

Engagement report

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

November 2016

APPENDIX I: COMMENTS RECEIVED, WEB COMMENT TOOL

Item Name (ID)	How supportive are you of this project, from 1 (no support) to 5 (very high support)?	Comments, concerns or things to consider for this project
Basalt Creek Parkway extension (3548)	3	
Basalt Creek Parkway extension (3548)	5	Better traffic flow makes for happy travelers.
Basalt Creek Parkway extension (3548)	5	Improves connectivity between Boones Ferry and Grahams Ferry, and alleviates traffic on Day Rd
Basalt Creek Parkway extension (3548)	5	High freight corridor due to Tonkin quarries as well as a likely connection from 99W to I-5. This connection is regionally significant for freight and also for the wellbeing of communities of Sherwood, Wilsonville and Tualatin by keeping freight to the most appropriate routes
Basalt Creek Parkway extension (3548)	4	
Basalt Creek Parkway extension (3548)	1	
Basalt Creek Parkway extension (3548)	5	
Basalt Creek Parkway extension (3548)	5	
Basalt Creek Parkway extension (3548)	5	much needed
Basalt Creek Parkway extension (3548)	2	
Basalt Creek Parkway extension (3548)	5	
Basalt Creek Parkway extension (3548)	1	

	<p>I'm skeptical because the project sounds like it proposes a road that's a de-facto highway for trucks, something at high speed like 45 miles per hour with super-long blocks and no crossings on foot to speak of. Even if it has separated bike lanes, I picture only the so-called spandex warriors would use them. ☹</p> <p>☹</p> <p>This area between Tualatin and Wilsonville isn't developed yet, and I worry about Metro funding a road that's a barrier between developments and not a seam. I mean, there are admirable Portland and Metro efforts to fund "road diets" on streets such as Foster Road and to re-worker the arterials of east Portland that in today's world were built wrong the first time 'round. If this project is building more of the same arterial roads like in Hillsboro like a Cornell, I say, hell no, don't fund it. Unless it's a real parkway instead of an arterial road called a "parkway" or "boulevard", don't fund it. After all, the county "transportation" department is used to building country roads and highways!☹</p> <p>☹</p> <p>Fund it only if Washington County wants to build a major thoroughfare more like one in a city, meaning 2 or 4 lanes at most, plus left turn lanes at intersections, with a lower speed (like 30 miles per hour tops -- 1 get hit on foot and you're much less likely to die), with frequent obvious and safe crossings for cyclists</p> <p>2 Freight projects and roadway building should be funded through other means than this limited resource.</p> <p>5</p> <p>I am highly in favor of completing the gap in this trail. Anything for safer transit options and getting back 5 in touch with nature is a very wise investment.</p> <p>4</p> <p>5 I would love for this to be built</p> <p>I would rather see the Dawson to Westgate connection across Cedar Hills improved first. How do I get across the five lane Cedar Hills 'freeway' with no crosswalk, no bike signal, no light, no nothing. That connection kills the route from the Beaverton Central station, which means the Max red line will 4 continue to be underutilized.</p> <p>5</p> <p>This is a good project but there are several other projects that serve higher need populations and 2 address more serious safety concerns.</p>
Basalt Creek Parkway extension (3548)	
Basalt Creek Parkway extension (3548)	
Basalt Creek Parkway extension (3548)	
Beaverton Creek Trail (3484)	

Beaverton Creek Trail (3484)	5	
Beaverton Creek Trail (3484)	5	It's about TIME!! Minneapolis builds **100 feet** of new trail for every ONE foot that we build. We've GOT to start catching up to other cities and create REAL cycling corridors that are safe and fully segregated from car traffic. People drive <i>*incredibly*</i> distracted these days, and we will NEVER get more
Beaverton Creek Trail (3484)	5	5 people to bike without providing SAFE corridors for both transportation and recreation.
Beaverton Creek Trail (3484)	4	Would love to see this addition to the trail completed, but the Hwy. 26 crossings are more important.
Beaverton Creek Trail (3484)	2	4 Without them, I cannot get to this part of the trail.
Beaverton Creek Trail (3484)	5	
Beaverton Creek Trail (3484)	1	
Beaverton Creek Trail (3484)	5	Beaverton needs more non-car transportation option, especially this part of town.
Beaverton Creek Trail (3484)	2	
Beaverton Creek Trail (3484)	5	I highly support any and all improvements to dedicated bike and walking trails. As our region becomes more and more crowded, projects like these are so necessary for the health of the community. I would look forward to biking this trail if it could be connected to the Beaverton Transit Center thus accessible to
Beaverton Creek Trail (3484)	5	5 SW Portland.
Beaverton Creek Trail (3484)	5	I would welcome more safe walking opportunities
Beaverton Creek Trail (3484)	4	

Beaverton Creek Trail (3484)	5	Can the railroad tracks through the wetland be used as a "rail to trail" type project. Also, a connection along those tracks under the TV Hwy overpass is needed desperately!
Beaverton Creek Trail (3484)	4	Trail will aid walkers in Beaverton as well as make it easier for them to access transit centers.
Beaverton Creek Trail (3484)	4	
Beaverton Creek Trail (3484)	5	
Beaverton Creek Trail (3484)	5	Projects creates a crucial link between transit jobs and housing.
Beaverton Creek Trail (3484)	5	
Beaverton Creek Trail (3484)	1	
Beaverton Creek Trail (3484)	3	
Beaverton Creek Trail (3484)	3	Will this be used? <input type="checkbox"/>
Beaverton Creek Trail (3484)	3	
Beaverton Creek Trail (3484)	3	
Beaverton Creek Trail (3484)	5	I support increased pedestrian access to natural spaces in Beaverton.
Beaverton Creek Trail (3484)	5	
Beaverton Creek Trail (3484)	5	I strongly support the strengthening of bike/ped connections across car centric corridors where few options exist. This bolsters the transportation options for neighborhoods, interconnects dispersed Max transit nodes, creates community connections, supports neighborhood health/well-being, and benefits children and lower income community members. This is a low-cost high-reward investment.
Beaverton Creek Trail (3484)	2	While I love the idea of this project, the other projects seem to be much more essential to the safety of underserved populations... to me, that's significantly more important.

	I extend my full support for this project because of the following reasons:☐
	It is present near a high population density region which is also served by good public transit and light rail. This project will help solve the last-mile problem most public transit centers are plagued with. I also feel this will help improve Trimet ridership because people will not have to drive to the transit centers.
Beaverton Creek Trail (3484)	This project might also lead to a bustling retail/storefront resurgence and the subsequent increase in real-estate values in the neighborhood.
Beaverton Creek Trail (3484)	5
Beaverton Creek Trail (3484)	5
	Provides a lower-stress route to Beaverton Transit and more transit options because the Red Line usually does not go beyond Beaverton Transit. Millikan provides an alternative that floods easily when it rains due to flat terrain and severe lack of storm drainage that leaves piles of debris in the bike lane. Millikan west of Murray features high speed traffic and NO BIKE LANES (which was an absurd oversight when it was developed).
Beaverton Creek Trail (3484)	5
Beaverton Creek Trail (3484)	5
Beaverton Creek Trail (3484)	5
Beaverton Creek Trail (3484)	This is the top project in Washington County and should be approved for funding. Project development was previously funded and the project will be ready for construction. It provides a link between the Beaverton Regional Center and the Westside Trail, and serves an employment center and a lower income neighborhood.
	This trail is highly needed to get people from the MAX transportation hub to their destinations to the west. Right now, there is a dirt/mud trail that is being used, and by having this trail actually built it will give a much safer route to get from those areas. It would also connect the downtown area to the Westside Trail, which is now used quite a bit. As a member of the City of Beaverton Bicycle Advisory Committee, and the THPRD Nature and Trails Committee, I am highly in favor of this trail being funded.
	John C. Ratliff
Beaverton Creek Trail (3484)	5 Cell: (503) 707-2568

Beaverton Creek Trail (3484)	5	Great project.....it would be nice to see local employers Putin some cost share . 15% is a bit small.
Beaverton Creek Trail (3484)	5	Even though the requester is THPRD, this is not a "recreational trail" project. This project solves some genuine transportation problems.
Beaverton Creek Trail (3484)	5	This trail segment fills a vital gap in the THPRD trail system. It will generate a lot of active transportation usage. It is routed across a part of THPRD that is currently underserved , both in geographic and demographic terms. By supplying a safe and convenient east-west route across the district, this trail will reduce bicycle and pedestrian traffic on busy roadways.
Beaverton Creek Trail (3484)	5	Thanks for considering this project!
Beaverton Creek Trail (3484)	5	Much needed work!
Beaverton Creek Trail (3484)	5	Thanks for considering this project.
Beaverton Creek Trail (3484)	5	
Brentwood-Darlington safe routes to school (3526)	4	This project will significantly improve the opportunities for walking, biking and use of transit in a VERY much underserved area of the city.
Brentwood-Darlington safe routes to school (3526)	5	Providing safe option for students to get to school is a critical way of ensuring they build independence and good health habits that they are likely to carry later into life.
Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	

Brentwood-Darlington safe routes to school (3526)	<p>Brentwood-Darlington has an incredible lack of basic infrastructure that other neighborhoods enjoy as “givens” . We do not have a complete sidewalk system within our community, nor do we have needed crosswalks at popular crossing intersections or consistent accessibility ramps. The sidewalks we do have, including the ones listed as our “Safe Routes to School”, are not fully useable 8 months out of the year due to the large puddles that form from their incomplete construction. We also have the highest amount of unpaved roads west of I-205, at 4.4 miles. This includes the infamous “SE Cooper Street” showcased in Willamette Week’s 2011 article, “Dirt Roads, Dead Ends” article. The frustrations from this lack of equitable infrastructure is further exacerbated by the fact that, according to the Multnomah County Auditor, we are in the top three neighborhoods in the city in terms of property tax inequities for average priced homes in our area. Studies have shown that sidewalks help prevent pedestrian injury and death. The Federal Highway Administration states that “providing walkways separated from travel lanes could help to prevent up to 88 percent of "walking 5 along roadway crashes". Brentwood-Darlington is home to four Portland Schools and five public parks.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Our students need a Safe Route to school. Flavel is a mud puddle for 8 months of the year and traffic is 5 increasing. Students are walking in bike lanes to get to school, right next to oncoming cars.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Duke is a main pathway for the Community Transition Program that serves students with disabilities for Portland Public Schools. The incomplete sidewalk means students in walkers and chairs much use the 5 street when getting around. This is unsafe and inequitable.</p>
Brentwood-Darlington safe routes to school (3526)	<p>BRENTWOOD DARLINGTON NEEDS THIS! Our community has been under served by the city for decades, 5 and our children and seniors have little option for safe walkable streets.</p>
Brentwood-Darlington safe routes to school (3526)	<p>An Ogden-Knapp Greenway would provide major traffic calming for students and neighbors walking within Brentwood-Darlington for recreation, school, and work. There are no sidewalks on this heavily 5 traveled pedestrian thoroughfare so this benefits all that use it.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 Please put in sidewalks on Flavel, making walking to Whitman Elementary easier and safer.</p>
Brentwood-Darlington safe routes to school (3526)	<p>This is so important! I feel so unsafe waking on the street in its current condition, especially when I'm with my child. Please show us you care about the people who live in this Portland community! Please 5 make our streets walkable!</p>

Brentwood-Darlington safe routes to school (3526)

Please! This ignored neighborhood needs sidewalks. I live across the street from Lane Middle School and everyday I watch children walk in the street. In the winter the area where there should be a sidewalk but is essentially someone's front yard becomes a mudpit. I am scared to take my baby for a walk in the neighborhood because of the lack of sidewalks and people speeding. I do not want to push a stroller in the street and have the danger of someone hitting us. It is a community engagement issue as well as a safety issue. I sometimes drive to Eastmoreland to take my dog on a walk because I feel safer on the sidewalk, protected from traffic. I know other neighbors that do the same. We are not living in our neighborhood fully because of the lack of sidewalks and it is sad.

Brentwood-Darlington safe routes to school (3526)

From 52nd to 72nd & Flavel there are no sidewalks, partial sidewalks, and some sidewalks. It is very unsafe to walk during dry weather and impossible during wet weather. There are huge craters and holes making pedestrians go into the bike lanes (unsafe!) just to get up and down the street to the store and schools. There is absolutely no way a disabled citizen in a wheelchair or scooter could use these sidewalks. They must be repaired. This community has been underserved and ignored for decades. It is time for some equity and justice now!

Brentwood-Darlington safe routes to school (3526)

Safety for children walking to school. Safety for families taking walks, people trying to exercise. To beautify the community so people aren't parking all over their lawns.

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

As a new homeowner in Brentwood-Darlington, I have a newfound appreciation for the importance of safe walking and biking spaces in our community. As a former, longtime resident of N/NE PDX, I had no clue how critical safe walkways and green ways were to quality of life. After moving to BD, I no longer walk for exercise or errands as I'm constantly concerned about getting hit by a car. And the pools of water that fill our lawns thanks to poor drainage and lack of sidewalks discourages walking off the streets. It is critical to fund this project for our underserved community.

Brentwood-Darlington safe routes to school (3526)

This is a top priority for Brentwood-Darlington but should be a top priority for the City of Portland and the Greater Metro Region. As a Powellhurst-Gilbert Neighbor, I want to see areas of the region that have traditionally been given a less than adequate share of equity, a step up so that we can present the best of Metro. - Timothy Crawley, Powellhurst-Gilbert Neighborhood resident.

Brentwood-Darlington safe routes to school (3526)	Please help this historically underserved neighborhood within Portland. It is in SE Portland, but has East Portland issues with no infrastructure. Due to its location, it is often overlooked and is not included in 5 East Portland improvements like it should be.
Brentwood-Darlington safe routes to school (3526)	I live on SE Flavel Street and can attest that anyone that is disabled or has mobility issues cannot navigate 5 this street. I could not walk my baby in a stroller down Flavel without using the bike lane.
Brentwood-Darlington safe routes to school (3526)	SE Duke Street has young children on the way to school walking in the bike lane because there dirt 5 "sidewalks" are flooded. Woodmere School is on Duke.
Brentwood-Darlington safe routes to school (3526)	Odgen is a quiet side street that many students use to travel to Lane Middle School. This is the perfect 5 greenway street.
Brentwood-Darlington safe routes to school (3526)	We need this. We have students walking in the streets or bike lanes because there are no safe sidewalks and during rainy season the walkways fill with water and more kids are forced to be in the streets. Our wheeled handicapped must be in the street or the bike lanes. Neither of which is safe. The other day a n elderly man with a walker had to walk in the bike lane in busy rush hour traffic. We need this project to 5 have a way to travel safely.
Brentwood-Darlington safe routes to school (3526)	We need this to have safe ways to get to school, work, and home. Our children walk in the streets because the rain washes away the berm. Wheel chairs are in the bike lane cause there's no sidewalk in 5 most places.
Brentwood-Darlington safe routes to school (3526)	I am writing to support improvement of sidewalk in fill on SE Flavel. With so many children attending both Whitman elementary and Lane Middle school using this path to get to and from school, it is a crucial 5 step to make this busy street safe for all pedestrians who use it.
Brentwood-Darlington safe routes to school (3526)	SE Duke is another major path students from Lane Middle school and Woodmere elementary use to commute to and from school. The sidewalks are in desperate need of repair and the sectiond fill with puddles making them inaccessible nine months out of the year. I support this grant repairing this section 5 for safer routes to school!
Brentwood-Darlington safe routes to school (3526)	A greenway path on SE Ogden would greatly improve the safety for middle schoolers and pedestrians 5 and bicyclists in general along this frequently traveled road. I fully support this project.
Brentwood-Darlington safe routes to school (3526)	I highly support this project and feel that it is crucial to help restore city wide equity to this chronically underserved neighborhood. The lack of sidewalks provide a safety hazard to children, elderly and all residents. It also poses a public health problem by decreasing the walkability of the area and providing a 5 hinderance to physical activity.

Brentwood-Darlington safe routes to school (3526)

You will be hard-pressed to find very many other areas in Portland in such need of infrastructure dollars as Brentwood-Darlington. Brentwood-Darlington is considered "inner" Portland, yet substantial lacks the walkability and livability of the rest of the central part of this great city. I am all for other East Portland projects getting money as well, and Brentwood-Darlington should be viewed by this city as a neglected and overlooked area that has earned it's due. This project would primarily impact CHILDREN, SENIORS, DISABLED PERSONS, PEDESTRIANS, and CYCLISTS in desperate need of safe places to walk, bike and get around in a neighborhood filled with fast driving cars and a lack of law enforcement or visibility by this city. This neighborhood is filled with wonderful families, diversity, and an amazing can-do spirit within its neighborhood association. Please SEE us Portland. Tell us you see us by funding this project.

Brentwood-Darlington safe routes to school (3526)

Please fund this project! Brentwood-Darlington has a large number of people on lower income who have very few resources for biking and walking. This neighborhood has almost no sidewalks for children to walk safely to school, and is in desperate need of this!

Brentwood-Darlington safe routes to school (3526)

This project would be amazing for this neighborhood! Brentwood-Darlington has few dedicated bike routes, and 0 green ways. Many people living there are in lower income brackets, and would really benefit from a green way, especially due to the lack of frequent trimet service. It's so close to Eastmoreland and Woodstock, but sadly rarely gets any improvements. Please fund this project!

Brentwood-Darlington safe routes to school (3526)

I have to walk my child's stroller into the street, on this major commuting road, because the side of the road doesn't have sidewalks and the mud path some have created as a route don't allow stroller wheels. Please prioritize this safety issue for the many new parents and kids moving into this area. Thank you

Brentwood-Darlington safe routes to school (3526)

Sure would like to see this become a reality for all the kiddos moving into this area.

Brentwood-Darlington safe routes to school (3526)

5

Brentwood-Darlington safe routes to school (3526)

5

Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	Without sidewalks we run the risk of getting hit by a car. This neighborhood has a real problem with lack of paved streets and serious lack of sidewalks. It's unconscionable that children are expected to either walk through unmaintained grassy/gravel areas or into the street. Children need safe walk-ways to school. Seniors need to feel safe walking around the neighborhood. This area of the city has been underserved and has major gaps in infrastructure
Brentwood-Darlington safe routes to school (3526)	5	improvement. I'd like to see this begin to turn around.
Brentwood-Darlington safe routes to school (3526)	5	This is a great idea to revitalize and to help build better infrastructure for this neighborhood
Brentwood-Darlington safe routes to school (3526)	5	Our neighborhood can be very difficult and unsafe to navigate as a pedestrian or cyclist. This project is incredibly important for the neighborhood. Homeowners, renters, and business owners all stand to benefit from it. Please help us to have a healthy and safe neighborhood for all!
Brentwood-Darlington safe routes to school (3526)	5	we have so many streets in need of repair and unimproved roads, it is imperative that our kids have safe walking routes to school at the very least. Thank you.
Brentwood-Darlington safe routes to school (3526)	5	Flavel needs safe sidewalks all the way down. Kids going to school, differently abled people trying to get to bus stops safely...

Brentwood-Darlington safe routes to school (3526)	<p>Our children currently walk to our three Title I Schools (Woodmere Elementary on Duke, Whitman Elementary on Flavel, and Lane Middle School in between Duke and Flavel) in the bike lane with speeding traffic due to incomplete sidewalks. Our elderly residents with mobility issues, disabled residents, and parents with strollers also are forced to walk in the bike lane with speeding traffic as they walk to our only grocery store and our scattered businesses that cluster on both Duke and Flavel. Brentwood-Darlington pays the 3rd highest property tax in Portland and has received zero investment since our annexation 30 years ago. To ensure that equity is truly championed, the project must be funded and more investments should be made in the future as well to ensure that Brentwood-Darlington residents are treated fairly. If this project is funded, these two complete sidewalks would represent some of the only truly walkable areas in our neighborhood of 13,000 residents. We have the highest number of unpaved and unimproved roads, almost zero functional sidewalks in our large neighborhood, and we are historically underserved and underrepresented. I urge Metro to restore the faith of Brentwood-Darlington residents who have worked collaboratively as a community to get over 1,000 signatures on a</p>
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	<p>This area of the city has been neglected were alternate transportation is concerned. There are street leading directly to public schools with no concrete. Most of the school year these sidewalks are one big mud puddle, which forces children to walk into the street to get to school.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Yes! This neighborhood desperately needs safe routes to school. I see children walking to school IN THE STREET on busy streets such as Duke and Flavel because there are no sidewalks and the parking strip is flooded during the rainy season. This also affects parents with strollers, neighbors who use mobility devices, and anyone who gets around by foot, bike, skateboard or Tri-Met. Brentwood Darlington needs Safe Routes to School (and work, and the grocery store, et cetera)!</p>
Brentwood-Darlington safe routes to school (3526)	<p>If Brentwood-Darlington isn't a high growth area now, I think it will be pretty soon. It will be very helpful for kids and families to be able to walk to school on sidewalks.</p>
Brentwood-Darlington safe routes to school (3526)	5 Please! We need this before another pedestrian gets hurt!

