her support for the full funding of
Brentwood-Darlington’s Safe Routes to School project. Ms. Taylor noted that the Brentwood-Darlington community had not seen the same level of infrastructure and safety investments as other neighborhoods and as a result experienced many difficulties related to safety and accessibility.

Lesley McKinley, City of Portland: Ms. McKinley, Chair of the Brentwood-Darlington Neighborhood Association, urged the Metro Council to fund the Brentwood-Darlington Safe Routes to School project. She noted that the project would impact over 1,500 students who attended the neighborhoods three Title I schools as well as disabled students who attended the Green Thumb Transitional School. Ms. McKinley shared the difficulties that the Brentwood-Darlington neighborhood faced and informed the Council that its residents had united at a grassroots level to mobilize their elected officials and bring much-needed infrastructure and safety investments to the neighborhood. Ms. McKinley also provided written testimony and photographs of the Brentwood-Darlington neighborhood; please see the October 27 meeting packet.

Mayor Russ Axelrod, City of West Linn: Mayor Axelrod expressed his support for the City of West Linn’s Highway 43 Walking and Biking Improvements project, noting that it was a higher priority for the city than its other proposed project, the Interstate 205 Walking and Biking Trail. Mayor Axelrod explained that Highway 43 provided a critical corridor route for both the city and the region, but was dangerous for many seniors, children, and other pedestrians. He announced that the project would improve safety conditions in the corridor and also include an innovative shielded “cycle track” that would protect both bicyclists and drivers from accidents and maintain the flow of traffic. He urged the Metro Council to support the project.

Councilor Harrington clarified that there were two regional
flexible fund applications from the City of West Linn, but the Highway 43 Walking and Biking Improvements project was the priority for the West Linn residents in attendance at the meeting. Mayor Axelrod agreed that she was correct.

**Mayor Lou Ogden, City of Tualatin:** Mayor Ogden expressed his support for the City of Tualatin’s Herman Road project application. He explained that the proposed project would complete sidewalks and bike lanes along Herman Road, which connected many of the city’s important economic and industrial areas. He noted that the project scored ninth out of 27 proposed active transportation project based on technical merit and stated that it was an excellent project that met the goals of the regional flexible fund program. Mayor Ogden also provided written testimony; please see the October 27 meeting packet.

**Councilor Bob Martin, City of West Linn:** Councilor Martin urged the Metro Council to fund the City of West Linn’s Highway 43 Walking and Biking Improvements project. He noted that traffic on the highway was so congested that pedestrians were unable to cross the street and access transit, discouraging TriMet use and making it difficult for residents to access alternative modes of transportation. He added that the project aligned with Metro’s goals and would help improve transportation across the region.

**Richard Sakelik, City of West Linn:** Mr. Sakelik expressed his support for the City of West Linn’s proposed Highway 43 project. He noted that Highway 43 was severely lacking in quality and safety and stated that the multimodal transportation improvements proposed would help improve the conditions of the corridor. He explained that he felt improvements to the highway would also lead to significant economic development that would benefit the entire region. Mr. Sakelik also provided written testimony; please see the October 27, 2016 meeting packet.
Teri Cummings, City of West Linn: Ms. Cummings urged the Metro Council to support the City of West Linn’s Highway 43 project. She noted that the route was a major connector between Clackamas County and the City of Portland, and the only south-north route into the City of Portland other than Interstate 5 and Interstate 205. She expressed her support for the project noting that it would greatly benefit the region’s residents and businesses.

Roberta Schwartz, City of West Linn: Ms. Schwartz expressed her support for the City of West Linn’s Highway 43 project. She explained that the project was personally significant, as her friends had been hit by a car while walking along Highway 43 in January 2015. She urged the Metro Council to support the project, noting that it would improve pedestrian, biking, transit, and vehicular mobility along Highway 43. She noted that uninterrupted bicycle paths and sidewalks, accessibility, and improved transit stops and lighting were all included in the proposal. Ms. Schwartz also provided written testimony; please see the October 27, 2016 meeting packet.