Brentwood-Darlington safe routes to school (3526)

As a father with a child in the neighborhood having good walkable sidewalks benefits our family and others in the neighborhood by providing safe routes to walk for children, seniors, and those with disabilities. Also this will greatly improve safety for all people that walk and drive in the neighborhood. This project has to get done. This neighborhood has had incomplete sidewalks for over 30 years, forcing residents, including kids, seniors, and the disabled to walk in a narrow bike lane on the street. It's 2016. Let's fix this and start looking like the city we think we are! ☑

5 Without this money, this project is unlikely to get done over the next 20 years.

Brentwood-Darlington safe routes to school (3526)

5 The route to school is super important, we don't have side walks for the kids.

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington safe routes to school (3526)

This neighborhood has seen so little investment in this city. It is extremely car dependent. We need to do all we can to improve cycling infrastructure and alternative transportation.

Brentwood-Darlington safe routes to school (3526)

This is an important project, as noted by the overall high score in the "Scorecard." While the "Scorecard" reports low scores for elements like serving high population areas or high growth areas, it should be noted that significant residential in-fill development is happening -- and has been happening -- in the Brentwood-Darlington neighborhood for some time. These high levels of in-fill development in one of the last affordable "close in" neighborhoods should be considered when making determinations on this project because more and more people will be served. Further, the infill is not just single family residential, right now there are a 30 unit and 13 unit multifamily projects in the pipeline, with several large tracts of R2.5 land on the market that are actively being eyed by developers for additional multifamily. All this is to say that while the area might not be "planned" for high growth, a lot of growth is happening because of the market and more and more people will be served by this project. Please choose this project. This area has been neglected for far too long. We pay our share of taxes and have historically received very little. There are so many puddles along these streets where the sidewalks just mysteriously end into gravel/mud pits. Our children and other-abled members deserve safe and navigable routes to school, shopping and transit. ☑

Brentwood-Darlington safe routes to school (3526)

☑

5 Thank you.

Brentwood-Darlington safe routes to school (3526)

5

Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	
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Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	Please help our students and our 13,000 underserved residents have a safe pedestrian path within our neighborhood! We lack sidewalks everywhere (look at a Portland sidewalk map to see) and this is our only pathway separated from cars going East/West (Duke and Flavel). The sidewalks are incomplete and therefore people walk on the road alongside cars going over 40 mph.
Brentwood-Darlington safe routes to school (3526)	5	PBOT is willing to contribute 3 million dollars to this project, if you will fund the rest! This would be amazing for this neighborhood!
Brentwood-Darlington safe routes to school (3526)	5	Getting funding for this project would be one of the first positive things the city has done for this neighborhood in terms of fixing our crumbling and non-existent infrastructure. Please choose us!!!

Brentwood-Darlington safe routes to school (3526)	<p>1. Our kids need a SAFE walkway on Flavel to get to Whitman School - they are at HIGH RISK walking where there are no sidewalks.☒</p> <p>2. Having a Bike Greenway on Odgen and Knapp would give our neighborhood a chance to have a safe place to ride bikes without the worry of traffic. This would keep all residents safe. Better access to jobs</p> <p>5 for residents of this neighborhood</p>
Brentwood-Darlington safe routes to school (3526)	<p>As the Assistant Principal at Lane MS, I witness students walking in the street along Flavel, Duke, and the street that runs in front of our school every day. Not only does this present an obvious daily safety risk to our students, it also communicates to them a low estimation of their worth as people when they have to walk in a roadway just to get to school. I see students having to dodge in and out of cars in order to find their way. This is a bedrock equity issue that must be resolved. I appreciate this effort to correct this deficiency. I am committed to working with Safe Routes to ensure that our students actually have access</p> <p>5 to Safe Routes to our school and our feeder elementary schools.</p>
Brentwood-Darlington safe routes to school (3526)	<p>As someone who works and uses transit in the neighborhood I know that there is a high need for safe active transit routes, especially for school children. This project will advance equity, safety and health in</p> <p>5 our city.</p>
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	<p>As a diverse neighborhood that paid to incorporate into the city but has not received its fair share infrastructure benefits (lots of unpaved streets in very poor condition lack of sidewalks etc) this project</p> <p>5 addresses safety issues for children going to school and is spearheaded by community members. I have volunteered and taught in the Brentwood Darlington neighborhood since 2009. Traveling from NE Portland, it is very obvious to me that this part of town has been overlooked and neglected for years by transportation monies. It's time to spread the wealth and fix up the sidewalks for the citizens of this neighborhood.☒</p>
Brentwood-Darlington safe routes to school (3526)	<p>Thank you for your consideration,☒</p> <p>5 Denissia Withers</p>
Brentwood-Darlington safe routes to school (3526)	5

Brentwood-Darlington safe routes to school (3526)

I would love to walk my daughter to school on a sidewalk without mud puddles because there is no sidewalk in certain places. We often have to walk in the street to avoid mud puddles that are 6 inches deep. That is not safe at all. It is a huge concern for our neighborhood, which I feel is severely underserved.

Brentwood-Darlington safe routes to school (3526)

This is a neighborhood that has almost zero sidewalks; many low-income families and terrible support from the city. Providing access for families to schools and a means of getting around the area without worrying about getting run over is something that they have a right to.

Brentwood-Darlington safe routes to school (3526)

This area of SE badly needs bike routes! The time is now to seed this infrastructure as SE increases in density and expands. I live in inner SE in the Hawthorne area and it is so much harder to limit cars once they've established the right of way in high density.

Brentwood-Darlington safe routes to school (3526)

It should be noted that the Knapp-Ogden Greenway will create safer connections from this underserved neighborhood to both Woodstock and Lents, which are identified through regional planning efforts as both neighborhood and regional centers. Additionally, the Knapp-Ogden Greenway project continues through Lents, directly serving this community, which is also underserved and planned as a high population area. Finally, I don't know why this project was ranked relatively low on the "serves high population areas or high growth areas" when the built environment, zoning, and current development patterns are remarkably similar to the Cully neighborhood, which received substantially higher marks on that line item. It seems like reviewers missed something here...

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington needs many improvements, especially in terms of infrastructure. We are a community of 13,000 residents. Our three PPS have 50% students of color. It is inequitable for our neighborhood to have such unsafe and substandard conditions for our students and residents that are trying to walk to their destinations. Please choose this project and help bring equity to our neighborhood.

Brentwood-Darlington safe routes to school (3526)

An Ogden-Knapp Greenway would create much needed traffic calming features such as speed bumps and crosswalks at busy and dangerous intersections used by students on 72nd and Odgen to get to and from Woodmere Elementary and Lane Middle School. Please support this grant and help our students!

Brentwood-Darlington safe routes to school (3526)

This grant has a offered match of 3 million dollars from PBoT. By investing 3 million of the Metro grant money, you would get a return of a 6 million dollar project! It makes sense to choose this project for numerous reasons, this being one of them!

Brentwood-Darlington safe routes to school (3526)	It is a new highly populated area. Homes are popping up and more homes will be popping up due to developers buying off cheaper homes and with large yard. It is critical because currently with the lack of sidewalks and safe bike routes in the entire BD neighborhood, ANY route would be super helpful and appreciated. I don't have kids and I drive but I highly support this plan. Thank you so much :)
Brentwood-Darlington safe routes to school (3526)	Our children are walking in the streets because there are NO sidewalks. This is so dangerous. Please, we NEED sidewalks!!!!
Brentwood-Darlington safe routes to school (3526)	Duke Street should be a "Safe Route to School" but has few sidewalks. This means small children are in the street and is a "dangerous route to school". Flavel Street is the same way. We NEED Sidewalks!!!!
Brentwood-Darlington safe routes to school (3526)	Please, I do NOT want to see another headline in the newspaper reading that ANOTHER child has been hit by a car because there are no sidewalks!!!!
Brentwood-Darlington safe routes to school (3526)	This part of town is hugely underserved and drastically needs safe pathways for children to go to school. This is a must.
Brentwood-Darlington safe routes to school (3526)	This area has been underserved for far too long! It is growing. It is becoming a better place to live. People are moving here. They -- especially the children -- deserve to walk safely to and from their destinations.
Brentwood-Darlington safe routes to school (3526)	I have a 1st grader and preschooler. I would love to feel confident letting them walk to school on sidewalks without needing rubberboots in the winter. I want to teach them to ride their bikes but a bike lane is no place for a preschooler in training wheels along a busy street like flavel and the spring water trail does not feel like a safe place to go either. I have to drive my kids to safe bike riding areas because they are beginning riders. A consistent collection of sidewalks would really help make this area accessible to Young families. I also see many people with disabilities who have to take their wheelchairs and motorized scooters into the busy street so they can move easily and smoothly. Flavel is not a safe place for people with disabilities who commute by bus and/or wheelchair without a car.

Brentwood-Darlington safe routes to school (3526)

Currently Flavel is nearly invaluable for my granddaughter and me when we want to get to the grocery outlet in our neighborhood. It's the only grocery store in a reasonable walking distance from our home. To get there we have to leave the sidewalks and continue in the bike or parking lane as there isn't a continuous sidewalk in our neighborhood. This project would create a safe route for my 3 year old 5 granddaughter and I to travel. Once she is in school, she would have a safe route to walk to school.

Brentwood-Darlington safe routes to school (3526)

I am a pedestrian and a biker. From my home there is not a safe continuous designated bike route that I can take to get to work. The Ogden street greenway would fix that. It would create a link between Brentwood-Darlington and other safer bike routes on the East side. Biking could be a safe, healthy 5 alternative to driving for adults and children if bike safe routes existed.

Brentwood-Darlington safe routes to school (3526)

Our neighborhood is in desperate need of these improvements. Our community is growing and these 5 improvements are vital to creating a safe and desirable neighborhood for all of us to enjoy.

Brentwood-Darlington safe routes to school (3526)

Great idea for the neighborhood. All too often children and handicapped neighbors in wheelchairs are 5 forced to use the road because of muddy paths. Important safety upgrade.

Brentwood-Darlington safe routes to school (3526)

I've lived in the neighborhood for 14 years and would love to get this finished! Our sidewalks and roads 5 are in terrible shape

Brentwood-Darlington safe routes to school (3526)

5 Please fix our neighborhood streets and sidewalks for our kids

Brentwood-Darlington safe routes to school (3526)

Everyone in our neighborhood will benefit from this project on Duke and Flavel! My grandkids will soon be walking and biking to Lane Middle School but the broken sidewalk along Flavel just encourages kids to 5 walk in the street or the narrow bike lane. Please provide this important safety improvement for us.

Brentwood-Darlington safe routes to school (3526)

I would like it continued South some & pave Sherrett St between 82nd & 84th

Brentwood-Darlington safe routes to school (3526)

This neighborhood looks out of touch with the rest of the city with no rain water mitigation, sidewalks 5 and unpaved roads. It's a great time for the city to step up and make it work.

Brentwood-Darlington safe routes to school (3526)

Safe walkways are imperative to the mass transit system functionality. In a neighborhood where there are no sidewalks, the city planners are effectively asking citizens to walk in the streets to the closest bus stop. The absence of sidewalks is a liability to the city and ultimately to tax payers.

This project is extremely important for the young children and families that attend Woodmere Elementary. It is also important for the residents who call this place home.

☐

I live on 78th Ave directly west of the school and can attest to the large volume of children who meet their parents for pickup and drop off 5 days each week. The traffic of parents walking their children is at risk because Duke St, 78th Ave, and the west border of the school do not have adequate space to walk.

☐

When it rains, massive puddles form and children are more likely to walk in the street or bicycle lanes. I've seen mothers pushing strollers avoid the puddles by going onto the street - which is way too close to traffic.

☐

Duke street is a designated service road meaning police and fire usually drive down it at high speeds. While our officers are generally safe when doing so, it poses an enormous risk potential for pedestrians, especially if school is in session.

☐

Additionally, Trimet's 19 bus route goes down Duke. Our residents appreciate this service, but it also increases the traffic and ability for pedestrians, bicyclists and vehicles to operate in mutually shared space.

☐

For these reasons I respectfully request that funding be awarded to this project so that we can have safer routes available.

5 ☐

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)	5	Brentwood Darlington could desperately use something like this. Thank you for considering!
Brentwood-Darlington safe routes to school (3526)	5	Sidewalks are scarce in this area. It would increase safety and ease of walking to put them in. I walk with my baby in a stroller and see other parents doing the same, as well as elderly and disabled people and the lack of sidewalks can be hazardous.
Brentwood-Darlington safe routes to school (3526)	5	This area is in high need of sidewalks
Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	Please install sidewalks. Children walk in the street to school. Very unsafe, especially when people park cars along the side of the road and walkers literally have to walk in the middle of the road.
Brentwood-Darlington safe routes to school (3526)	5	Safe routes to schools in this area are severely limited by lack of crossings on 82nd, 72nd, and 52nd. Many students need cross 52nd to access Lewis school on 45th. In addition many students from the similarly disadvantaged Lents neighborhood need to cross 72nd and 82nd to get to Lane on 60th. Nearby neighborhoods like Woodstock have recently received 'safe routes to school' upgrades to cross streets that were already safer than those in our neighborhood. Seeing this constant stream of upgrades to nearby wealthier neighborhoods at crossings that already appear to be safer than crossings in our neighborhood only reinforces the view that our neighborhood is need of a more substantial upgrade to make up for past neglect . That is why I support this effort. ☑
Brentwood-Darlington safe routes to school (3526)	5	☑
Brentwood-Darlington safe routes to school (3526)	5	

Brentwood-Darlington safe routes to school (3526)	<p>I have lived in this community about 35 years and have always missed the sidewalks I left behind in other areas of Portland. When we were accessed to Portland city limits I believed at least sidewalks were to follow soon. Finally, here we are. There is a possibility on books of being able to actually walk around the block, all 8 blocks of it, without having to be in middle of the street, fearing to be the next pedestrian plowed down. This project is so long overdo, and I am so excited at the prospect of seeing it accomplished within my lifetime.</p>
Brentwood-Darlington safe routes to school (3526)	<p>There are many people that walk these streets especially children during the school hours. Many people walk these streets at night and they are difficult to see unless they use the proper gear. It is a safety issue as much as beautifying the streets.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 This area needs improvement for safety</p>
Brentwood-Darlington safe routes to school (3526)	<p>This project is creating basic needs that most neighborhoods in Portland already enjoy. It is making the neighborhood safe for our kids and everyone. Please make it happen.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 We need sidewalks so our kids can get to school safely. This is a basic need.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 I live on SE Ogden at 41st and support this plan</p>
Brentwood-Darlington safe routes to school (3526)	<p>I think this a great project for an underserved area. Our roads are pretty bad so having other methods of transportation, bike, walk, might result in a large number of people utilizing these projects. I just got back from a lovely walk in the rain on some of our nasty puddle filled streets. Would have preferred at least to have a sidewalk, a bike path would be great. Not to mention the benefits to handicapped people. I was in a wheelchair for 6 months once and during that time, because of the roads and sidewalks, I couldn't go further than a few blocks towards shopping without going way way out of my way to get there.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Today it is raining and the mud is so dangerous when walking to the bus stop. Please, we need sidewalks on Duke Street and Flavel Street. For the adults as well as the school children.</p>

Brentwood-Darlington safe routes to school (3526)

This project to provide sidewalks, or at least walking paths, to safely get to and from the schools in Brentwood-Darlington is vital for our community. Currently pedestrians of any age are forced into the street at several points along Flavel Street, which is a major east-west traffic route. Forcing pedestrians to walk in the street, and often having to go around parked vehicles on the traffic side, is pretty much just waiting for catastrophe to strike. PLEASE make this project happen, and SOON!

Brentwood-Darlington safe routes to school (3526)

5 Sidewalks just end abruptly in this area making walks to school or the bus difficult. also the bike lane at 52nd and Woodstock ends and then resumes 3 blocks later on Woodstock and 54th. It is a very 5 dangerous area for cyclists. Thank you!

Brentwood-Darlington safe routes to school (3526)

5 Our kiddos need this. As title one schools, most of our kids come from low income households. Let's 5 show them that the community cares.

Brentwood-Darlington safe routes to school (3526)

5 Our children need a safe way to walk to s hook. Our wheelchair bound need to be able to get around 5 without using the bike lane.

Brentwood-Darlington safe routes to school (3526)

5 These improvements are a necessity for the Brentwood-Darlington neighborhood. We have children that have to walk through mud and massive rain puddles to get to school. We have disabled people who have to walk/ride in the street because our sidewalks are so bad or are nonexistent. This would help our 5 traditionally underserved community immensely.

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

The roads in Brentwood-Darlington have little room for bicycle transit and there are few opportunities for road widening to create a safe pathway. Therefore, a greenway through the heart of the neighborhood with useful connection to the Spring Water Corridor would create a safe option for those traveling to and from school or work within the neighborhood, as well as those who use the Springwater Corridor for commuting and/or recreation. ☒

When neighborhoods have safe passage ways to schools, students and families are more likely to use non-vehicular transportation methods to travel throughout the community. These safety improvements help to protect community members, and also allows them to be more active, teaching young people healthy habits.☒

I am proud to serve a portion of the Brentwood-Darlington community, and it has long been clear that this area is in dire need of these improvements. I urge the full funding of this project.☒

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

This enables kids not to walk in the mud before and after school. This project would also ensure that kids won't be walking on busy streets to avoid the huge puddles in the "walkway". Think about the kids!

Talk about a needed investment. This project will bring safety and livability to a neighborhood that has long been neglected and underinvested. I can't emphasis enough how necessary it is to improve the conditions for walking in Brentwood-Darlington. Don't believe me? Try walking there on a rainy night in

Brentwood-Darlington safe routes to school (3526)

5 November. Terrifying

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington is home to 13,000 residents and 4 PPS schools, along with many pre-schools. It has no business district, so most people drive or take public transportation out of this neighborhood to attend to their business or entertainment needs. We lack complete sidewalks, so any pedestrians must often walk alongside the road with these traveling cars in order to get to their homes, schools, etc. This is

5 incredibly unsafe, which is only getting worse as traffic on Duke and Flavel has been increasing!

Brentwood-Darlington safe routes to school (3526)

An East West Greenway would connect the already funded 70's Greenway to the SE 52nd bike lane, thus giving bikers a safe route to travel going to and from our closest business centers: Woodstock, Mt. Scott-5 Arleta, and Lents.

Brentwood-Darlington safe routes to school (3526)	All three of our schools are Title 1 and serve 100% Free and Reduced Lunch and have 50% students of color. It is inequitable, unsafe, and unfair to have them walk to school in bike lanes on the supposed 5 "Safe Routes to School" route because the sidewalks are incomplete mud puddles.
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5 We would like sidewalks so our kids can ride and walk to school more safely.
Brentwood-Darlington safe routes to school (3526)	4 This is a good project and is needed, but the David Douglas Safe Routes to School project will serve a 4 population with higher needs and help rectify transportation inequities and disparities in East Portland.
Brentwood-Darlington safe routes to school (3526)	I live on Flavel and this is a highly traveled route for students from Lane Middle School. They walk this route every day and you will often see them walking in the bike lanes and street as the sidewalk cuts off in various sections, or when the rain creates large lakes that need to be drained. While they lowered the speed limit on Flavel, cars will often fly down the street going 55MPH+ since there are long stretches without crosswalks or stoplights/stopsigns. ☹ ☹
Brentwood-Darlington safe routes to school (3526)	5 Our neighborhood pays the third highest taxes in Multnomah County, yet has more people living under the FPL than most other neighborhoods. We desperately need these infrastructure funds. I would like to see speed bumps along the eastern half of SE Flavel drive (from 52nd to SE Clatsop) and a crosswalk in front of Hazeltine Park. I do not feel safe walking on my street because there are no 5 sidewalks. The speed limit is 25mph but there are so many speeders.
Brentwood-Darlington safe routes to school (3526)	5 Walking and biking improvement in this area will make a huge difference!
Brentwood-Darlington safe routes to school (3526)	5 My young children, as well as all children in this neighborhood, are unable to safely walk and bike in our neighborhood since the sidewalks are incomplete and some are nonexhistant.

Brentwood-Darlington safe routes to school (3526)

I have seen many students with disabilities unable to safely travel down our neighborhood streets because they are not complete, safe, or smooth. This requires these students to have an adult with them 5 at all times, which takes away their opportunity for independence. That is not fair or ok!

Brentwood-Darlington safe routes to school (3526)

There are dozens of students walking down the middle of the streets daily when the buses drop them off, since the sidewalks are almost unusable. It is so dangerous since cars share the road with them!
5 Please help keep the children safe!

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington residents are extremely under-represented. There are many streets without sidewalks, paths to schools are filled with potholes, and many roads in between main roads are unfinished and gravel with huge potholes (3-4 feet wide) that fill with rainwater and are dangerous for 5 walking pedestrians, pets/animals and cars.

I live in this neighborhood and have two small daughters under age five. We would hugely benefit from having a safe place to walk and a safe route to kindergarten!☹

Please help our community!☹

☹

Brentwood-Darlington safe routes to school (3526)

Thank you!☹

5 Sarah

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

This neighborhood has been neglected by the city for far too long. We all pay the same property tax rates as others yet have no sidewalks, gutters or stir water drains in most of the streets. Please use some of 5 this money to fix this gross oversight. Thank you!

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)	5 I support Safe Routes to School projects. This area needs improvements
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5 This seems like a pretty basic need. Please give these children sidewalks to walk safely on to school. This project serves an area in Portland often forgotten about because it's part of "inner SE" which has the perception of being very walkable, heavily invested in, and safe. However, this area is more like East Portland, incomplete and unsafe infrastructure for walking and biking, which discourages the act of doing just that. The fact it's within an lower-income more diverse neighborhood and near a school elevates it's
Brentwood-Darlington safe routes to school (3526)	5 importance in my view.
Brentwood-Darlington safe routes to school (3526)	This is sorely needed in this area where there are often no sidewalks, unimproved roads, and traffic
Brentwood-Darlington safe routes to school (3526)	5 attempting to bypass HWY 26.
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	I think this is one of the greatest areas of need. this area has so many kids walking to and from school and once any rain hits the puddle on the dirt paths and non sidewalks are just a mess. This causes kids to
Brentwood-Darlington safe routes to school (3526)	5 walk in the street to get to school. Totally unsafe.
Brentwood-Darlington safe routes to school (3526)	5 Yes! Love this!
Brentwood-Darlington safe routes to school (3526)	Need traffic calming on Ogden between the park and 72nd . People drive very fast and the kids are
Brentwood-Darlington safe routes to school (3526)	5 walking from lane. Very unsafe

Brentwood-Darlington safe routes to school (3526)

This is critical for the livability of this neighborhood. Without sidewalks our children (and other pedestrians) are out on the street. While some drivers are considerate, not all are and this is an easy to fix risk/danger. Our children need to be able to travel safely in their neighborhood and to/from school.
5 Please provide this funding!

Brentwood-Darlington safe routes to school (3526)

Consistent sidewalks on Duke and Flavel are key to making this neighborhood safer, more livable, and more connected. We have bus lines running down both streets yet no sidewalks? You wouldn't see that in Westmoreland or Sellwood where the money and power live. Our neighborhood has been left out. This a small action with immeasurable positive impact.

Brentwood-Darlington safe routes to school (3526)

Please remember, this neighborhood gathered 1000 signatures door to door... boots on the ground (not online) in support of this grant.
5 Many people want this project to happen!

Brentwood-Darlington safe routes to school (3526)

4 PPS Schools
3 PPR Parks
13,000 Residents
4.4 miles of unpaved roads
Flavel and Duke are incomplete mud filled sidewalks. They are listed as our safe route to school.
5 This is unacceptable. Please fund our project!

Brentwood-Darlington safe routes to school (3526)

Our state representatives Kathleen Taylor and Jeff Reardon are both in favor of and advocating for this project. They represent our underserved community and know how much this means for our neighborhood.
5

Brentwood-Darlington safe routes to school (3526)

Not many projects will net double the funding if it is chosen. This project will bring 6 million dollars into this neighborhood that has been a site of historic disinvestment. Metro only needs to provide 3 million of those dollars. This money will not be offered to us again. It is a deal with must grab. Please help us make this a reality by funding our project!

Brentwood-Darlington safe routes to school (3526)

This is a Safe Routes to School grant. Please drive on SE Flavel around 4pm between 82nd and 52nd on a rainy day (or the day after a rainy day... which is pretty much any day 8 months out of the year and the majority of a school year) and see first hand the state of our sidewalks and the students walking either in the street or through mud puddles. Those are their two choices. That is unacceptable.
5

Brentwood-Darlington safe routes to school (3526)	Our neighborhood was listed as number 18 in the country in terms of neighborhood growth by Realtor.com for lowest days on market and multiple bids on homes. We received a low score for high growth area. That is not correct. Please consult real estate sites and look at the incredible growth in our neighborhood. Especially with young families. This is one of the last remaining affordable neighborhoods 5 in Portland west of 205.
Brentwood-Darlington safe routes to school (3526)	1
Brentwood-Darlington safe routes to school (3526)	Safe routes to school should always be a priority, on the surface they only help students but they end up 5 improving the whole area for pedestrians and cyclists
Brentwood-Darlington safe routes to school (3526)	I could not sleep at night without supporting this. Getting our kids safely to school by walking and biking is the #1 priority of a city. If we can't do that we shouldn't be doing anything else, especially allowing 5 freight trucks to terrorize and pollute our city.
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	1
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5 Please, sidewalks are a definite necessity in this area!
Brentwood-Darlington safe routes to school (3526)	4

Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	So many of our roads in this area are in need of sidewalks. Please also consider expanding the sidewalk on 62nd south of Flavel as well!
Brentwood-Darlington safe routes to school (3526)	5	Brentwood/Darlington is quite busy with many high volume roads. Sidewalk improvement is incredibly needed for safety! Most people now just walk in the bike lane along Flavel because of the lack of consistent sidewalks!
Brentwood-Darlington safe routes to school (3526)	5	Please back this project! This amazing community needs safe walkways for the kids to get to school- even more so, due to the fact it has a Community Transition Program special education program, and almost no sidewalks anywhere!
Brentwood-Darlington safe routes to school (3526)	5	A green way, and sidewalks for kids to get to school. Yes please! Side note- please make the green way connect in a way that can get us downtown, without having to bike all over eastmoreland... :)
Brentwood-Darlington safe routes to school (3526)	3	
Brentwood-Darlington safe routes to school (3526)	5	A safe east-west route is essential in this neighborhood.
Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	4	

As a 12-year resident of Brentwood-Darlington, I fully support this project and appreciate the fact that our neighborhood is finally getting the attention it deserves! ☒

☒

Here are some of the reasons I support this project:☒

☒

- This grant will be matched by PBoT. ☒

☒

-Brentwood-Darlington has over 13,000 Residents. This project will serve almost everyone in some way.☒

☒

- Realtor magazine rated us in the Top 30 Hottest Real Estate Markets in 2016 (<http://realtormag.realtor.org/.../30-hottest-neighborhoods-in...>) due to its affordability and access to larger centers.☒

☒

- There is a lot of single family development happening this area with more multifamily development in the pipeline. ☒

☒

-This project creates safer connections from our neighborhood to other high population centers and commercial areas, like Woodstock and Lents☒

☒

- We have 4 PPS schools. 3 are Title 1, 3 are 100% Free and Reduced Lunch, and 50% of our students are people of color. Our 4th school is the Community Transition School which serves students with moderate to severe disabilities. 18 of those students are in wheelchairs and need accessibility ramps and smooth surfaces which we currently do not have.☒

☒

5 - The state of the sidewalks in these areas are terrible!

Brentwood-Darlington safe routes to school (3526)

This grant will be matched by PBoT, so for 3 million from Metro, they will be investing in a 6 million dollar project. ☒

- We have over 13,000 Residents - this project will serve almost everyone in some way.☒

- Realtor magazine rated us in the Top 30 Hottest Real Estate Markets in 2016. More families are moving here and this project creates safer connections from our neighborhood to other high population centers and commercial areas, like Woodstock and Lents☒

- We have 4 PPS schools. 3 are Title 1, 3 are 100% Free and Reduced Lunch, and 50% of our students are people of color. Our 4th school is the Community Transition School which serves students with moderate to severe disabilities. 18 of those students are in wheelchairs and need accessibility ramps and smooth surfaces which we currently do not have.☒

- Most importantly, this is mainly about Safe Routes to School. Flavel and Duke are both on the maps for our students in our 4 PPS schools, especially Flavel. Kids should not have to walk to school on sidewalks like that. It is unsafe. ☒

Brentwood-Darlington safe routes to school (3526)

☒

5 This project is necessary, serves a large population in a high-growth area, serves a diverse population,

Brentwood-Darlington safe routes to school (3526)

Our children need safe routes to school! Also many parks of his neighborhood have very limited access 5 for those with disabilities... Please help our neighborhood!

Brentwood-Darlington safe routes to school (3526)

We have over 13,000 people in this area and many many families! This project will help all of us in some way. This would be huge! And since it is such a growing neighborhood, it would be good for our city as a 5 whole to show that we care about everyone enough to have safe walking conditions for our children.

In this neighborhood, there are no sidewalks. The only option for a stroller, a walker, a wheelchair, or a tricycle to get around is the street. The main routes to school or local bus stops include stretches of unpaved sidewalk, dominated by muddy puddles. People step off the sidewalk and into the street to walk their kids to school.

In the neighborhood, sidewalks are needed to designate a public space where neighbors can walk and children can play, safely out of the street. Without them, people don't walk in the neighborhood, they drive instead, missing the opportunity to walk by and meet others who live on their block. Sidewalks also provide a safe space for children to learn to ride a bike or practice when they are small.

This neighborhood also has many unpaved roads. These seem to be attractive places to dump garbage, tires, and even human waste. For the families that live on one of these streets, it is not a safe place for children to play in front of their own home, and deters learning to ride a bike, skateboard, unicycle, or roller skates.

Brentwood-Darlington safe routes to school (3526)

Any sidewalk or street leveling would benefit this neighborhood, even if it is a permeable sidewalk or road, rather than paved.

Brentwood-Darlington safe routes to school (3526)

4

Brentwood-Darlington safe routes to school (3526)

5 Doing sidewalks on the east side is a priority for me, especially in school neighborhoods.

Brentwood-Darlington safe routes to school (3526)

Our children walk in the streets on heavy use streets. Our elderly have to walk in the bike lane because there is no sidewalk. Our wheel chair bound have to ride in the streets to get anywhere.

It is critical that Brentwood Darlington neighborhoods have safe sidewalks Please consider the important points below:

- This grant will be matched by PBoT, so for 3 million from Metro, they will be investing in a 6 million dollar project.
- We have over 13,000 Residents. We are huge in numbers and this will serve almost everyone in some way.
- We were rated a low growth area by Metro, but Realtor magazine rated us in the Top 30 Hottest Real Estate Markets in 2016.
- We have 4 PPS schools. 3 are Title 1, 3 are 100% Free and Reduced Lunch, and 50% of our students are people of color. Our 4th school is the Community Transition School which serves students with moderate to severe disabilities. 18 of those students are in wheelchairs and need accessibility ramps and smooth surfaces which we currently do not have.
- Most importantly, this is mainly about Safe Routes to School . Flavel and Duke are both on the maps for our students in our 4 PPS schools, especially Flavel. Think about the state of the sidewalks for our students walking to and from school. Our kids should not be walking on sidewalks that pose a risk to their health and safety.

Brentwood-Darlington safe routes to school (3526)

5 Thank you!

Brentwood-Darlington safe routes to school (3526)

5 Access to jobs and schools should be a top priority.

Brentwood-Darlington safe routes to school (3526)

This project is 20 years in the making. I asked for sidewalks when I was walking my children to school. I would LOVE sidewalks when walking my Grand Children (!!!!) to school. Please fund this !!!!

Brentwood-Darlington safe routes to school (3526)

5 This neighborhood has been ignored & under-funded since its annexation. It is time to FIX this.

Make 37th, from Bybee to Crystal Springs Blvd. a narrow road. Families take this to get to the Spring Water Corridor trail head on 38th instead of using 39th, which is often traffic heavy, or the 40s which can be hilly.

Brentwood-Darlington safe routes to school (3526)

5 Also, Rex should have stop signs since it's a school road. Bikes crossing there shouldn't have to stop.

Brentwood-Darlington safe routes to school (3526)	<p>I have lived in this neighborhood for 35 years. My primary care physician, podiatrist, and orthopedic surgeon all encourage me to walk more. There is NO safe place for me to walk in our neighborhood without having to drive there first. Portland should be ashamed to have sections of town with NO safe place to walk. This area was promised infrastructure development when it was accessed, so I felt secure purchasing this home when it became available. Here we are roughly 30 years later and still waiting. Hopefully this project will be completed in time for me to enjoy walking to the corner store and back. If not for an old lady, do it for the young children. So they can get to and from school safely. So they can walk to the park to play or watch a soccer game. We aren't asking for much. Just a safe route for our kids to get to school. We've paid 30 years of taxes to support infrastructure, please give us this much in 5 return.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5</p>
Brentwood-Darlington safe routes to school (3526)	<p>Please fix the score on our growth! Our neighborhood is growing rapidly and has one of the shortest days on market in the city. Also, unlike other parts of the city...our neighborhood is becoming MORE diverse, rather than the opposite. Please support this growth and diversity and pick our project to 5 improve our pedestrian infrastructure!</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 Parents with strollers and wagons currently use our bike lanes or parking lanes in order to get around due to the fact that we do not have accessibility ramps and consistent complete sidewalks.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 These improvements will connect a neighborhood of 13,000 people to our two neighboring communities of Woodstock and Lents that have business districts (B-D does not) that we will now be able to access through bikes and walking, rather than by car.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 We want our children to be able to walk to school with safe routes: sidewalks and all the signs, street lights, pedestrian crossings, traffic bumps to slow cars down, electronic fixtures to take photographs of drivers who speed, etc.</p>
Brentwood-Darlington safe routes to school (3526)	<p>5 Brentwood-Darlington needs sidewalks! There are 18 kids at the community transition program who use wheelchairs for mobility, who can't easily access the community, because we have no sidewalks and no ramps. Brentwood-Darlington is a beautiful place, and an up and coming neighborhood, filled with vibrant people. Please, please, please, make this project happen!</p>

Brentwood-Darlington safe routes to school (3526)

This is a very important and game-changing project for an extremely underserved area. This could start shifting this neighborhood in the positive direction it needs to head to.

Brentwood-Darlington safe routes to school (3526)

This shouldn't be a "popularity" contest with how many "likes" or comments we get. This should be based on need and how very important it is to get PEOPLE out of the street and ON a sidewalk!!! This is for all of the children, elderly & wheelchair-bound who desperately NEED sidewalks!!!

Brentwood-Darlington safe routes to school (3526)

This neighborhood has several upcoming projects that are adding apartments and high density housing to the area. The growth is high in this area, and diversity is increasing. There needs to be safe pedestrian travel for all people, especially students.

Brentwood-Darlington safe routes to school (3526)

The Greenway would slow traffic on one of the major streets (Ogden) that neighbors use to get to Brentwood Park and for three schools that use it as a major pedestrian path and bus drop off site.

Brentwood-Darlington safe routes to school (3526)

I work at a middle school in this area and we are in desperate need of more sidewalks and safer ways for our children to get home. I see such a large number of kids leave after school and especially after extended day programs that would benefit from this improvement to our community.

Brentwood-Darlington safe routes to school (3526)

Please consider this project for funding. This grant will do wonders to provide long overdue repairs and safe routes for the 13,000 residents who live here. We were able to get 1,000 handwritten signatures in support of this project from our neighbors and those outside the community. This would be huge.

Brentwood-Darlington safe routes to school (3526)

I would love to see our children have a safe route to walk to and from school. This wouldnt just fix one major street but three that affect three four neighborhood schools.

Brentwood-Darlington safe routes to school (3526)

5

The sidewalks along SE Duke St see a fair amount of pedestrian traffic throughout the year. The current state of gravel and muddy sidewalks pushes pedestrians into the bike lanes during wet weather posing risk to pedestrians and cyclists along a higher speed/higher use roadway. I fully support infill of sidewalks along SE Duke St.

Brentwood-Darlington safe routes to school (3526)

Sincerely,
5 SE Duke Resident

Brentwood-Darlington safe routes to school (3526)

While this area is not as dense, the current push to turn the inner city neighborhoods to ridiculous
4 density will have people moving further out.

Brentwood-Darlington safe routes to school (3526)

My boys love to ride their bikes and walk the dog as much as they can. And without clear walkways there
have been real challenges and several near miss accidents. They are reluctant to go for walks without
5 good infrastructure.

Brentwood-Darlington safe routes to school (3526)

It is extremely frustrating to note how neglected this diverse, lower-income area of Portland has been.
There are not safe sidewalks at the elementary schools, the streets are rife with puddles, pot holes, and
the neglect adds to a sense of disenfranchisement for children and families in the neighborhood. It is
disgraceful that trendy, predominantly caucasian areas of town (such as Clinton/Division) have rain water
swales, statues, along their sidewalks while the Latino, Russian, Asian, and diverse families of Brentwood-
5 Darlington don't have sidewalks and walk in giant puddles of garbage, gravel, and dirt to get to school.

Brentwood-Darlington safe routes to school (3526)

There are 13,000 residents in B-D and all of our schools are free or reduced lunch. We are a forgotten
corner of this town. Please help us be a better place for our kids and seniors. We can't do it without your
5 support.

Brentwood-Darlington safe routes to school (3526)

4

Brentwood-Darlington safe routes to school (3526)

As a resident of this neighborhood, I am in full support of this project. Please make it safe for children,
elders or adults with disabilities to walk to transit, school or work. Not only does a walkable
neighborhood improve safety, it may encourage people to walk more instead of driving - increasing
5 public health and reducing carbon emissions. Please find this proposal.

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington safe routes to school (3526)

Kids are walking in the STREET to get to school here due to the gross and muddy sidewalks. Wheelchairs
are forced into a bike lane alongside cars because the areas there are sidewalks have no curb ramps and
strollers and other pedestrians all have to walk in traffic/bike lane. This is a major need and should be a
5 required step for ADA accessibility and children to be able to get to school safely.

Brentwood-Darlington safe routes to school (3526)

Please fund this project for a largely ignored neighborhood that is in SE Portland but has "East Portland" problems... but never receives any benefits or improvements because we are West of 205, even though our needs are equal to, if not greater than, some of the East Portland issues.

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington is one of the last affordable neighborhoods West of 205. It is growing in terms of houses selling within days on market, and new development on almost every street... including larger multi-dwelling units. Many of these families have young, school aged children that deserve a safe route to school without having to walk in bike lanes.

Brentwood-Darlington safe routes to school (3526)

Brentwood Park is in the running for Harper's Playground. A playground for people of all abilities. If this happens, many people who get around on wheels (walkers and wheelchairs) will be coming to our neighborhood to access this wonderful space. We must provide a safe and accessible path for all people in our community. This grant would provide accessibility ramps on every sidewalk... giving people on wheels (as well as families with strollers) a safe place to travel.

Brentwood-Darlington safe routes to school (3526)

The need for this project is great. Brentwood Darlington has fallen into a forgotten category. Not quite east of 82nd avenue to warrant targeted "East Portland" improvements, but far enough out that infrastructure has not been a focus. The community pays some of the highest property taxes and sees little investments where the we live/work/recreate. The kids in our community deserve safe passage ways to their schools and the infill project is a modest, well thought out request with BIG benefits. Additionally, the green way will provide safe connections to major bike/pedestrian ways in our city, which is vital as the Brentwood Darlington community is seeing rapid growth and development - though again, it's often overlooked. Please fully fund the Brentwood Darlington Safe Routes to School Greenway and Sidewalk Infill Project.

5

Brentwood-Darlington safe routes to school (3526)

5 Brentwood Darlington needs this project.

Brentwood-Darlington safe routes to school (3526)

This project would bring much needed safety to this area that school children rely upon everyday. It is disheartening to watch children walk to school buses/schools in the STREET! Also, our property needs a sidewalk. It provides a much needed buffer between our yards and the traffic that whizzes by at very unsafe speeds. PLEASE make the streets safer for Brentwood Darlington.

Brentwood-Darlington safe routes to school (3526)	5	
Brentwood-Darlington safe routes to school (3526)	5	My previous comment did not go through. Basically BD is just as big of a part of Portland as anywhere else in the city. It is the closest to affordable as the city has, and the area is filling with new families.
	5	Keep the kids safe and invest in this growing community.
		We have lived on SE Duke Street for 11 years. We operate Busy Bee Preschool, a home-based preschool, from our home as well. All five of our children have attended Woodmere Elementary, just down the street from our home. The muddy, wet walk down Duke Street has been a hindrance for as long as I can remember. Adding sidewalks to create safe walking opportunities along the high traffic roads in our neighborhood would change the entire feeling of our neighborhood, and invite more families to safely
Brentwood-Darlington safe routes to school (3526)	5	walk to and from school, work, and shopping.
Brentwood-Darlington safe routes to school (3526)	5	Safe ways to get to and from school are urgent!
Brentwood-Darlington safe routes to school (3526)	5	My small kids need safe places to walk, and learn to ride their bikes. Using the bike lane for kids 5 and under is not an option!! Brentwood-Darlington NEEDS sidewalks!
Brentwood-Darlington safe routes to school (3526)	5	My child has to walk in the street on SE Duke because parts of the sidewalk are missing. This is not ok!
	5	Please fund this project!!
Brentwood-Darlington safe routes to school (3526)	5	Wheelchairs have to go in the street because there are not continuous sidewalks on SE Duke We really need this fixed.
Brentwood-Darlington safe routes to school (3526)	5	Safe routes for our children. Please!!!!
Brentwood-Darlington safe routes to school (3526)	3	

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington is an incredibly diverse neighborhood of over 13,000 people. All four schools are Title I and have over a dozen languages spoken at each. We pay the third highest taxes in Portland, yet our Safe Routes to School are anything but! Kids walk to school along major traffic arterials in the bike lane because the sidewalks are non-existent. In the winter, the spaces where sidewalks should be, become impassible. I cannot push a stroller down Duke from Woodmere Elementary School to Brentwood Park. Sidewalks on Duke would provide safe spaces for children, elderly, and disabled neighbors to commute around our neighborhood. They are desperately needed and 30 years overdue!