Rob Stahl, City of West Linn: Mr. Stahl expressed his support for the City of West Linn’s proposed Highway 43 project. He stated that safety for cyclists and pedestrians was a significant concern in the corridor. He shared his concerns with the conditions of the highway and recommended that multimodal transportation improvements be funded. Mr. Stahl also provided written testimony; please see the October 27, 2016 meeting packet.

Meredith Olmsted, City of West Linn: Ms. Olmsted, President of the Barrington Heights Neighborhood Association, expressed concern about the City of West Linn’s proposed Interstate 205 Walking and Biking Trail. She explained that the site was designated by the State of Oregon as a high risk area for both fire and landslide, and as a result was unsuitable for a walking and biking trail. Ms.
Olmsted stated that the neighborhood association firmly supported improvements for Highway 43, but urged the Council not to support the Interstate 205 trail project. Ms. Olmsted also provided written testimony; please see the October 27, 2016 meeting packet.

Councilor Stacy announced that he needed to leave the council meeting due to prior commitments and thanked the public for providing feedback. He noted that he had received an email expressing support for the Brentwood-Darlington Safe Routes to School project and added it to the record. The email has also been attached to the October 27, 2016 meeting packet.

Councilor Craddick asked about the location of the proposed trail. Mr. Jester replied that it was located between the 10th Street and Abernathy Bridge exits on Interstate 205.

Robert Jester, City of West Linn: Mr. Jester, Vice President of the Barrington Heights Neighborhood Association, expressed concerns about the City of West Linn’s proposed Interstate 205 Walking and Biking Trail and urged the Council not to support the project. He explained that the site had been designated as a high risk fire zone and was unsuitable for public access. He noted that the Oregon State Police and West Linn Police Department did not have the necessary resources to keep the area safe and stated that he felt the project was not an appropriate use of the $2.8 million requested.

Larry Meese, City of West Linn: Mr. Meese, Secretary-Treasurer of the Barrington Heights Neighborhood Association, expressed concern about the City of West Linn’s proposed Interstate 205 Walking and Biking Trail. He noted that Barrington Heights homeowners and residents were strongly opposed to the plan and stated that the dangers and hazards posed by the area exceeded any community benefit. He requested that the Council not support the
October 27, 2016

Council meeting Minutes

funding request for the Interstate 205 trail. Mr. Meese also provided written testimony; please see the October 27, 2016 meeting packet.

**Meesa Long, City of Portland:** Ms. Long expressed her support for the Brentwood-Darlington Safe Routes to School project. She shared photographs of the streets in the Brentwood-Darlington neighborhood and maps demonstrating the lack of sidewalks. She explained that conditions were dangerous for pedestrians, particularly the many students who relied on the streets to get to school. Ms. Long added that Metro’s $3 million contribution would bring $6 million to the neighborhood, as the City of Portland’s Bureau of Transportation (PBOT) had agreed to match the grant amount. Ms. Long urged the Metro Council to support the project. She also provided written testimony and maps of the Brentwood-Darlington neighborhood; please see the October 27 meeting packet.

**Chelsea Powers, City of Portland:** Ms. Powers expressed her support for the Brentwood-Darlington Safe Routes to School project. She noted that since the neighborhood was annexed into the City of Portland over thirty years ago, it had been underserved and given very few basic services. She explained that the conditions of the roads made it very difficult for pedestrians and cyclists to move throughout the neighborhood. She urged the Council to support the project.

**Michael Rowell, City of Portland:** Mr. Rowell, Vice President of Lane Middle School, expressed his support for the Brentwood-Darlington Safe Routes to School project. He noted that the students at Lane Middle School were in great need of neighborhood investments and transportation improvements and urged the Metro Council to support the project.

Ms. Craddick asked if Lane Middle School was a Title I school. Mr. Rowell responded affirmatively and noted that
all of the schools in the Brentwood-Darlington neighborhood were Title I schools.