Brentwood-Darlington safe routes to school (3526)

Brentwood-Darlington is an incredibly diverse neighborhood of over 13,000 people. All four schools are Title I and have over a dozen languages spoken in each. We pay the third highest taxes in Portland, yet our Safe Routes to School are anything but! Kids walk to school along major traffic arterials in the bike lane because the sidewalks are non-existent. In the winter, the spaces where sidewalks should be, become impassible. Walking down Flavel is dangerous. Several children have been injured walking to Lane Middle School because of inadequate and non-existent sidewalks on Flavel. Sidewalks on Flavel would provide safe spaces for children, elderly, and disabled neighbors to commute around our neighborhood. They are desperately needed and 30 years overdue!

Brentwood-Darlington safe routes to school (3526)

5 We need this for our children to get to school and for pedestrian safety.

Brentwood-Darlington safe routes to school (3526)

5 Help us save our students at Woodmere Elementary from walking in massive puddles!!!

Brentwood-Darlington safe routes to school (3526)

5 This project will help our community of people without cars.

Brentwood-Darlington safe routes to school (3526)

My family has lived in the Brentwood Darlington area for over 65 years. The only improvement that I have seen to our neighborhood is speed bumps and they really don't work that well. We go without side walks and road improvements like paving of side streets that would improve the safety of our neighborhood. The least the city could do is make our access routes to our schools and work safe. I'm afraid to let my son ride his bike on many of our streets because it is to dangerous. Families in this community deserve to have safe and appropriate sidewalks. Many of the families I work with in this community take public transportation, have children and use strollers or are disabled. Our routes to schools and business are horrific when you have to utilize public transport or end up walking in the street so as to stay clean or walk safely due to puddles and mud. In more prosperous areas this is not an issue. We deserve the same time, energy and financial support from the city to make our neighborhood safe for those on foot, in wheelchairs,the elderly, familiae with children and strollers as well as cars. We have 5 been long forgotten and now is the time for the city to step up.

Brentwood-Darlington safe routes to school (3526)

As a burgeoning neighborhood, Brentwood -Darlington has many new families with children. We need this project in our area. Our infrastructure is severely lacking; as a parent with a child attending Lane Middle school, and a partner of a wheelchair user, I worry about the safety of my family and all families 5 in our area. PLEASE bring dollars and improvements to Brentwood-Darlington.

Brentwood-Darlington safe routes to school (3526)

As a disabled mother of three living in Brentwood-Darlington, I am unable to navigate our neighborhood with my children due to the lack of safe and accessible routes and sidewalks. As a result, we lose out on the physical and social wellbeing that comes with this simple activity. It is unacceptable and unjust that a Portland neighborhood has such poor sidewalks and routes to school that families are forced to stay inside or use transportation just to be safe. Please consider my family's health, wellbeing, and safety 5 during your decision making.

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

This neighborhood desparately needs more sidewalks, especially in light of lawsuits currently happening 5 around ADA.

Brentwood-Darlington safe routes to school (3526)

PLEASE PLEASE PLEASE MAKE THIS HAPPEN! WE DESPERATELY NEED A GREENWAY AND SIDEWALKS FOR 5 KIDS TO GET TO SCHOOL!!!

Brentwood-Darlington safe routes to school (3526)	<p>This area of SE Portland has been outright neglected. Many streets are gravel and totally impassable due to massive potholes. Out-of-towners can't believe that "this" is Portland, because of the inattention to the outer east side of town by city planners and our privileged, biased decision-makers. The families of Brentwood Darlington deserve what's taken for granted in so many other neighborhoods- safe streets to travel via foot and bike. Furthermore, the people of Brentwood Darlington often depend on green travel because the lack of a car is not just an ethical choice, it's a economic reality of living in a city with soaring housing costs. This neighborhood is projected to grow and change at a faster rate than most others in upcoming years. We need to turn these neglected streets into spaces that foster community and inclusion for all Portlanders.</p>
Brentwood-Darlington safe routes to school (3526)	<p>This area has many Title 1 schools and not enough safe infrastructure. These kids need safe streets in order to access the services around them.</p>
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5 Our neighborhood needs this!!
Brentwood-Darlington safe routes to school (3526)	<p>This project will connect low-income residents with the two business districts that sandwich this neighborhood (which has no business district). Lents Town Center and Woodstock.</p>
Brentwood-Darlington safe routes to school (3526)	<p>The black population in this neighborhood has doubled in the last 5 years, and the Latino population has grown by over 70%! This diverse and growing neighborhood deserves safe pedestrian paths!</p>
Brentwood-Darlington safe routes to school (3526)	<p>This is a very car-reliant neighborhood. Not only because there isn't a business district, but because the walking paths are unsafe. Having our sidewalks repaired will increase the chances of people choosing to walk to their destination, rather than drive.</p>
Brentwood-Darlington safe routes to school (3526)	5

Brentwood-Darlington safe routes to school (3526)	I support this project. I have been a teacher at Woodmere Elementary School for 28 years. I often see kids using the road to get where they need to go because the sidewalks are so bad. I am the PE teacher and encourage my students to walk to and from school. Unfortunately some choose not to for safety reasons. They also have to navigate around mud puddles that are where the sidewalk should be or could be. I hope this project is chosen for our community but especially our students.
Brentwood-Darlington safe routes to school (3526)	This area is greatly in need of some infrastructural updates, and will foster a safer environment for our community. Please greatly consider allocating this money towards Brentwood. I hope this sounds unbiased - because I don't live in this neighborhood, but I drive through it often AND I am well aware of the amazing people that are working so hard to better this place. They have an incredible Facebook page, and are constantly helping each other to rid the stereotype of "Felony Flats." These kids deserve to walk on sidewalks not through the horrible puddle stricken dirt they do right now.
Brentwood-Darlington safe routes to school (3526)	Please don't neglect Brentwood-Darlington! They need it and deserve it! - Brian Becker, lead pastor, hopecity church
Brentwood-Darlington safe routes to school (3526)	5 YES, we need this. Kids currently have to walk in the street when it rains. Just not safe.
Brentwood-Darlington safe routes to school (3526)	5 I like the idea of using funding to provide safe areas for people and kids to walk.
Brentwood-Darlington safe routes to school (3526)	5 This neighborhood is sorely lacking in safe bike/ped access!
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	4

Brentwood-Darlington safe routes to school (3526)

Lane Middle School is in the heart of Brentwood Darlington. SE Flavel is to the south of Lane, and SE Duke is to the North. Both streets carry children who walk to and from Lane. Both streets are lacking in adequate sidewalks that will protect those children from speeding cars. In Fall and Winter, the potholes in the dirt on the "sidewalks" fill with water and mud, and the children are forced to walk in the bike lane so as not to get wet. In the drier months, those potholes are hardened with rough spots that they can trip on. Students from Cleveland and Flavel use those streets as well, on their way to the bus stop. If you travel on foot down either street, here is how your trip might go: You'll travel on paved sidewalk for a block. Next you'll travel on dirt with potholes. Then grass, then no sidewalk at all because someone's yard is overgrown, then grass again, then a block or so of pavement, then more (the most common) potholes. Please come take a look at both streets' sidewalks and ask yourself if you would feel safe walking there. Then ask yourself if you would feel secure knowing that your kids or your neighbors kids had to move to the bike lane because a sidewalk isn't available. What if you were in a wheel chair? Or a

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

Brentwood-Darlington safe routes to school (3526)

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

Brentwood-Darlington safe routes to school (3526)

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

I am a student at Lane Middle School. I walk down SE Flavel every morning. Because most of the "sidewalks" are unsafe or not there, I have to walk in the street or in the bike lanes.

Brentwood-Darlington safe routes to school (3526)

Please approve our project and give me and my friends a safe place to walk to and from school.

My Daughter walks to school via SE Flavel every day. I am very concerned that she and her friends have to walk in the bike lanes to have a safe walk to school. (an area I myself would not deem safe) Because SE Flavel and SE Duke are designated as part of the Safe Routes to School map, it would be a great idea to make both streets safe by installing sidewalks. Right now you find mud puddles, pot holes, no sidewalk at all, and no sidewalk at all! Please approve our project.

Brentwood-Darlington safe routes to school (3526)

This project would greatly enhanced this neighborhood that is struggling to better itself. This improvement would lead to better and safer access to Lane Middle School, Brentwood Park, and the Brentwood - Darlington Community Center. This would greatly enhance the neighborhood's efforts to unify and enhance itself.

Brentwood-Darlington safe routes to school (3526)

There's a special need for improvement for pedestrian safety along Ogden St. leading to Lane School and Brentwood Park. Presently parents pushing babies in strollers and kids on bikes have to ride in the middle of the road to get to the school and/or park. This is not safe.

Brentwood-Darlington safe routes to school (3526)

5

Brentwood-Darlington safe routes to school (3526)

This neighborhood has many young families and is continuing to attract families with school age children. I see a real need for a safe route to service the growing population of Brentwood-Darlington.

Brentwood-Darlington safe routes to school (3526)

Please consider this grand for the Brentwood Darlington community. We have worked so hard to make this a reality and have lived with neglected sidewalks for too long. Those students who are forced to walk to school on busy roads (SE Duke and SE Flavel) are at risk of injury or death. Our sidewalks are filled with puddles because they are they are so corroded 8 months out of the year. Please bring this change. It would help us so much.

Brentwood-Darlington safe routes to school (3526)

Creating a green space on SE Ogden would be a wonderful addition to the Brentwood Darlington community as well. Not only would it better connect neighbors to surrounding neighborhoods, but it would provide another safe route for bicyclists and pedestrians to include Lane Middle Schoolers who use this corridor to get to and from school.

Brentwood-Darlington safe routes to school (3526)

Sidewalks (or lack of them) in our neighborhood are terrible! And lots, lots, lots of children walk to school here. Parking/drop off space is limited and many families lack cars to begin with. Please fund this project!

Brentwood-Darlington safe routes to school (3526)

This neighborhood has unsafe streets with no sidewalks. We have many children who walk to school unsupervised, and are at risk of being hit by speeding and neglectful drivers, as the children are walking on streets without sidewalks. Some streets have sidewalks that end for a few blocks and restart, forcing pedestrians onto the street or bike lane. In the 13 years I have lived in in the neighborhood I have seen families move in, and there are more children. I have not seen any neighborhood improvements in that time.

Brentwood-Darlington safe routes to school (3526)	<p>This is a vital safety connection. The neighborhood support and hard work by every-day community members to bring this project forward is emblematic of the great need, and the dedication our neighborhood has to keeping our streets livable and our community connected. These investments will be well-used, and never taken for granted. Our children deserve a safe way to get to and from school.</p>
Brentwood-Darlington safe routes to school (3526)	<p>I access this area everyday as will my son when he is school age. Even now, going for a walk or bikeride with him can be treacherous, especially in the rain.</p> <p>I don't live in Brentwood-Darlington but this is important to me as a parent of a child who will soon likely be attending a Brentwood-Darlington school. It also seems important as a matter of equity that a neighborhood that has so constantly been neglected see road and walkways improved. As a matter of course. I rely heavily on public transit and pedestrian walkways and many, many streets in this area</p>
Brentwood-Darlington safe routes to school (3526)	<p>aren't safe for adult pedestrians much less kids.</p> <p>The families at Whitman elementary need safe routes to school. Our kids deserve sidewalks on busy Flavel street that are paved, not the mud and water filled sidewalks we have now that make walking on the edge of Flavel look like a better option. Our kids deserve well marked bike routes and the improvements proposed for Ogden street.</p> <p>Whitman Elementary, Woodmere Elementary, and Lane Middle School are all Title One, high poverty school's. Please fund our grant and help all our kids get to all three schools safely.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Mae Moore, President</p> <p>Families and Teachers of Whitman PTA</p>
Brentwood-Darlington safe routes to school (3526)	<p>What about investments for small businesses?</p>
Brentwood-Darlington safe routes to school (3526)	<p>I think this would be a wonderful addition to the Brentwood-Darlington community and increase the amount of people who walk and bike.</p>
Brentwood-Darlington safe routes to school (3526)	<p>We are a rapidly growing community. Please look at the school enrollment numbers and change our growth rating score!</p>

Brentwood-Darlington safe routes to school (3526)	This is a neighborhood that has not received any major grant awards. Please think about the equity of distributing money to neighborhoods that have yet to receive improvement dollars when making your 5 decisions.
Brentwood-Darlington safe routes to school (3526)	This is a very engaged community that has been fighting tirelessly for improvements. This is a much 5 needed project to improve the safety and livability in this neighborhood.
Brentwood-Darlington safe routes to school (3526)	My children will soon be attending Woodmere Elementary & there is no way for them to get there without getting their feet muddy in the rainy season (ie the school year). It would also bring a lot of peace of mind for when they are old enough to walk to school on their own if there were actually designated sidewalks. Also, these connections are providing greater access to and from Lents Town Center, which is very up & coming. If it were easier for the people of Brentwood Darlington to bike & walk to Lents safely then businesses there would get more customers. Please consider all the hard working people with families here in Brentwood Darlington for this grant money! Thank you. 5 Rachel Thomas
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5 Safe sidewalks for our students walking to school are an obvious high-priority need.
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	Children need to have safe routes to school and sidewalks are a vital part of that. Please make 5 Brentwood-Darlington safe for kids!
Brentwood-Darlington safe routes to school (3526)	5 Safe walking routes to school for kiddos- yay!!
Brentwood-Darlington safe routes to school (3526)	5 Our kids need a safe path to school!!!

Brentwood-Darlington safe routes to school (3526)	SO glad to see this on the list. Sidewalks are non existent, or incomplete in this neighborhood forcing people to walk in the street. Additionally, many north/south streets are not paved or maintained and extremely muddy in the winter. Speeds on Flavel should also be addressed. This street would benefit from speed bumps, vegetated islands/ round about intersections and/or pedestrian islands.
Brentwood-Darlington safe routes to school (3526)	Serves Lents, finally!
Brentwood-Darlington safe routes to school (3526)	I live on SE 76th and SE Duke. Everyday I watch children walking to school along Duke (a very busy road) that has only few sidewalk patches (not continuous) and many uneven areas. I notice folks using motorized wheelchairs that have to make their way to the bus stop or other places by being in the middle of the road because there are not sidewalks south of Duke. Many roads remain unpaved and are difficult to navigate as well. This creates hazards for cyclists like myself, too. I try to commute via bike and want to be able to do so safely. Thanks for all the hard work on this proposal. Let's make it happen!
Brentwood-Darlington safe routes to school (3526)	I live on SE 65th, south of Flavel. I frequently see kids, parents with strollers, and people with wheelchairs having to walk in the street on Flavel because a majority of the sidewalks are not filled in and become muddy on rainy days. I am always fearful that a resident will be hit by an automobile as there is much more traffic since I moved here 9 years ago.
Brentwood-Darlington safe routes to school (3526)	My husband almost sprained his ankle when he slid in the mud here. We try to walk through the mud-sidewalk to avoid cars, but sometimes that leads to other safety hazards.
Brentwood-Darlington safe routes to school (3526)	If it rained three days ago, we still have to wear our rainboots when walking from 68th to Woodmere, even if it's been rainfree for over 48 hours. Once my kid starts going to school there, she'll constantly have to switch to nonmuddy shoes the 8-9 rainy months. Or, when she's in middle school, she will probably join the herds of kids walking down the bike lane to avoid slipping and falling into a mud puddle. Then bikes are in the roads, and cars don't follow the 30 mph speed limit. We need safe roads, and safe bike lanes, and safe routes to school.
Brentwood-Darlington safe routes to school (3526)	A greenway would help get kids off the roads and to school safely. It could help connect us to Lents, another growing community. However, we need to be also recognized as a historically shut out community. This area has had very little investment in my 11 years here, and apparently very little over the last 30 years!

Brentwood-Darlington safe routes to school (3526)

This area is marked as low development but the surrounding neighborhoods are not and this is starting to spread to Brentwood Darlington. The area has been neglected for far too long. It literally is where the sidewalk ends. How can an area in the city this large and this close to downtown not have consistent 5 sidewalks? It's terrifying to walk through here with children in tow.

Brentwood-Darlington safe routes to school (3526)

This project represents an amazing opportunity for the city and metro to show it's compassion. It prioritizes children's interests over freight and business. Every metric that local government says they use is addressed in this project's scope;

☐

Schools, underprivileged youth, diverse non-english speaking households, one of the fastest growing neighborhoods in the country as rated by countless websites, strong inclusion drive, matched funds by the city for increased cooperation, better access to transit and accessibility in a part of our region that has NEVER seen any work done. ☐

☐

5 Please listen to a group of people that have trouble speaking and are often ignored for other regions.

Brentwood-Darlington safe routes to school (3526)

5 Definitely needed! Lots of traffic moving fast, and kids walking to school. Please approve!

Brentwood-Darlington safe routes to school (3526)

Our children are the most vulnerable members of our community. As a mother I am trying to raise children who will make decisions that help others and the planet. But I can't trust they can get to school 5 safely. this grant is necessary. All children have a right to feel safe getting to school. let's start here.

Brentwood-Darlington safe routes to school (3526)

I grew up in Brentwood-Darlington (and attended Lane Middle School). I commuted by bike and on foot, and often had to walk on unpaved gravel strips - not even full shoulders - to get to school, the store, or my bus. And again, local governments must do what we can to better support a neighborhood which has 4 not seen the same level of investment in infrastructure as other parts of our region.

Brentwood-Darlington safe routes to school (3526)

Kids shouldn't walk in the street to get to school. Please build paths and sidewalks in these 5 neighborhoods!!

Brentwood-Darlington safe routes to school (3526)

5 Sidewalks are crucial. Come on.

Brentwood-Darlington safe routes to school (3526)	Brentwood-Darlington has a limited number of sidewalks combined with high speed areas on SE Duke and SE Flavel making safe routes to schools for neighborhood kids difficult. We need to invest in this 5 neighborhood and the children there to ensure they can get to school!
Brentwood-Darlington safe routes to school (3526)	Though I don't have children, the cliché is true that children are the future -- and of course they also don't like being mowed down by cars. So, for goodness sake yes fund improvements to help them cycle and walk to school more safely! Especially with several other greenway and trail projects, I think Safe 4 Routes to School should elevate a project's priority among the other walking ones.
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	Yes. I want Safe Routes to Schools for my neighborhood kids, and for all the residents of Brentwood- 5 Darlington.
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	We have a tremendous opportunity to improve the standard of living in this vibrant, diverse neighborhood of SE Portland. Not only will students have a safer route to schools, but the entire neighborhood -- and Portland, by extension -- will have even more reason to be proud of our city. There are many homeowners in Brentwood-Darlington who will celebrate their streets and sidewalks being 5 brought up to the standards of the rest of the city, myself included.
Brentwood-Darlington safe routes to school (3526)	5 Please make sure JPACT realizes that this should be a funded project and advocate for us!
Brentwood-Darlington safe routes to school (3526)	Our black population has doubled and our Latino population has grown by 75% in the past 6 years! We are becoming more diverse! Support improving this neighborhood with safe sidewalks for our diverse 5 students.
Brentwood-Darlington safe routes to school (3526)	Please be sure to watch Brentwood-Darlington's testimony in front of Metro to see neighbors advocating 5 for this vital improvement.

Brentwood-Darlington safe routes to school (3526)	Highly supportive of this project. There are many gaps in sidewalk access in their neighborhood making walking and biking unsafe for kids and all residents. Detracts a lot from the livability of this neighborhood and causes a safety concern.
Brentwood-Darlington safe routes to school (3526)	Cars drive too fast on Duke and having to walk out into the roadway to avoid treacherous lack of sidewalk is really dangerous. This is otherwise a walkable neighborhood, except for the lack of well-maintained sidewalks. Consider adding some bioswales while you're at it?
Brentwood-Darlington safe routes to school (3526)	5 We need continuous sidewalks in this neighborhood!
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5 Let's get this going!
Brentwood-Darlington safe routes to school (3526)	<p>Comments:☒</p> <p>☒</p> <p>As a resident residing on SE Duke and as a parent of a Woodmere Elementary student, I have witnessed on many occasions mothers/grandmothers/fathers/care takers having to walk on to the bike paths (specifically SE Duke @ SE 76-SE78th heading East) because of the lack of sidewalk on SE DUKE. During the fall/winter seasons, those parts of the streets do not grant safe access without having to be within the bike path or having to cross the street onto a safe walking path. ☒</p> <p>☒</p> <p>To improve the safe access for pedestrians and cyclist, we ask you to allocate the available funds to fix our sidewalks and roads. Thank you!</p>
Brentwood-Darlington safe routes to school (3526)	5 My family is car free and we bike/walk daily. The safety improvements are crucial. Thank you.
Brentwood-Darlington safe routes to school (3526)	I live in this Brentwood Darlington and I would very much like to have sidewalks for all of us of all ages. This is a basic necessity and will be appreciated by everyone. Please choose this project! Thank you

Brentwood-Darlington safe routes to school (3526)	If you look on the map, this 3 million dollar request serves one of the greatest sized area. It will affect 5 many people within and without this neighborhood.
Brentwood-Darlington safe routes to school (3526)	Students at our three PPS schools are writing over 500 postcards in support of this grant. Do not let their 5 efforts go in vain!
Brentwood-Darlington safe routes to school (3526)	This would be the first significant funding this neighborhood has ever received since annexation. Please remember to be equitable when choosing projects and support neighborhoods that have not received 5 funding before!
Brentwood-Darlington safe routes to school (3526)	This project would create more ADA accessibility to our disabled population by providing ramps on our 5 sidewalks... something we do not currently have.
Brentwood-Darlington safe routes to school (3526)	This project will help connect this neighborhood without a business district to the two sister neighborhoods that do... Woodstock and Lents. Allowing the community to access business by walking 5 and bike, rather than by car.
Brentwood-Darlington safe routes to school (3526)	5 This neighborhood desperate needs sidewalk improvement! Please fund this project!
Brentwood-Darlington safe routes to school (3526)	4
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	There are so many areas of this neighborhood that need road improvements it boggles the mind. Historically the city has turned a blind eye to this neighborhood and now they have the chance to start 5 making things right.
Brentwood-Darlington safe routes to school (3526)	I had to walk in the bike lane because of lack of sidewalks and got soaked by a passing car who hit a 5 puddle in the street. :(i am so unhappy
Brentwood-Darlington safe routes to school (3526)	Equity, equity, equity! A neighborhood should not have unsafe sidewalks like this while other 5 neighborhoods get beautification projects funded.

Brentwood-Darlington safe routes to school (3526)	There is no better way of seeing how much we need this grant than coming to our neighborhood on a rainy day around 3:45 pm and ask yourself, would you want your children walking home like this?
Brentwood-Darlington safe routes to school (3526)	With all the multi-unit development occurring in our neighborhood, we need safe non-car modes of transportation. Our streets cannot handle so many cars for such short trips (school, store, etc.)
Brentwood-Darlington safe routes to school (3526)	This project represents different departments and programs working together. PBoT and Metro, along with the other supporters of this grant.
Brentwood-Darlington safe routes to school (3526)	Rose Community Development supports this grant for low-income and diverse community members!
Brentwood-Darlington safe routes to school (3526)	Impact NW supports this grant and has written a letter of support. Their main office is located in Brentwood-Darlington just off Flavel.
Brentwood-Darlington safe routes to school (3526)	SE Uplift supports this grant. It is the only project in this association that is fully contained within SE Uplift's boundaries.
Brentwood-Darlington safe routes to school (3526)	Brentwood-Darlington is the most underserved neighborhood in the SE Uplift umbrella of neighborhoods. This grant is supported by its members as well as neighboring neighborhoods.
Brentwood-Darlington safe routes to school (3526)	Our low-income residents that rely on pedestrian paths and public transportation do not have a safe route to walk. This is inequitable.
Brentwood-Darlington safe routes to school (3526)	5
Brentwood-Darlington safe routes to school (3526)	5

This grant is critical for our neighborhood which has so few sidewalks, and which has received so little public infrastructure and improvement. I believe that greater investment in the area, investment that increases livability (such as this grant), will result in the neighborhood becoming more of a high-growth area. I also believe that investment made in safer, more enjoyable trips to area schools will encourage neighbors to continue to keep their children in neighborhood schools, which will ultimately help avoid further pressures on highways.

Thank you for your consideration.

Brentwood-Darlington safe routes to school (3526)

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Brentwood-Darlington safe routes to school (3526)

We have festering puddles all over our neighborhood . My small but newly built home has \$4100 a year in property taxes - we need safe routes to schools and sidewalks and better roads
This has my highest support. The greenway would create a critical major city Bikeway in a neighborhood perfect for urban commuting downtown. This saves money and health for the entire urban Portland region. The sidewalk infill is critical as well if we are ever going to convert 82 nd into a civic corridor that 5 residents can walk to.

Brentwood-Darlington safe routes to school (3526)

This area has poor public transportation, which is an issues in an of itself. When you also add Brentwood Darlington's lack of sidewalks to this, you have a neighborhood where it's unsafe for children to walk and get to school, and difficult for those who are disabled to get around. Having a greenway would connect this area to downtown and to Lents, and make it far easier for many neighborhoods in SE Portland to connect.

There are many children that live in this neighborhood. Everyday they bike or walk to school on streets that have no sidewalks, no curb, and many speeding vehicles. It's so unsafe, especially when there are few crosswalks.

Brentwood darlington has a Community Transition Program where teens with intellectual and developmental disabilities are learning community transition skills. How can we expect a successful transition for these teens, when some of them are dependent on wheelchairs for mobility, yet no ramps or sidewalks are there for them to use to learn how to walk safely when in the community? Sidewalks on major roads would be so great. Not having to see one more kid walking through a mud puddle, or one more person on flavel waiting for a bus in the med, would be really nice.

Brentwood-Darlington safe routes to school (3526)

5 Brentwood Darlington is a beautiful area. Unfortunately, it doesn't seem to get the love it deserves.

Brentwood-Darlington safe routes to school (3526)

5 Sidewalks needed for safety!

Brentwood-Darlington safe routes to school (3526)

Until I read the project purpose and need description, I had no idea why this area was so forlorn.

5 Sidewalks! Infrastructure! There's no good reason for this to feel like urban Appalachia.

Brentwood-Darlington safe routes to school (3526)

This project would so greatly improve a neighborhood full of hard-working portlanders and their families!

Safe routes to school are a MUST- and tell people that we mean business about education and

5 community living.

Brentwood-Darlington safe routes to school (3526)	<p>A young woman was killed this year at the intersection of SE Flavel and 82nd. I see that unfortunately the protected bike lane doesn't extend through this intersection and hope that this project could include a protected intersection there.</p>
Brentwood-Darlington safe routes to school (3526)	<p>I think this is a great set of ideas! This would be good.</p> <p>This area of Portland has been overlooked for too long. This project is critical to providing children with a safe passage to school and other neighborhood destinations. Please consider moving this project to the top of the list for your support.</p>
Brentwood-Darlington safe routes to school (3526)	<p>On this final day of commenting, I truly hope that Metro and JPACT will take into account the outpouring of community involvement on this project at a completely grassroots level. Letters, testimony, 1000 signatures gathered door to door, and almost 300 postcards from our local students. We want this. We need this. We deserve this. Thank you.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Metro, please make sure JPACT receives ALL materials we have given you so they can know the true story, not just numbers on a page, of our neighborhood, and can make their recommendation based on knowing all aspects of this project.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Brentwood-Darlington has worked their tails off... probably more than any other community... to get on this project list. Now, we are fighting to be chosen. Please do not let all of these efforts be in vain.</p> <p>Support our project! Believe in us!</p>
Brentwood-Darlington safe routes to school (3526)	<p>The sidewalks in this area are serious lacking. It is a serious safety concern.</p> <p>A greenway in Brentwood Darlington would help us be connected to the rest of the city. Many of our residents do not drive and a safe biking path/greenway would be a great way for us to get to other neighborhoods including but not limited to Lents.</p>
Brentwood-Darlington safe routes to school (3526)	<p>Particularly the bike lane that would connect the Flavel bike lane to the Springwater Corridor along 82nd ave is SO important to make that intersection safer and travel in the neighborhood better for all (cars, pedestrians, and cyclists)</p>
Brentwood-Darlington safe routes to school (3526)	<p>5</p>

Brentwood-Darlington safe routes to school (3526)

I live on SE Ogden Street and our street and others are without sidewalks for families to use. Cars drive way too fast down our street which makes us afraid to allow our kids to walk and ride to the park or other places in the neighborhood. We need streets that are safer for bikes and pedestrians and the wide open streets with no sidewalks are not a safe route for anyone currently. Please make our neighborhood 5 safer!

Brentwood-Darlington safe routes to school (3526)

The neighborhood struggles with basic safety (a significant lack of sidewalks and many poor intersections) that make travel and access difficult. Getting continuous sidewalks on just some of the main streets would be a significant upgrade for the community and the safety of walkers. Better safety 5 encourages people to use those modes more often!

On behalf of the hundreds of employees of Precision Castparts Corp. who live and work in the Brentwood-Darlington neighborhood area and their families, we encourage Metro to support the funding of sidewalks and other infrastructure projects in the neighborhood. The children in the neighborhood deserve safe passage to school and other neighborhood destinations. Please consider funding these important infrastructure projects.

Aaron Johnson

General Manager

PCC Structural

Brentwood-Darlington safe routes to school (3526)

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

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

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

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

Brentwood-Darlington safe routes to school (3526)

5

Brentwood-Darlington safe routes to school (3526)
Central Eastside access and circulation improvements (3554)

I coordinate the food pantry at Lane Middle School. There is a large gap in the sidewalk on the west side of 60th Ave just south of Duke St. I know it would help students at both Lane and the Learning Gardens Lab across the street keep their shoes dry if the sidewalk was extended. Thanks!

5

Central Eastside access and circulation improvements (3554)

A some one who bikes through this area on a regular basis, I am well aware of the difficulty around some of the intersections. Even if this project is mainly aimed at freight, the opportunity to improve some 4 intersections for bikes is very appealing

Central Eastside access and circulation improvements (3554)

This would be great to have more signals around the Central Eastside! Good for freight and bikes and 5 pedestrians.

Central Eastside access and circulation improvements (3554)

I'm in favor of all the new signals, except for at 16th & Irving. It it not a difficult intersections on foot or 5 by bike to cross, so I don't think it needs a light.

Central Eastside access and circulation improvements (3554)

Is this the best appropriation of funds? During peak traffic this area is challenging to navigate, but the majority of the time its a speedy connection grid to other key areas of the city. More lights and control 2 may slow this important artery.

Some of these locations are very sensitive biking and walking habitats and extra analysis should be done to ensure that walking and biking are not made inefficient. New lights need to give peds more priority with shorter wait times. People will not walk if they are made to wait 15 min every block just to cross the street. If wait times will be long, I would like to change my score to 1. Please also consider using smart IR camera bike detection systems at the lights to identify and lower wait times for bikes as they approach. Please also consider curved mirrors next to the traffic lights like they use in Netherlands, to allow blind spot visibility for the trucks. Search on-line...its a cheap and easy solution for blind spots. If project enhances biking and walking BOTH efficiency and safety, I will change score to 5. It depends on the details.

Central Eastside access and circulation improvements (3554)

Also please do an induced SOV analysis for this project.

Central Eastside access and circulation improvements (3554)

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Central Eastside access and circulation improvements (3554)

1

Central Eastside access and circulation improvements (3554)

I support the new traffic signals, to benefit cyclists, at Grand and Salmon and King and Salmon. However, 2 I disagree with converting Washington to an arterial, so I disagree with the signals at Washington.

Central Eastside access and circulation improvements (3554)		This project will probably make driving more sane in this area during congested times, and could make 3 bicycle/car interactions more controlled and thus potentially safer.
Central Eastside access and circulation improvements (3554)		Conflicts between large trucks and vulnerable traffic are common here. Please emphasize signaling and 5 bike facilities that protect vulnerable road users from large trucks.
Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)	5	As a bike commuter I support this for safety and improving commuting.
Central Eastside access and circulation improvements (3554)	1	
Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)	1	
Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)	2	I vote 100% against anything else for inner Portland until East Portland neighborhoods are given the sidewalks, paved roads, and amenities they've been promised for decades, all the while paying disproportionately high property taxes. It makes me so so angry to see friends paying steep bills without 1 sidewalks for their kids to safely walk to school on.
Central Eastside access and circulation improvements (3554)		

Central Eastside access and circulation improvements (3554)

We now have probably the WORST cycling infrastructure of any major downtown area in the entire U.S. Even Memphis is blowing us away these days. Let's PLEASE start catching up to the rest of the civilized world and recognize that cities are for PEOPLE. We've GOT to create AAA (all ages and abilities) cycling networks downtown. Just visit Vancouver, BC, where they've completed over 15 fully protected cycle tracks right downtown in the past two years alone!! Where on EARTH is our progress?!? And let's please, please get the Green Loop going! Move the Pearl post office and create a world-class cycling corridor that's safe for ALL ages in every single block of the loop. If Indianapolis can do it, surely we can in 5 supposedly bike-friendly PDX. :)

Central Eastside access and circulation improvements (3554)

This areas is changing a lot and so I think it's important to invest resources to make this space work for all 4 the different types of uses and users. This seems like a responsible investment.

Central Eastside access and circulation improvements (3554)

4

Central Eastside access and circulation improvements (3554)

Walking and biking in this area, which everyone coming from the southeast has to do, is very dangerous! 5 Would be amazing to see improvements here, including more lights for safety

Central Eastside access and circulation improvements (3554)

5

Central Eastside access and circulation improvements (3554)

5

Central Eastside access and circulation improvements (3554)

Extremely supportive of a traffic signal at this dangerous, confusing intersection. Our office is part of the Surface building on 11th and Ankeny and we see (or hear) a lot of near misses every day. Please help stop the madness and make this intersection sane. It's only a matter of time before there's a fatality at 5 this six-way nightmare.

Central Eastside access and circulation improvements (3554)

5 god bless please do it

Central Eastside access and circulation improvements (3554)

5 Yes, yes, yes! This area is changing so fast and circulation really needs to improve.

Central Eastside access and circulation improvements (3554)

Yes, please put a stoplight on SE ankeny and Sandy!! I work right around that intersection, and find it to be very precarious to have to cross the streets with cars coming from every which way. Would love a 5 crosswalk that would help me get around more safely in that area!

Central Eastside access and circulation improvements (3554)

Why would anyone put a freight hub in the center of a city? Time to stop wasting money on encouraging 1 more and easier freight access to the center of the city and instead spend it on people.

Central Eastside access and circulation improvements (3554)

5 The additional traffic signals in this project are sorely needed in at all these intersections!

Central Eastside access and circulation improvements (3554)

I think the SE Ankeny/Sandy/11th 6 way intersection is very dangerous and would benefit greatly from 5 having a light. It is a weak point in an otherwise great neighborhood greenway.

Central Eastside access and circulation improvements (3554)

Even with the Industrial Area Protection, this neighborhood is gentrifying rapidly. I think we need to look at having the people profiting from this growth chip in a little more to keep the infrastructure up-to-date. 3 They do it in Las Vegas, we should do it here.

Central Eastside access and circulation improvements (3554)

1

Central Eastside access and circulation improvements (3554)

3

What efforts have been made to collect partial financing and funding from the UPRR facility in Portland? Spending \$2M of city money to benefit the highly profitable UPRR corporation is an inappropriate use of taxpayer money. UPRR must be forced into higher contributions into city transportation improvements for the movement of multi-modal freight (container shipping by trucks in the city of Portland) throughout the central eastside. What efforts have been made to secure additional matching funds from UPRR for this project? What efforts have been made to actually study the movement of multi-modal containers throughout the city on city streets (not simply taking the Freight group at their word, but to actually follow these trucks as they overrun the central eastside with freight that has no local benefit). What economic impact has been determined for local, city of Portland benefit from allowing UPRR trucks to use our streets to deliver cargo from rail to port? The UPRR is simply using Portland city streets to close a gap in their rail to port logistics, and this has very little city economic benefit - we are just used for this transportation at a heavy cost to city residents, tax payers, and local air quality. These shipments are not locally originated or locally destined, and have no positive city-level local economic impact but just a layover waypoint transload between rail points and port points. ☒

Central Eastside access and circulation improvements (3554)

☒

1 Do not hand over city matching funds for any projects which benefit UPRR without first establishing a what about funding for repurposing the Better Naito project as a PERMANENT installation??☒ the Eastside constantly gets biking infrastructure improvements. those improvements do not benefit 1 me.

Central Eastside access and circulation improvements (3554)

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Central Eastside access and circulation improvements (3554)

4

Central Eastside access and circulation improvements (3554)

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Central Eastside access and circulation improvements (3554)

5

Central Eastside access and circulation improvements (3554)

3

Central Eastside access and circulation improvements (3554)

Central Eastside access and circulation improvements (3554)	5	Safety for pedestrians and Bikers is very important! Them first, freight second!
Central Eastside access and circulation improvements (3554)	4	All looks great! Only reservation I have is not addressing Carbon efficiency!
Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)	5	Does this separate freight from regular transit? I think it is good to have walking/biking alternatives that are not so close to freight vehicles. That is why I gave a 3.
Central Eastside access and circulation improvements (3554)	3	How does this reduce impacts for historically underserved communities? Freight will continue to use and pollute this neighborhood.
Central Eastside access and circulation improvements (3554)	5	Impacts the largest number of people and most diverse users. This area is hard to bike and walk around and thru. MLK and Grand are really scary to try and cross. It's unsafe for people driving too. There's a huge amount of people working in this area and trying to get around on foot. Plus there's not a lot of parking, so increasing multi modal options now is important to keep this area's vitality.
Central Eastside access and circulation improvements (3554)	1	
Central Eastside access and circulation improvements (3554)	2	
Central Eastside access and circulation improvements (3554)	2	

Central Eastside access and circulation improvements (3554)	2	
Central Eastside access and circulation improvements (3554)	4	
Central Eastside access and circulation improvements (3554)	2	
Central Eastside access and circulation improvements (3554)	5	Restructuring the intersection at Ankeny and SE Sandy should be a priority of this project. This intersection presents a danger for cyclists, as the priority between vehicles and cyclists is unclear. I support increased bicycle safety at all intersections highlighted in this proposal. mlk and grand get locked in gridlock cause the lights stop traffic every 20 feet. widen the lanes and give the bikes a dedicated buffered bike expressway one block east.. they can cross at a signal just like everyone else. 1 wellcome to ninner east side, not the pearl
Central Eastside access and circulation improvements (3554)	4	Good opportunity to support efficient local freight activities. However, I would expect Portland to take the lead in financing what appears to be foundational system upgrades to their city infrastructure to support their long established CEI zoning.
Central Eastside access and circulation improvements (3554)	4	This project is long overdue. I hesitate to give it a "5" because some of the projects that focus on safety in SE seem more essential to underserved populations, but this project would positively impact a larger population.
Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)	4	
Central Eastside access and circulation improvements (3554)	1	I work in this neighborhood and the biggest needs are more sidewalks, crosswalks and bikeways. I don't see this in the proposed project. In fact, some of the proposed changes may make things worse for bikes and pedestrians. This is not a priority.

Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)		Improving cycling connections and safety in this area is critically important given the high volume of motor vehicle and bicycle traffic in the corridor. As a witness of crashes and near misses in this area the 5 improvements in the proposed project will improve safety while also reducing freight delays.
Central Eastside access and circulation improvements (3554)		Congestion in this area is getting very bad, and is hampering economic growth and success. Improving quicker and safer interactions between economic producers (light industrial and commercial) and office 5 jobs and residents and people who are accessing the stores and restaurants in the area.
Central Eastside access and circulation improvements (3554)		Quick and safe transportation of economic goods is extremely important to the economic sustainability 5 of Portland.
Central Eastside access and circulation improvements (3554)	5	
Central Eastside access and circulation improvements (3554)		As tough as this is to say, we should defer infrastructure projects in the region's urban core(s) unless they 1 serve environmental-justice communities. Focus on underserved areas instead.
Central Eastside access and circulation improvements (3554)		Please prioritize active transportation over freight movement in this project. There are already adequate freight connections but with the boom in employment in this neighborhood transportation options are 5 severely limited.
Central Eastside access and circulation improvements (3554)	5	Please fund this project to provide a safe route for peds and bikes
Central Eastside access and circulation improvements (3554)		The Central Eastside is changing rapidly. The industrial zoning is getting "Industrial Office" The best way to make the neighborhood circulation safer is to provide safe and separate routes for bikes and peds.
Central Eastside access and circulation improvements (3554)		The future of the district is no longer freight circulation, but rather high density. These proposed projects will just make it easier for people to drive their single occupancy vehicles to the new industrial offices.
Central Eastside access and circulation improvements (3554)		All of these improvements will be used by WAZE and create new backups in CEID. Spend the money 1 more wisely and create a minimum grid of Safety in the CEID for people walking and biking.