Kim Bria, City of West Linn: Ms. Bria expressed her support for the City of West Linn’s proposed Highway 43 project. She explained that there was a lot of community support for the project and many residents had provided public input. She noted that the current conditions of Highway 43 negatively affected not only the City of West Linn, but also the region. She added that it was often difficult and dangerous for students to get to school and as a result many students relied on driving instead of alternate forms of transportation.

Carolyn Hauck, City of Portland: Ms. Hauck expressed her support for the Brentwood-Darlington Safe Routes to School project. She noted that the streets in her neighborhood were incredibly unsafe, particularly for students heading to school, as a lack of sidewalks and crosswalks made it very difficult for pedestrians. She encouraged the Metro Council to support the project and help the neighborhood become safer for students.

Jeannine Rustad, City of Beaverton: Ms. Rustad, Superintendent of Planning for the Tualatin Hills Park and Recreation District, expressed her support for the Beaverton Creek Trail project. She noted that the project was built on several partnerships and was currently in the process of design and engineering, thanks to regional flexible funding. Ms. Rustad informed the Council that the benefits of the project included improving access to transit, providing a crucial link to employment areas, and improving access to nature and recreation. She urged the Metro Council to support the proposal.

John Lewis, City of Oregon City: Mr. Lewis, Public Works Director for the City of Oregon City, expressed support for the proposed Molalla Avenue project. He noted that the
project was currently ranked six according to the project criteria and was well-aligned with Metro’s transportation goals. He explained that the project included continuous bike lanes along the corridor, continuous American with Disabilities Act (ADA) complaint sidewalks, transit amenities, and safer and more convenient street crossings. He added that the city had also pledged a 50.1% match, meaning funding would be leveraged to further support the project. He urged the Metro Council to support the project.

**Council Discussion**

Council President Hughes closed the public hearing and asked Mr. Kaempff to review the project’s next steps. Mr. Kaempff explained that following the end of the public comment period on November 7, the Joint Policy Advisory Committee on Transportation (JPACT) would discuss the project allocation before a scheduled adoption of a final package of projects at their January 19 meeting. He noted that once JPACT adopted a package, Metro Council would take action in February to accept the package, or refer it back to JPACT for additional work. Councilor Craddick asked how public testimony would be presented to JPACT. Mr. Kaempff replied that once the public comment period was completed, staff would compile a summary of public comments. Councilor Harrington thanked staff for their work listing the projects in such an organized and clear fashion. Council President Hughes thanked the public for sharing their comments and emphasized how important the role of public testimony was in decision-making.

7. **Chief Operating Officer Communication**

Ms. Martha Bennett provided an update on the following events or items: Metro’s annual Charitable Giving Campaign, the upcoming River Island Sneak Preview tour, and Metro's Wellness Fair, to be held at the Oregon Convention Center on November 1.

8. **Councilor Communication**
Councilors provided updates on the following meetings or events: the Urban Growth Task Force meeting on October 26, the Westside Economic Alliance Board of Directors, a TriMet Board briefing on the Regional Transit Strategy, a breakfast forum with the Columbia Corridor Association, the upcoming Regional Leadership Forum #3 on December 2, and two meetings on the proposed Troutdale to Springwater Corridor Trail.

9. **Adjourn**

There being no further business, Council President Hughes adjourned the regular meeting at 5:34 p.m. The Metro Council will convene the next regular council meeting on November 10, 2016 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,

Nellie Papsdorf, Legislative and Engagement Coordinator
### ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 27, 2016

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<tr>
<th>Item</th>
<th>Topic</th>
<th>Doc. Date</th>
<th>Document Description</th>
<th>Doc. Number</th>
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<td>10/27/2016</td>
<td>Council Meeting Minutes on October 20, 2016</td>
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<td>Testimony on RFF: Brentwood-Darlington Connected Parents &amp; Families</td>
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