Central Eastside access and circulation improvements (3554)

This area is so congested and changing so fast. This project could help to alleviate some of the strain that 4 existing businesses are seeing while making it safer for bikes and peds.

Central Eastside access and circulation improvements (3554)

Bike and pedestrian access to the CES is woefully inadequate. Start with active transportation improvements before moving to freight + SOV circulation. Encourage more use of smaller freight vehicles 1 and other ways to commute to jobs in CES besides driving. Please do not fund this project.

Central Eastside access and circulation improvements (3554)

5

Central Eastside access and circulation improvements (3554)

5 I support this project that will be necessitated by the increased development in the area.

Central Eastside access and circulation improvements (3554)

4

I both drive and walk through the area often. It seems the project would serve freight traffic and thereby help preserve the "industrial sanctuary", which I fully support. (I want Portland to continue to fend off complete loss to condos and retail shops!) It seems a few more signals, though inconvenient as a driver, would help me to cross Grand/MLK securely at a few additional interesections. As a driver and having learned what a "protected left" is, I certainly appreciate any intersection that gives me that ability.

Central Eastside access and circulation improvements (3554)

Overall, because the project seems a package of small, incremental improvements that can serve freight, 4 car drivers, and walkers and not interfere with the sanctuary, I support it.

Central Eastside access and circulation improvements (3554)

3

Central Eastside access and circulation improvements (3554)

4

Central Eastside access and circulation improvements (3554)

5 Definitely needed with so much growth in the CEID.

Central Eastside access and circulation improvements (3554)	5	I am torn as this will give critical Improvements to multiple bikeways, yet the road building is deferred maintenance, the traffic lights at Salmon should have been included in the streetcar project as well as the one at Ankeny and MLK. the traffic light at 12 th should have been part of the Burnside couplet project. Even the one at Irving is at an ODOT on ramp. So, even though I would use the improvements almost 4 daily.....is This the funding source to play catch-up?
Central Eastside access and circulation improvements (3554)	4	I fly from out of state to drill at PANG one time per month. Since I don't have a car, I am usually staying in the Country Inn hotel on Alderwood Rd. Having a bike path/walking path would help me to walk to/from base on drill weekends.
Central Eastside access and circulation improvements (3554)	5	Build a new pedestrian/bicycle overpass near SE 16th and Division. The previous overpass was demolished with the Orange Line max project, which has had a negative impact on many commuters. An overpass is essential for the Green Loop. Also, please work to shorten the current long wait times for passing freight trains -- this is critical for the proposed Bus Rapid Transit project on Division.
Central Eastside access and circulation improvements (3554)	5	Always a fan of protected lefts and I'm excited for the prospect of lights on Salmon at MLK and Grand
Central Eastside access and circulation improvements (3554)	1	Some of the crossings look good, like cleaning up the mess that is SE Ankeny/11th Ave and Salmon/MLK and Salmon /Grand. However, I am not sure if routing more trucks into this increasingly residential area is a good idea.
Central Eastside access and circulation improvements (3554)	1	The City of Portland had an opportunity to fix this, but instead built the Streetcar using regional funds that has had little to show for it. Portland needs to find local funding, not regional funding for city (non-regional) projects. Portland has already received far more than its fair share of funding. Time for the suburbs to receive some returns.
Central Eastside access and circulation improvements (3554)	3	The City of Portland had an opportunity to fix this, but instead built the Streetcar using regional funds that has had little to show for it. Portland needs to find local funding, not regional funding for city (non-regional) projects. Portland has already received far more than its fair share of funding. Time for the suburbs to receive some returns.
Central Eastside access and circulation improvements (3554)	1	The City of Portland had an opportunity to fix this, but instead built the Streetcar using regional funds that has had little to show for it. Portland needs to find local funding, not regional funding for city (non-regional) projects. Portland has already received far more than its fair share of funding. Time for the suburbs to receive some returns.
Mejoras a la circulación y el acceso a Central Eastside (3861)		no se entiende el mapa mucho, pero si se necesitan mejoras urgenetemente para nosotros que andamos en bicicleta por el area este centro de la ciudad. En particular para conectar al norte de la ciudad.

Columbia Boulevard intelligent transportation system (3552)	This project serves business & employment objectives well, but fails to include an improvements for walking, biking or transit.
Columbia Boulevard intelligent transportation system (3552)	If this project stays this narrowly defined, it would be more appropriately funded by an association of the 2 property owners; perhaps working with the Port of Portland.
Columbia Boulevard intelligent transportation system (3552)	5 1 I don't see the need for this, or how this makes this road any safer.
Columbia Boulevard intelligent transportation system (3552)	This will only induce SOV demand which will null any improvement within a few years, leaving the same amount of congestion. Better to reduce SOV VMT by improving non-SOV options on parallel routes. It sound like you will do the opposite by making crossing times longer for peds. Please do an induced demand analysis of this project and consider focusing on reducing SOV VMT to improve freight.
Columbia Boulevard intelligent transportation system (3552)	I would much rather see the Columbia Blvd Road Diet: Bicycle & Pedestrian project than this waste of funds. What Columbia Blvd needs is traffic calming, one lane of through traffic in each direction, plus turn lanes, bicycle lanes protected by a hump mountable by trucks, wider sidewalks, and street trees. This ITS program will lead to higher VMT on Columbia, as it becomes more attractive to cut-through traffic seeking to travel between I-5 and I-205 when one of the bridges is congested. It thus should be ranked very low on the project list, as it will lead to increased GHG. In fact, I would rank this project DEAD LAST, 1 DO NOT FUND as currently proposed.

Columbia Boulevard intelligent transportation system (3552)	There is no objective way this project could possibly score a 5.6 out of 6 on: "Reduces impacts to historically underserved populations (people of color, people with low income, people who don't speak English well, older and younger people, people with disabilities)". That is a flat-out misrepresentation of this project. It will bring virtually NO benefit to those populations, more specifically than to the broader population as a whole. It will not make their communities more livable, reduce local air pollution, or reduce the number of serious injuries or fatalities by making safer roadways. This project should NOT be funded; it needs to be re-designed as a road diet to add bicycle & pedestrian facilities, including bicycle 1 tracks physically protected by truck-mountable concrete humps.
Columbia Boulevard intelligent transportation system (3552)	5
Columbia Boulevard intelligent transportation system (3552)	Better traffic flow makes for happy travelers.☺ 1
Columbia Boulevard intelligent transportation system (3552)	I am supportive of this system. I would like to use public transportation to travel to work more often or 5 travel to the airport, however, it's difficult to find reasonable travel times.
Columbia Boulevard intelligent transportation system (3552)	4
Columbia Boulevard intelligent transportation system (3552)	4 Making it safe for seniors and children to attend NAYA.
Columbia Boulevard intelligent transportation system (3552)	Very supportive if it helps calm traffic and/or improve safety for pedestrians such as seniors and children 5 using NAYA. Safety along Columbia must be improved.

Columbia Boulevard intelligent transportation system (3552)	3	
Columbia Boulevard intelligent transportation system (3552)	5	
Columbia Boulevard intelligent transportation system (3552)	5	Definitely a good idea. We need to try new ways to keep freight in this important industrial corridor moving.
Columbia Boulevard intelligent transportation system (3552)	1	A lot of dough for not very much bang. Starting in the 1950's Portland has repeatedly spent massive amounts of money on improving freight that benefits few Portlanders. Too much of Portland has been made unlivable by freight and it has reduced the value of land (and property taxes) because of it. Time to spend money on Portlanders instead.
Columbia Boulevard intelligent transportation system (3552)	2	
Columbia Boulevard intelligent transportation system (3552)	5	Important
Columbia Boulevard intelligent transportation system (3552)	3	
Columbia Boulevard intelligent transportation system (3552)	5	

Columbia Boulevard intelligent transportation system (3552)	1	
Columbia Boulevard intelligent transportation system (3552)	5	
Columbia Boulevard intelligent transportation system (3552)	5	relatively low cost for improved driving conditions
Columbia Boulevard intelligent transportation system (3552)	3	Keeping freight moving is important along this route, but I see it is only partially funded. Assuming the project will continue as funding becomes available, I suppose it's an important step.
Columbia Boulevard intelligent transportation system (3552)	1	I drive Columbia twice a day between St Johns and the airport, and regardless of the time, the traffic flows better than most roads in Portland. If this project doesn't do much to increase safety and reduce conflicts with bike riders and walkers (sidewalks!), it serves little purpose.
Columbia Boulevard intelligent transportation system (3552)	5	
Columbia Boulevard intelligent transportation system (3552)	5	
Columbia Boulevard intelligent transportation system (3552)	4	This is a good idea. We need some roads within the city, Powell... That cars can actually still move as well.

Columbia Boulevard intelligent transportation system (3552)	Residents in East Portland must have a way to get to jobs along the Columbia Corridor. It is imperative that Metro work with businesses and employers in the corridor to address their concerns regarding public transportation to jobs. Metro and TriMet need to work with employers and businesses to give residents in East Portland the opportunity to get to jobs. We also need 5 to do everything that we can to make public transit an alternative to driving.
Columbia Boulevard intelligent transportation system (3552)	1
Columbia Boulevard intelligent transportation system (3552)	2 Could address gaps in walking/biking infrastructure in this area.
Columbia Boulevard intelligent transportation system (3552)	5 Low money, high value
Columbia Boulevard intelligent transportation system (3552)	2 Transit companies should fund this
Columbia Boulevard intelligent transportation system (3552)	The obvious concern and/or opportunity is for our neighbors who live along or across Columbia and those who navigate the hairy intersections. Where Columbia slices residential communities, people should be prioritized at freights expense; not the other way around. We constantly see trucks barreling 1 down Columbia Blvd at 60+ mph w/ zero regard for other vehicles and pedestrians.

Columbia Boulevard
intelligent transportation
system (3552)

A sidewalk for this area is necessary. There are three elementary schools and one early childhood development program in a radius of 5 miles from this street. There are children and bike riders along with vehicles that travel this road daily. It is in need of a bike lane to allow for bikers to travel safely and share the road with walkers. Walkers tend to walk on the road which can be very hazardous especially in the early mornings. I do not travel this street any longer due to the number of children utilizing it during the school year. It would be beneficial to have a project that is inclusive to all the needs of the 5 community in this area. Funding is always an issue. We all have bills.

Columbia Boulevard
intelligent transportation
system (3552)

I travel frequently on this road to volunteer at the Oregon Humane Society. I view the current status of the road as being dangerous. Vehicles on the road travel at speeds much higher than the speed limit. In 3 crossing the street a pedestrian puts their life at risk.

The project seems to ignore the walking and biking safe route needs of George Park residents, especially those of us who live north of Columbia Blvd. Currently, the sidewalk along Columbia Blvd. from the Peninsula Crossing Trail west to Chimney Park is not consistent. There are multiple dead-ends or areas not maintained. This forces pedestrians to unsafely navigate a busy road when approaching sidewalk dead-ends or places where plants have overgrown the sidewalk. I live on Bank & Macrum St. and travel east on Columbia for work so often see pedestrians having to step into Columbia Blvd. in order to re-connect with the sidewalk, or cross Columbia to continue on paved sidewalks. It's very dangerous. If the city is going to plan development for increased freight traffic along Columbia Blvd. it is imperative that safe pedestrian sidewalks be included in the plan to serve our existing residents in these neighborhoods that are developing and experiencing increased population numbers as more housing develops in this area. Please include consistent and safe sidewalk construction on both the north and south sides of Columbia Blvd. to connect between Peninsula Crossing trail and Chimney Park. Thank you, Terrie

Columbia Boulevard
intelligent transportation
system (3552)

2 Burdette 6603 N. Bank St.

Columbia Boulevard
intelligent transportation
system (3552)

As a regular traveler on this road and resident of the adjoining neighborhood truck and freight traffic is a huge safety and pollution issue that we worry about. As a witness to so many accidents the hills and poor areas of visibility, coupled with the poor drainage areas situated on the eastbound side of Columbia make for serious safety concerns for drivers/bicyclists and commuters of all types. Please consider 4 adding improved drainage and increased lighting, as well as the possibility of decreased speeds.

Columbia Boulevard intelligent transportation system (3552)	2	
Columbia Boulevard intelligent transportation system (3552)	3	
Columbia Boulevard intelligent transportation system (3552)	3	This should come with mandates for upgrades to trucks using the corridor. Older diesel trucks have wrecked havoc on the air quality and health of the low income populations living closer to these types of high truck traffic areas, like the Long Beach/LA Harbor/I-710 corridor.
Columbia Boulevard intelligent transportation system (3552)	1	why spend more money for out of state trucks to do 20 miles over the speed limit!? how about some crosswalks or a traffic light at 60th and coulumbia for north boud traffic to help our community acces airport way
Columbia Boulevard intelligent transportation system (3552)	2	Cool idea, but it is not clear why this is needed or that a significant improvement would be made with the money invested.
Columbia Boulevard intelligent transportation system (3552)	5	This is a low-cost and high-value investment to support local freight activity. Simple and foundational improvements to support our freight network will benefit both commercial activities and community safety by allowing efficient joint use of our street network.
Columbia Boulevard intelligent transportation system (3552)	2	This is a good idea if there are excess funds, but it seems less essential when compared with many of the other projects.
Columbia Boulevard intelligent transportation system (3552)	4	This is a very dangerous crossing for bicyclists! Part of my bike commute is to cross NE Cully at Columbia, to go right and then left onto the curvy Alderwood. There is no light, so I need to find a time to dash to the center lane, which is very scary with all the traffic. I'm only able to do it because I'm an experienced and confident biker. I think there should be a bike light at this intersection (one of those buttons for bicyclists to push to stop traffic).

Columbia Boulevard intelligent transportation system (3552)	5
Columbia Boulevard intelligent transportation system (3552)	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail 5 system and connect Metro residents to nature, recreation and jobs
Columbia Boulevard intelligent transportation system (3552)	As with infrastructure projects in the urban core, we should defer freight projects unless they serve the 1 needs of environmental-justice communities.
Columbia Boulevard intelligent transportation system (3552)	Increasing freight traffic on an already dangerous road will decrease safety as well as increase air pollution. I also have a hard time believing that this "Reduces impacts to historically underserved populations (people of color, people with low income, people who don't speak English well, older and 1 younger people, people with disabilities)."
Columbia Boulevard intelligent transportation system (3552)	5 Please fund this transport corridor so we can move freight traffic off of Lombard.
Columbia Boulevard intelligent transportation system (3552)	Columbia is extremely dangerous. The information available on this project is not terribly clear, but if the primary purpose is safety, I support. I find the focus on travel time remarkable obtuse given the dangers 4 this road poses to all users.
Columbia Boulevard intelligent transportation system (3552)	I support this especially if it furthers the possibility of improving Lombard by making it more bike and 4 pedestrian friendly.
Columbia Boulevard intelligent transportation system (3552)	4

Columbia Boulevard intelligent transportation system (3552)	I drive Columbia every day for work and feel unsafe in the current traffic conditions, especially with semi 5 trucks
Columbia Boulevard intelligent transportation system (3552)	This project does nothing to improve transit. It is a waste of valuable resources needed for transit 1 improvements that cannot be funded with State gas tax money because of constitutional restrictions.
Columbia Boulevard intelligent transportation system (3552)	2
Columbia Boulevard intelligent transportation system (3552)	I occasionally have to go to the Boulevard for work and I am a bike commuter. There is NO place to safely walk or bike. The sidewalk is discontinued in may places and there is no space to walk and bike. All the more troubling because a major social service agency (NAYA) is housed here.
Columbia Boulevard intelligent transportation system (3552)	4
Columbia Boulevard intelligent transportation system (3552)	I like that it may improve safety and reduce impacts to underserved populations, but it seems this is mostly a give-away to freight providers. Let's improve freight a more sophisticated way: build better 2 active transportation infrastructure to reduce the number of cars on the road.
Columbia Boulevard intelligent transportation system (3552)	Columbia Blvd is a nightmare and needs these much needed improvements. 5 Freight traffic is most often at a standstill at daytime hours.
Columbia Boulevard intelligent transportation system (3552)	5

Columbia Boulevard
intelligent transportation
system (3552)

5 Improved lighting would also be helpful.

Columbia Boulevard
intelligent transportation
system (3552)

Thus is a cheap modernization that local money should be used for. This is not the place for it.....if the city needs more money for this, then start charging for parking or find other revenue sources, not limited
1 active transportation funding.

Columbia Boulevard
intelligent transportation
system (3552)

3 Safety improvements are necessary.

The presence of fast moving tractor trailers on Cornfoot Road has always been a concern of mine. A bicycle path would benefit both the drivers as well cyclists traverse Cornfoot Road, for it would create the space necessary for our spatial needs. Although I am normally cycling on this portion of road during early morning hours, the condition of shoulder changes periodically. During hours of darkness this

Columbia Boulevard
intelligent transportation
system (3552)

4 creates a hazard for narrow wheeled vehicles.

Columbia Boulevard
intelligent transportation
system (3552)
Complete Cleveland Street
(3491)

Adding newer traffic monitoring technology would be helpful on this busy corridor. CCTV would be helpful as I have witnessed many of drivers turning right onto Columbia Blvd on a red arrow. These
5 drivers either do not understand what a red arrow means or they don't mind breaking the law.

Complete Cleveland Street
(3491)

1

I'd love to have a bike connection here than the high speed terror that is Hogan Drive. But, it needs to connect east-west to NE 23rd Ave, so that way students from Reynolds High School have a route to the

Complete Cleveland Street
(3491)

5 Max.

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

Complete Cleveland Street
(3491)

4

Complete Cleveland Street
(3491)

Sidewalks, bike lanes, speed control. Center medians with ped signals. Traffic diverters on liberty and NE
5 6th to prevent bypass traffic patterns.

Complete Cleveland Street (3491)	3	
Complete Cleveland Street (3491)	5	
Complete Cleveland Street (3491)	2	
Complete Cleveland Street (3491)	4	
Complete Cleveland Street (3491)	1	
Complete Cleveland Street (3491)	5	Gresham definitely needs support to be more walkable and bikeable!
Complete Cleveland Street (3491)	4	
Complete Cleveland Street (3491)	3	
Complete Cleveland Street (3491)	5	
Complete Cleveland Street (3491)	3	The bikeway should be cycle tracks. Division is much more needed that Cleveland.
Complete Cleveland Street (3491)	5	
Complete Cleveland Street (3491)	4	I think this project would be very helpful for both the residents in the area, and those who pass through during their commute. Safety improvements are always a worthy cause. If, but only if, the design of this project will supports the Powell Division High Capacity Transit Project, then it is a fair investment.
Complete Division Street (3506)	2	If, on the other hand, the design does more to encourage SOV travel between Gresham and Portland, then funding should NOT be allocated.
Complete Division Street (3506)	5	It is important to complete this network
Complete Division Street (3506)	5	

Complete Division Street (3506)	3	This looks like a good project that will benefit many people, destinations, and transit access, while making improvements for people who walk and bicycle - however, we should not be building unprotected/un-buffered bicycle lanes in our region in 2016, it simply is not safe, especially on a street such as Division that carries high volumes of vehicles.
Complete Division Street (3506)	5	
Complete Division Street (3506)	4	
Complete Division Street (3506)	3	
Complete Division Street (3506)	5	Division street is very busy. Completing Division will close the gaps that one encounters if one has to walk along that part.
Complete Division Street (3506)	5	This stretch of Division is high speed and heavily pedestrian used, please consider!
Complete Division Street (3506)	3	
Complete Division Street (3506)	3	
Complete Division Street (3506)	3	
Complete Division Street (3506)	5	
Complete Division Street (3506)	5	There is no provision on either side of the street for walking and biking now. Need to make this street safe.
Complete Division Street (3506)	5	Division should have been improved a long time ago.
Complete Division Street (3506)	5	
Complete Division Street (3506)	1	
Complete Division Street (3506)	4	
Complete Division Street (3506)	5	

Complete Division Street (3506)	5
Complete Division Street (3506)	5 I used to bike this daily and bike lanes are sorely needed on this steep hill.
Complete Division Street (3506)	5
Complete Division Street (3506)	Considering the possible Division BRT Project, this is the most important Graham project. Division 5 currently is a death trap in this stretch, this project will fix this. Improved sidewalks, crossings, signals and lighting on Division St in East Portland and safe connections near Division are essential in order for the proposed Division Bus Rapid Transit project to be a safe option
Complete Division Street (3506)	5 for commuters.
Complete Division Street (3506)	The high-capacity transit proposal is in real trouble for a lot of reasons, but the improvements to this 5 short stretch need to be done regardless.
Complete Division Street (3506)	5 Please prioritize this important stretch of roadway to help support the Division bus-rapid transit project. This is a critical project to support the Powell-Division BRT and leverages other funding to build much needed walking & biking infrastructure. I do not understand this project's low scores in the "Improves safety for walking and biking" category (6.6/9) and "Increases biking, walking and use of transit" category (2.0/6). The dirt paths from people walking where there are no sidewalks shows how many people need to walk in this area. Adding sidewalks, bike lanes & other infrastructure would increase safety tremendously as there is very little to separate pedestrians from traffic and cyclists are forced to ride in 40 mph traffic, not just next to it. This project would also build on an already funded project, which together would allow safe walking & biking from the Gresham-Fairview Trail to Downtown Gresham and beyond.
Complete Division Street (3506)	5 Carol Rulla, a Gresham neighborhood leader I've lived in Gresham for 9 years, and have always found it strange that such a busy stretch of road lacks sidewalks. Adding sidewalks and bike lanes would improve safety and add to Gresham's great "walkability". These improvements would compliment the Bus Rapid Transit project that's also in the
Complete Division Street (3506)	4 works.
Cornelius Pass walking and biking bridge design (3516)	this project should connect to Rock Creek trail by powerline park- Eastward connection through field. 3 Seems easy - have ridden already - dirt path currently

Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	this would be a great location for a new bike/ped bridge.
Cornelius Pass walking and biking bridge design (3516)	5	This is a good project that would help connect people North or 26 to major tech employers in Hillsboro, shopping and recreation near Fred Meyer.
Cornelius Pass walking and biking bridge design (3516)	5	Yes, we need safe passage over the bridge!!!!
Cornelius Pass walking and biking bridge design (3516)	1	Seems like a crazy expense to build a completely separate bridge when there is already a bridge there to cross the freeway. Perhaps the current bridge could be widened or improved to allow for more traffic.
Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	With all the new developments and traffic in the area, this would be great access for recreation and shopping
Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	4	
Cornelius Pass walking and biking bridge design (3516)	5	Unclear where it lets out

Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	Connection with the Rock Creek trail
Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	Instead of this and the crossing near Sunset, how about one half way in between: Cross 26 with the power lines between Bethany/174th on the north side of 26, connecting to Cornel Rd on the south of 26. This would provide pedestrian access to Tannesborn area from the MANY new 3 homes being built north of the Bethany area.
Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	5	This needs to be completed before the bike/walking underpass from Rock Creek Blvd. to Evergreen is closed for Hwy. 26 construction. Without the underpass, there is absolutely no safe way to cross Hwy. 26. We cycle this way frequently and several hundred people use the underpass on a nice day.
Cornelius Pass walking and biking bridge design (3516)	4	

Cornelius Pass walking and biking bridge design (3516)	5
Cornelius Pass walking and biking bridge design (3516)	5
Cornelius Pass walking and biking bridge design (3516)	1 Have Nike, Intel, or Tektronix sponsor that.
Cornelius Pass walking and biking bridge design (3516)	4
Cornelius Pass walking and biking bridge design (3516)	2 Maybe just improve bike/ped infrastructure on Corn Pass?
Cornelius Pass walking and biking bridge design (3516)	2
Cornelius Pass walking and biking bridge design (3516)	5
Cornelius Pass walking and biking bridge design (3516)	2
Cornelius Pass walking and biking bridge design (3516)	5
Cornelius Pass walking and biking bridge design (3516)	5 Another safer overcrossing, excellent!
Cornelius Pass walking and biking bridge design (3516)	2 I thought all people in this area drive SUVs they will not bike

Cornelius Pass walking and biking bridge design (3516)	5	
Cornelius Pass walking and biking bridge design (3516)	1	
Cornelius Pass walking and biking bridge design (3516)	5	Improves safe access to area without transit - For high school students
Cornelius Pass walking and biking bridge design (3516)	4	I strongly support the strengthening of bike/ped connections across car centric corridors like Hwy 26 where few options exist. This bolsters the transportation options for neighborhoods, creates community connections, supports neighborhood health/well-being, and benefits children and lower income
Cornelius Pass walking and biking bridge design (3516)	5	community members. This is a low-cost high-reward investment.
Cornelius Pass walking and biking bridge design (3516)	3	Considering the fact that the cornelius pass interchange over US26 has recently been re-designed and paved, I feel this bridge will be a duplication of existing walking/biking pathways. I also do not think that this bridge will serve as much people as some of the other projects up for funding because this location is so close to the UGB and not near a residential/vibrant area.
Cornelius Pass walking and biking bridge design (3516)	1	
Cornelius Pass walking and biking bridge design (3516)	5	Bridges over highways are absurdly dangerous for road users not in cars. Too many frantic, careless drivers too much in a hurry to look for anything but the next opportunity to wisk onto the freeway on ramp.
Cornelius Pass walking and biking bridge design (3516)	1	Why? You can't bike on Cornelius Pass. Try it as the semi's go whoosing by. This is dangerous road.
Cornelius Pass walking and biking bridge design (3516)	5	This would create a truly safe connection for bicyclists and pedestrians across US 26; and with the new separated, multi-use path along Cornelius Pass Road, this bridge would be an important piece to complete the connection between areas north and south of US 26.

Cornelius Pass walking and biking bridge design (3516)	4 This is a good way to avoid possible car and bike or pedestrian conflict around the busy existing Cornelius Pass bridge over HI way 26
Cornelius Pass walking and biking bridge design (3516)	3
Cornelius Pass walking and biking bridge design (3516)	4
Cornelius Pass walking and biking bridge design (3516)	5 This is a great project to prioritize the safety of high school students who must cross this busy roadway to get to school each day. Nearly all students attending the nearby high school live south of U.S. 26. Enhancing the pedestrian and bicyclist features will greatly help students and their families without the means to afford a vehicle, as well as easy congestion on roads by giving workers additional, safe choices to commute. Bravo!
Cornelius Pass walking and biking bridge design (3516)	4 Will make this crossing much safer. If only we could get the original bridge back! This bridge over US26 would perfectly complement the Oregon Electric Railway Trail paralleling Cornelius Pass, finally making a safe crossing for peds and bicyclists at this busy interchange. A short segment of trail running behind Lenox Elementary to connect to the Powerline [soccer fields] trail would make it
Cornelius Pass walking and biking bridge design (3516)	5 even more valuable!
Cornelius Pass walking and biking bridge design (3516)	5 This is a critical safety link, but if there is a choice between the two west side 26 overpasses, this is the one to cut. Hillsborough can find the engineering money themselves if needed.
Cornelius Pass walking and biking bridge design (3516)	4 While I hate endorsing requests for money to only plan, without any guarantee that there will eventually be something built, it has to be done. It would be nice if planning could happen through a regular budget process. Plan it so you can build it.
Cornelius Pass walking and biking bridge design (3516)	5
Cornelius Pass walking and biking bridge design (3516)	2 There is a convenient on street route over the Cornelius Pass Road bridge. This pedestrian/bike bridge would be "nice to have" but not a high priority.

Cornfoot Road walking and biking path (3514)	5	very important connection for underserved communities and employees of major nearby employment area.
Cornfoot Road walking and biking path (3514)	4	On the one hand, this route could be on the way of my daily commute, so being able to bike here in theory is good. But, I wouldn't use it, only because, I am too scared to cross Columbia and Lombard on my bike. I think this project should only be pursued if it includes a safe connection south into the 3 neighborhoods.
Cornfoot Road walking and biking path (3514)	3	I would be more supportive of this project if it actually connected to anything. Why not extend it west all the way to Interstate MAX, so that it can provide a much needed connective east-west bicycle & pedestrian route between Lombard and Marine Drive?
Cornfoot Road walking and biking path (3514)	5	This is a major bike connection to the PDX airport and industrial area but is currently extremely unsafe. Please install bike facilities with an emphasis on protected lanes.
Cornfoot Road walking and biking path (3514)	1	
Cornfoot Road walking and biking path (3514)	5	
Cornfoot Road walking and biking path (3514)	1	
Cornfoot Road walking and biking path (3514)	4	
Cornfoot Road walking and biking path (3514)	5	This is an important connector route to/from the airport that is useful for visitors and travelers. As well, the associated logistics and support jobs en-route to the main terminal attract a diverse labor pool, and should be separated from the existing heavy truck traffic on this route.
Cornfoot Road walking and biking path (3514)	3	
Cornfoot Road walking and biking path (3514)	4	Great timing for this project with cully park and USPS.
Cornfoot Road walking and biking path (3514)	4	
Cornfoot Road walking and biking path (3514)	1	
Cornfoot Road walking and biking path (3514)	5	

Cornfoot Road walking and biking path (3514)	5	Access to the airport would be so much easier/safer!
Cornfoot Road walking and biking path (3514)	5	This will add a much needed section for walking/biking in this area and make it safer for bikers/walkers and reduce stress for vehicular drivers. Appreciate the addition.
Cornfoot Road walking and biking path (3514)	1	
Cornfoot Road walking and biking path (3514)	5	Yes please! and also connect this stretch to NE 42
Cornfoot Road walking and biking path (3514)	5	
Cornfoot Road walking and biking path (3514)	5	I have only biked on this stretch of road a couple times, because it currently is not safe. I hope this could help create a meaningful bicycle connection to/from the airport.
Cornfoot Road walking and biking path (3514)	2	
Cornfoot Road walking and biking path (3514)	1	Unneeded this area has very little foot and bike traffic. Will act a homeless highway, spring water two.
Cornfoot Road walking and biking path (3514)	1	When I worked out by the airport, the only reason I didn't ride my bike in was because of how unsafe this route is. Looking forward to seeing improvements for bicycles!
Cornfoot Road walking and biking path (3514)	5	love the idea of a real path off of ne 47 ave but connection to jobs? the path connects the national guard with being so you know its more dor them
Cornfoot Road walking and biking path (3514)	4	
Cornfoot Road walking and biking path (3514)	5	
Cornfoot Road walking and biking path (3514)	5	Currently this is a very dangerous road and needs improvement.
Cornfoot Road walking and biking path (3514)	5	These improvements would greatly improve access to safer connections to employment centers.
Cornfoot Road walking and biking path (3514)	3	
Cornfoot Road walking and biking path (3514)	4	The bike routes in this area have a long way to go before becoming truly comfortable, but getting viable bike access to these blue-collar jobs would be valuable to many low-income Portlanders. Transit for the area will never be excellent.

Cornfoot Road walking and biking path (3514)	5
Cornfoot Road walking and biking path (3514)	5 This is a much needed project that would add connectivity for east/ west bike travel
Cornfoot Road walking and biking path (3514)	With recent increases in traffic and development in this area, this important bike route is greatly in need
Cornfoot Road walking and biking path (3514)	5 of up grading.
Cornfoot Road walking and biking path (3514)	5
Cornfoot Road walking and biking path (3514)	Cornfoot road sees heavy use of fast moving traffic with little to no shoulder/sidewalk for most of its length. Some type of multi-use path is needed to ensure safety of pedestrians and cyclists who use this route every day. Expect greater traffic with the opening of the USPS center. Area not served by TriMet so
Cornfoot Road walking and biking path (3514)	5 access is either by automobile, bike, or on foot.
Cornfoot Road walking and biking path (3514)	There aren't any bike paths or sidewalks along this road and I feel I'm at risk by using it to access the
Cornfoot Road walking and biking path (3514)	5 Portland air national guard base. Thanks for your consideration.
Cornfoot Road walking and biking path (3514)	This is a high truck traffic road with Fed EX, UPS, Waste Management, and the future of USPS on the road. Cornfoot Rd is used by many bikers heading to Marine Drive, and I-205. This expansion would
Cornfoot Road walking and biking path (3514)	5 make an easy transition to the Alderwood and 82nd bike paths.
Cornfoot Road walking and biking path (3514)	Currently this route is very dangerous for cyclists - Pedestrians can walk in the grass, though this isn't ideal. Please consider funding this project as I currently cycle this route daily (during the weekdays,) and with an assumed increase in traffic once the Post Office is in operation this route would have even more
Cornfoot Road walking and biking path (3514)	1 large vehicles travelling on it than it already does.
Cornfoot Road walking and biking path (3514)	I work full-time at the ANG base and often bicycle in. Having a dedicated path would make me feel
Cornfoot Road walking and biking path (3514)	5 tremendously safer when I make this decision. Thank you for the opportunity to comment!
Cornfoot Road walking and biking path (3514)	5 This road needs a safe path for bikes. I see bikers hugging the shoulder and cars speeding by all the time.
Cornfoot Road walking and biking path (3514)	5
Cornfoot Road walking and biking path (3514)	A path to remove cyclists and runners away from traffic would be a huge improvement in safety.
Cornfoot Road walking and biking path (3514)	Currently the conditions of the "shoulders" of Cornfoot Rd. make it extremely hazardous to cyclists and
Cornfoot Road walking and biking path (3514)	5 motorists alike.
Cornfoot Road walking and biking path (3514)	5

Cornfoot Road walking and biking path (3514)

I bike 5 days a week to work and this road is the most dangerous part of my 13 mile ride. With high commercial big-rig use a pedestrian joint use path would be such a great addition before someone is hurt 5 or killed on this road. Thank you for considering this..

Cornfoot Road walking and biking path (3514)

This Path Is Needed NOW. The Riders that use this Road for Transportation to the ANG Base are in Serious Jeopardy from being hit by Trucks and Cars that fail to Share the Road...The Recent Improvements on Alderwood were a big help to the safety of riders commuting to work at the ANG base 5 from the I205 Bike path..Please finish this ASAP. thanks.

Cornfoot Road walking and biking path (3514)

This is a heavily trafficked area for both pedestrians and bicyclists. This multi-use path would provide a 5 safe environment for travelers on this pathway.

Cornfoot Road walking and biking path (3514)

5

Cornfoot Road walking and biking path (3514)

The area will increase in traffic with the addition of the new USPS at the east of Cornfoot Rd. Cornfoot Road is currently too dangerous for most bicycle and pedestrian traffic; the south side does not even 5 have a shoulder to ride on. If you're forced off the road, you end up in the slough.

Cornfoot Road walking and biking path (3514)

3 The Port should Pony up at least 50%this is safe all year round route to employment for them.

Cornfoot Road walking and biking path (3514)

Another important project to improve equity for underserved communities, and connect Metro residents 5 to jobs and recreation. Cully really needs som walkability improvements.

Cornfoot Road walking and biking path (3514)

This is a road with high use by cyclists. With that being stated, this is a very unsafe roadway and definitely needs a pathway. There are a lot of commuters to the military base, airport, and surrounding 5 businesses.

Cornfoot Road walking and biking path (3514)

5

Cornfoot Road walking and biking path (3514)

There is not enough space for autos, tractor trailers, and bicyclists to traverse this stretch of road safely. The integrity of the shoulder changes throughout the year due to heavy loads, and this means that bicyclists must vary our path on the single lane roadway. I am incredibly invested in this community, and plan on working at PANGB for many years. Although I drive from time to time, bicycling is my primary mode of transport to work, and recreation. Another factor: because Cornfoot Road is a remote thoroughfare, trash and debris are often dumped on the road sides, making the narrow travel space that 5 much more treacherous. Thank you for considering this plan.

Cornfoot Road walking and biking path (3514)
Cornfoot Road walking and biking path (3514)

In my humble opinion, this is a long overdue project. This road is a busy road with high volume truck/trailer travel. Current road configuration creates unsafe travel situation for pedestrians and 5 bicycles.

Very dangerous road to all users (cars, cyclists, pedestrians). A sidewalk/bike path would help mitigate 5 some of the danger.

Cornfoot Road walking and biking path (3514)
Cornfoot Road walking and biking path (3514)

This would be amazing! There is no room for cyclists, walkers or runners at this time and is very dangerous. I ride my bike a fair amount to work at the Oregon Air Natl. Guard and the main reason I do 5 not ride more, is because of this road not having a dedicated lane or sidewalk. Thanks

Yes please! The large vehicle numbers have increased over the past years and I feel lees safe riding to 5 work along this road.

Cornfoot Road walking and biking path (3514)

I would like to bike to the airport more often, but the area lacks safe connections to PDX that aren't miles out of the way. Adding this path would be a big help to people traveling to the airport and for those who 5 work there too.

Cornfoot Road walking and biking path (3514)

I have difficulty seeing how this would connect people to schools and shopping. There doesn't appear to be any residential areas on the area map. No choose. No shops. What is there to connect? There must 1 be som mistake or a hidden agenda here.

Cully walking and biking parkway (3524)

In addition to supporting active transportation in the Cully neighborhood, this project could have a significant, positive impact on this entire Northeast area by connecting the Sandy+Fremont area with 3 Killingsworth.

Cully walking and biking parkway (3524)

Portland lacks good bike routes running north south throughout the city. This would connect an existing route running on 72/74 and support active transportation in a neighborhood that has a dearth of such 5 resources

I support the improvement from Prescott to Killingsworth because I have read that the communities impacted by it support the project. However, as a resident of 23 years on the corner of 72nd and Mason, I was never once asked for my input regarding changing Mason completely and putting a 14' concrete path down the center of the park. I was informed at a neighborhood association meeting in September that the project had already been proposed and submitted. ☒

☒

I do agree we need to make 72nd safer for everyone including bikes, pedestrians, drivers and homeowners. Slowing down traffic would accomplish all of that without adding more concrete to a greenspace. ☒

☒

When is there an opportunity for public comments?☒

☒

Karen Riley-Cummings☒

4035 NE 72nd Ave☒

☒

☒

Cully walking and biking
parkway (3524)

I read the proposal in full and not once do you have any documented input from the Roseway
1 neighborhood yet you have signed off and documented that you contacted all parties impacted.

This is my second comment. I just noticed the dollar request above for the project. PBOT is requesting just under \$3,000,000. the documents I reviewed put the cost estimate for the project at \$5,896,000 when you deduct the Connected Cully Phase 1 costs. And further under Exhibit A: City of Portland Grant applications the cost is listed as \$4,000,000.☒

☒

Can somebody tell me why the costs are so divergent? ☒

☒

Cully walking and biking
parkway (3524)

Karen Riley-Cummings☒

1 4035 NE 72nd Ave

This project would provide a critical connection for multiple neighborhoods, and would complete the 70s Bikeway. A path down the park blocks separated from traffic would be fantastic, and would feel safe and comfortable compared to riding in traffic. Pedestrians would benefit too, especially people with
5 disabilities.

Cully walking and biking
parkway (3524)

Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

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Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

Do not put the path down the center. Use the edges and leave the maximum open space in the center. A frisbee golf course would be a good use of the center areas . I am a year round bike commuter yet I would hate to lose the wide center space. While you're at it. Eliminate the Sandy Blvd. driveway access to Annie's doughnuts. I have seen many many many near misses from traffic entering Sandy from this driveway. customers can still enter and exit off 72nd AV. That same intersection would also benefit from pavement marks or bumps or signs that encourage North and South bound 72nd AV traffic to turn 2 BEHIND oncoming traffic, when turning left or right, like a traffic circle.

5

5 Make sure there is a good connection to Klickitat. I'd use this regularly!

This would be a great addition to the neighborhood and establish a valuable N-S connection b/w Sandy & 5 Killingsworth, where a new park is to be developed.

This is an important project. The Killingsworth to Sandy section currently has no sidewalk or bike path.

5 The whole route needs improvements for bikes and pedestrians.

This project is sorely needed. I live in Concordia, and would use this with my 5-year-old kid to ride our bicycles to see my granny / his great-grandma at 73rd & Fremont, on the other side of Sandy, if this 5 project were built and were to include a safe passage across Sandy.

5 Serves underserved communities; is a high-quality cycling facility.

This historically underserved and diverse area lacks safe facilities for walking and biking. The proposed facility would be a major improvement and I view it as the highest priority of all submitted proposals.

The Cully parkway will provide an alternative route to dangerous arterials, get people out of their cars, 5 and enhance the ability of children to walk or bike safely.

This street currently has no sidewalk and no bike lane, and both are sorely needed. It serves many low-income people and people of color. Cully residents walk on the inadequate gravel shoulder next to speeding cars, to access the NE Emergency Food Program and Sacagawea Headstart. The Going/Alberta Neighborhood Greenway terminates at 72nd Avenue, and from there, bicyclists must proceed north or south in the traffic lane also with speeding cars. The community has sought this amenity for years, but 5 the residents here do not have the ability to fund the needed improvements.

Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	4	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	This will be a great project for people of all ages. 72nd ave, does not currently have sidewalks and is used heavily by pedestrians to access sacajewea headstart and the food pantry. Families with strollers often have to manuever across gravel, puddles and pot holes in order to stay away from the traffic. This new amenity will be widely used by low-income families in one of the most diverse neighborhoods in portland. This is a very important improvement for our neighborhood! This will also help provide safe access for neighbors to Cully Park which will be opening in 2017.
Cully walking and biking parkway (3524)	5	Great investment for this historically undeserved community. Cully is a wonderful neighborhood that currently lacks sidewalks or safe passage in many areas. This would be a nice first-step in improving the neighborhood and making it more accessible for those living here.
Cully walking and biking parkway (3524)	4	
Cully walking and biking parkway (3524)	5	72nd is one of the few connections going between Killingsworth and Fremont/Sandy, but the lack of sidewalks makes walking between these two neighborhoods very challenging. Building out 72nd would help lots of families accessing the supermarket and businesses near sandy and fremont.
Cully walking and biking parkway (3524)	1	
Cully walking and biking parkway (3524)	1	I live in this neighborhood and I think traffic calming on NE 72nd Ave is a better solution than creating paved areas through the park.

<p>Cully walking and biking parkway (3524) Cully walking and biking parkway (3524)</p>	<p>This neighborhood has not profited from the development and zoning in this area. Where are the grocery stores? The medical offices? The theaters, the restaurants? Some years back we briefly considered buying a house in the neighborhood, and decided against it because of the lack of services. This is a big neighborhood, and it needs help.</p>
<p>Cully walking and biking parkway (3524)</p>	<p>4 This street desperately needs sidewalks and/or a protected bike lane. Not only would it be safer for kids to walk to school, but it would give people better access for their rolling carts to the ne emergency food bank in the church. The speed bumps do help slow down the traffic but this is a high traffic street and cars aren't always able to go around bikes and pedestrians which forces them into the loose gravel shoulder. Pair this with all the unpaved side streets in Cully leaves us home owners wondering why our property taxes are so high.</p>
<p>Cully walking and biking parkway (3524) Cully walking and biking parkway (3524) Cully walking and biking parkway (3524) Cully walking and biking parkway (3524)</p>	<p>5 I live on NE 72nd and NE Roselawn St. I regularly commute by bus during the weekdays. I walk on 72nd avenue to Killingsworth to catch the bus and am forced to walk in the street because the shoulder used for parking cars and campers, in the morning it is dark. The opening of the new park, pedestrians walking to the emergency food pantry, and families walking to Sacajewa park all would benefit from these improvements. Thank you</p>
<p>Cully walking and biking parkway (3524) Cully walking and biking parkway (3524)</p>	<p>5 5 With cully park developments this is a good time to make these improvements! 5 With development of cully park, this work would make the park more accessible to many users! It is really needed! This was still un-incorporated Mult Co when I moved to Portland. It is often dangerous for pedestrians and cyclists. The new signal at Prescott did help vehicular traffic. Closing the strip bar would help, too!</p>
<p>Cully walking and biking parkway (3524)</p>	<p>5 As a pedestrian and cyclist (age 74) living in Cully, I would rank this project "5" if it included ONLY the badly needed improvements to 72nd Avenue between Prescott and Killingsworth. However I strongly oppose the proposal to create a concrete strip in the existing green park blocks on 72nd between Sandy and Prescott. That section has pavement, sidewalks, and stop signs. It also has a speeding problem-- which will not be solved by destroying the greenway. Please reconsider paving the greenway.</p>

Cully walking and biking parkway (3524)	5	As a cyclist, pedestrian and neighbor, I think this is an essential transportation connection. The design of the portion from Prescott to Sandy could use additional input, but I hope this project gets funded!
Cully walking and biking parkway (3524)	5	This would be a great improvement to our neighborhood.
Cully walking and biking parkway (3524)	5	I live at 68th and Wygant and often need to use 72nd. There is a lot of pedestrian use of this avenue despite the lack of sidewalks. We also like to walk in our neighborhood and have a small child but find the speed of cars and lack of sidewalks dangerous. I only hope that the improvements will not increase car traffic or car speed through the area.
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	3	
Cully walking and biking parkway (3524)		I have watched older adults drag their grocery cart over the dangerous gravel shoulder. I have watched families navigate this dangerous street trying to access their homes. I have feared for my own families safety crossing or walking along this street. This is the location of the NE Emergency food center, the gateway to the soon to be opened Cully Park, and is in desperate need of sidewalks and lighting. Please fund this project, it is a critical project in this neighborhood, long overdue, and a critical piece of infrastructure to help improve regional equity in the transportation network.
Cully walking and biking parkway (3524)	5	Long overdue in an underserved area where people are transit dependent and rely on bikes and or feet to access transit and other destinations.
Cully walking and biking parkway (3524)	5	This is badly needed especially with the new park going in. Would like to see the sidewalk extended north to killingsworth on the west side of 72nd as well as the proposed map.
Cully walking and biking parkway (3524)	4	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	This area has been underserved for a long time. Apart from the benefits of walking and biking, a parkway will be a way to unify the Cully community.

This is a great project. However, it should consider the pedestrian/biking access to the NE 72nd Park Blocks. ☒

☒

In particular, the access to the South entrance and the horrible pedestrian/biking intersection at NE 72nd/Freemont/Sandy.☒

☒

It is horribly dangerous. Anybody with mobility issues is at an extreme disadvantage in navigating this auto-centric behemoth of an intersection. ☒

☒

The Rose City Neighborhood is bisected by this intersection....essentially making this project unaccessible for half of the neighborhood....and getting to Safeway and the Trimet stops will NOT be easier without addressing the intersection.☒

☒

To create a pedestrian and biking facility and NOT create great access for the neighborhood residents would fall short of a 'successful' project.☒

☒

The Park Blocks are available parkland in a neighborhood with extreme deficit in accessible park acreage. The blocks should be improved....but, only with additional attention given to the NE 5 72nd/Freemont/Sandy intersection.

Cully walking and biking parkway (3524)
Cully walking and biking parkway (3524)
Cully walking and biking parkway (3524)

1

5 This would greatly enhance access to the new Cully Park

This is already a park.... isn't it? This is where the park blocks are. Do not also put a paved path here, cyclists use the empty one-way streets and pedestrians walk in the park on the dirt path. Spend the money where there is no pedestrian/cycling infrastructure on busy roads. At the most, just put some bark chips down on the path in this park. Don't add pavement where it's unnecessary. Thanks.

Cully walking and biking parkway (3524)

1

This is an underserved area. I bike here and know there is a need to serve the no-car folks. People would really use this. The people who live in this area deserve bike/walking areas as much as people in the 5 more 'popular' areas.

Cully walking and biking parkway (3524)
Cully walking and biking parkway (3524)

5

Many children walk in the shoulder during heavy traffic. It's unsafe and must be addressed.

Cully walking and biking parkway (3524)

The children living in the Killingsworth apartments need a safe walking path to Harvey Scott school.

5 Using the sidewalk on Cully is a much longer route for these children and their parents.

I worry about my students (I teach at the neighborhood school and live in the neighborhood) who walk down 72nd between Prescott and Killingsworth to get home from school. There are no sidewalks, nor is

5 there a very good place to walk off the road.

Such a great way to connect the neighborhood where I used to live! If this had been there, I would have 5 biked a lot more.

This street is very unsafe the way it is now. People in the neighborhood need to walk along this route to 5 access public transportation, 2 schools, and parks.

Sidewalks and good lighting are desperately needed on NE 72nd Avenue!☒

☒

Every school day, families with young children make their way to the Sacagawea Headstart and it is NOT safe for them. It seems like the Safe Routes to School program could make a case for some of the funding. Many of these families are non-English speakers, immigrants and refugees with little resources.☒

☒

Many cars continue to speed down 72nd even though there are speed bumps.☒

☒

There is also the Emergency Food Program at the Lutheran church that many in our neighborhood access regularly.☒

☒

72nd Avenue is also the entrance point for the Thomas Cully Park. With lack of sidewalks and lighting it puts the very children and families the park is supposed to serve at high risk.☒

☒

I do not feel safe on NE 72nd, nor do I want my kids on that stretch of road.☒

☒

Cully walking and biking parkway (3524)

NE 72nd and Prescott is also a terrible intersection. People get confused and impatient and routinely go 5 out of turn at this corner. It needs a stop light. It is not safe, either.

Cully walking and biking parkway (3524)

I live on 72nd Ave and feel unsafe having to walk on the gravel shoulder of this road to access a variety of services around my neighborhood (grocery, bus lines, parks). Every day I see children and other pedestrians walking home with no protection from heavy traffic, being forced to walk into the road to avoid parked cars, and it's even worse in the evenings when there is limited visibility. In addition, bicyclists are forced onto this road and into traffic from the Alberta greenway. Bike lanes and a sidewalk would be a huge safety improvement for a neighborhood that depends on these types of transportation.

Cully walking and biking parkway (3524)

72nd is a very narrow street to accept sidewalks and a bike lane. There are new bike lanes on Cully and those can be used. I do support sidewalks and lighting but I do not support a bike lane.

Cully walking and biking parkway (3524)

Improving this street for pedestrians and bikers is essential! 72nd Ave, just a few blocks from my home, is our family's route to a favorite local store, and will soon be our route to Cully Park, and we do not own a car. The street is also well-traveled by families who visit the food pantry or have kids in Head Start and the current situation is dangerous. Please prioritize this project!

Cully walking and biking parkway (3524)

As a resident of the affected area, I can say without a doubt that the project would improve both safety and livability. Most days I see people pushing shopping carts down the street because they won't work on the gravel beside the road. This time of year, I have to choose between walking in the street or navigating the deep mud puddles on the side of the road. My daughter is looking forward to the Roseway Heights Middle School when she hits 6th grade but the lack of bike lanes makes it increasingly likely that we'll have to drive. The neighborhood has waited a long time for city services to be gradually rolled out since the annexation of Cully. Things are gradually getting better but we need projects like this to connect the neighborhood to the rest of the city in a sustainable and equitable fashion.

Cully walking and biking parkway (3524)

This comment is just not true:
•Serves communities with higher number of historically underserved populations (people of color, people with low income, people who don't speak English well, older and younger people, people with disabilities)
Historically is the key item in the statement, as of right now this area is experiencing dramatic growth of young educated people. The numbers back this up, because of the expense of buying a home in the inner city it is more affordable in this district. So it may be increasing safety it is doing very little for the low income and people of color.

Cully walking and biking parkway (3524)	72nd currently has no sidewalk and no bike lane, and both are sorely needed. As I walk and drive up and down 72nd on a regular basis (I live a block away) I see many, many low-income people, people of color and non-English speakers walking on the inadequate gravel shoulder next to speeding cars, to access the NE Emergency Food Program, Sacagawea Headstart, transportation, etc. These people are often very old, very feeble, sometimes one woman with two babies and a toddler, sometimes a double-wide stroller, and these strollers are often pushed on the street since it's impossible to push them along in the bumpy rocks and puddles on the side of the road. I've lived in this area for 10 years now and can't believe the situation on this street is still so sketchy for so many people.
Cully walking and biking parkway (3524)	The community is under served and has advocated for years to improve this area. The corridor is hazardous for families, bikes and pedestrians. Folks in the area don't have the ability to finance the effort, so the City needs to step up and do something.
Cully walking and biking parkway (3524)	5 Our neighborhood and the city at large could benefit greatly from this project!
Cully walking and biking parkway (3524)	I am a frequent cyclist from where I live (Woodlawn) to and through the Cully neighborhood. I am frequently on NE 72nd and find it to be both unsafe and unfriendly to cyclists and walkers. I am strongly in favor of the proposed improvements.
Cully walking and biking parkway (3524)	Please consider improving the intersection at 72nd and Sandy. It's confusing and dangerous where Sandy, 72nd and Fremont converge, especially when trying to cross Sandy and Fremont on 72nd.
Cully walking and biking parkway (3524)	5 This seems like an obvious priority given the recent large investment in Cully Park. An essential improvement to improve safety and quality of life in a historically underserved community. As a Cully resident I can personally vouch for that the current situation is dangerous and greatly in need of improvement.
Cully walking and biking parkway (3524)	This area "serves" underserved communities (low-income people, people of color and non-English speakers). Cully residents walk on the inadequate gravel shoulder next to speeding cars, to access the NE Emergency Food Program and Sacajawea Head Start. It is unjust to ignore the safety of these people.
Cully walking and biking parkway (3524)	5 Please do what is right--add a sidewalk and a bike lane. Thank you. I drive on this road daily and there are always pedestrians present in the roadway. It should be a top priority to provide a safe pathway for the many pedestrians using this route to access businesses, schools, emergency food bank and bus lines.

Cully walking and biking parkway (3524)
Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)
Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)
Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)
Cully walking and biking parkway (3524)

5 I drive past kids and families daily who are walking on the street because there are no proper sidewalks. This would be great. It looks like the project aims to make things much safer for people biking and walking.

I live in Cully and we have such a hard time traveling through our community as pedestrians or cyclists. This is a long-planned project that connects to many community services and destinations including deeply affordable housing. Please city, do you your part to make this happen. The community (through Verde and others) have done theirs!

5 This is a passageway for low-income families without cars to walk to HeadStart. It is unsafe for walking and unsafe for biking. This would serve an underserved population.

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

☹

Jane Pagliarulo☹

5 NE 70th Ave, portland

I know people who live in this area who are afraid for their lives on every bike commute. This project would be a great help and improvement.

There is no bike or walking path in this neighborhood. There are many families and children walking on the gravel shoulder everyday. This neighborhood has many different ethnic groups. We have a school nearby. Please find this project.

5 Currently residents seeking to walk or bike to work/school along here have to either share the road with traffic or use rough unimproved muddy gravel shoulders. It's nearly impossible with a stroller. Please support this project!

5 What a great idea. Let's add some walk-ability to the area

Cully walking and biking parkway (3524)	<p>72nd serves a historically underserved population, including low-income people, people of color, elderly and non-English speakers. ☒</p> <p>Cully residents walk on the inadequate gravel shoulder next to speeding cars, to access the NE Emergency Food Program and Sacagawea Headstart. Sidewalks would make this road so much safer for us and our neighbors.</p> <p>Please fund this desperately needed pedestrian safety project for the children of Cully, who need to get to school and home safely. This is a primary street in Cully and it is unsafe for pedestrians and bicyclists. The improvement would also provide additional safety for residents going and coming from Thomas Cully Park. Thank you.</p>
Cully walking and biking parkway (3524)	<p>This project will help to change the narrative of Portland by serving an historically under-resourced neighborhood that includes many people of color and immigrants. Families with children are forced to travel by foot and bike to schools, Head Start, and the Emergency Food Program, without the safety of sidewalks or bike lanes. Cully needs this public improvement to enjoy the walkability and bikability that is taken for granted in higher income neighborhoods.</p> <p>Please consider funding this project. It is a walking route to school for many young children. This route is also used by many families who cannot afford cars.</p>
<p>Cully walking and biking parkway (3524)</p> <p>Cully walking and biking parkway (3524)</p> <p>Cully walking and biking parkway (3524)</p>	<p>5 Cully is lacking in basic infrastructure and desperately needs these improvements.</p> <p>The path and bikeway north of Prescott is very much needed; right now that road is impassable to bikes & pedestrians and there are few alternatives. Adding this project would allow cyclists to connect to a whole section of the city which is hard to get to now. It would also provide much-needed pedestrian access to Cully Park.☒</p> <p>☒</p>
<p>Cully walking and biking parkway (3524)</p> <p>Cully walking and biking parkway (3524)</p>	<p>4 However, the concrete bike highway between Sandy & Prescott is NOT needed, and is generally opposed by the neighborhood. Please remove this portion of the plan. Thanks!</p>
<p>Cully walking and biking parkway (3524)</p> <p>Cully walking and biking parkway (3524)</p>	<p>5 I drive through Cully on this pedestrian-unsafe-street 1-3 times per week and though I drive slow, many do not, and it appears unsafe to me. I see many neighbors walking with their children and it looks precarious as they dodge cars. Please support this project.</p> <p>This project focuses on a low income neighborhood. It will be great to have bike lanes and street trees along cully.</p>

Cully walking and biking parkway (3524)

I believe all roadway improvements are needed in the cully neighborhood . It is almost impossible to walk or bike without fearing my life is in jeopardy. There is a large population of people who use 72 to walk and bike the safeway and bus lines. It is crazy that the city has not figured out how to improve road ways in the city. No other country I have visited has had such poor public infrastructure within a major city.

2

This street currently has no sidewalk and no bike lane, and both are sorely needed.

72nd serves a historically underserved population, including low-income people, people of color and non-English speakers.

Cully residents walk on the inadequate gravel shoulder next to speeding cars, to access the NE Emergency Food Program and Sacajawea Head Start.

The Going/Alberta Neighborhood Greenway terminates at 72nd Avenue, and from there, bicyclists must proceed north or south in the traffic lane with speeding cars.

The community has sought this amenity for years, but the residents here do not have the ability to fund the needed improvements.

Cully walking and biking parkway (3524)

5

Cully walking and biking parkway (3524)

5

Please fund this project. There are always many adults and children walking in the gravel next to this busy road which is so dangerous. We access Sacajawea Head Start school and Park, the NE Emergency Food Program, Scott School and the new Thomas Cully Park. Our neighborhood has a lot of children walking on this street. Please help the safety of our neighbors, thank you!

Cully walking and biking parkway (3524)

5

Cully walking and biking parkway (3524)

This will help so many low income and ethnically diverse people in Cully neighborhood, please help by choosing this project!

Cully walking and biking parkway (3524)

5 Yes! THis is a sorely needed improvement for a high density and underserved neighborhood!! THank you

Cully walking and biking parkway (3524)

Definitely a smart investment of money for a very dangerous road. This connects to a lot of destinations:

Cully walking and biking parkway (3524)

Sacajewea Park and Head Start, Scott School, Thomas CULLy Park, NE Emergency Food Bank,

Cully walking and biking parkway (3524)

5 GOing/Alberta Neighborhood Greenway. THank you!

5

5

Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
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Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	A North South route through the Cully neighborhood that is family friendly and accessible for walkers and people with mobility devices, bikes is long overdue.
Cully walking and biking parkway (3524)	5	This project is desperately needed. Also posted signs requesting reflective clothing be worn.
Cully walking and biking parkway (3524)	5	A lot of families live in this neighborhood and there aren't enough safe routes for biking and walking
Cully walking and biking parkway (3524)	5	

Cully walking and biking parkway (3524)

I live on NE Sumner and travel this street most days. I always notice the struggle people have getting between Lombard and Prescott on foot, often with kids in tow or trying to manage a cart or stroller, with no paved shoulder to separate them from the traffic. Being that the only services available for many folks in this neighborhood are to the south on this street, it would be a great benefit to everyone that the pathway was well defined, well lit and shaded. Not everyone has a car and since there is no bus, it's a great public service to prioritize this development now and get people moving better and faster on this now sketchy road.

5 all the other roads are too busy or too narrow to navigate

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

This street currently has no sidewalk and no bike lane, and both are sorely needed. 72nd serves a historically underserved population, including low-income people, people of color and non-English speakers.

Cully residents have to walk on the inadequate gravel shoulder next to speeding cars, to access the NE Emergency Food Program and Sacajawea Head Start.

5 Currently, bicyclists must proceed north or south in the traffic lane with speeding cars.

I have to walk along 72nd between Prescott and Killingsworth to access the transit line from my home several times a week. I am usually coming home late at night which makes this walk especially treacherous. The speed bumps are generally insufficient in slowing car traffic down enough and they are many times altogether ineffective at creating driver awareness of pedestrians. This is a pretty heavily used neighborhood thru-street and a sidewalk would definitely make it safer for all.

This project would be a great asset to the Cully neighborhood. As someone who works on Sandy, an alternate route to the busy Cully Blvd would be great for commuting, whether on foot or on bike. In general I don't want all streets in Cully to get sidewalks, but in conjunction with a bike way it sounds great.

Cully residents desperately need this! Many people walk in the street everyday, children too, to access lots of different sites, please choose!

5

Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	This improvement would greatly enhance the safety of this highly used pedestrian area. The food pantry in the Luther Memorial Church attracts foot traffic using strollers and food carts to gain access to food.
Cully walking and biking parkway (3524)	5	The bike parkway on Alberta street abruptly ends at 72nd.
Cully walking and biking parkway (3524)	5	
		As a resident of this neighborhood, I daily see people dragging their carts through gravel to get to and from shopping and free food distribution and schools. It's third world pathetic alongside the large new houses being built along this same stretch. In a neighborhood with many gravel roads this sidewalk-less thoroughfare is greatly used as, literally, the path of least resistance. Often I must swerve to avoid poorly lit figures walking, biking and carting down the road's center to avoid the gravel shoulder. On the other end of this proposed improvement is a lovely and historic green area with increasingly decaying trees alongside well kempt houses. It's a much needed project that will benefit Portlanders of several
Cully walking and biking parkway (3524)	5	economic strata.
		I live in the 6800 block of NE Wygant, just down the street from this project. Walking on NE 72 is very dangerous, and sidewalks would benefit neighbors, as well as people who bike or walk through our neighborhood. ☹️
		With the opening of Cully Park, immediately North of this project, safe options for pedestrians, bikers and skaters to access the park are essential.☹️
Cully walking and biking parkway (3524)	5	
		Safe pedestrian space is very much needed on 72nd Ave. between Prescott and Lombard. Do it. I'm not sure if the open green space between Prescott and Sandy needs a path. Sidewalks exist on both side of
Cully walking and biking parkway (3524)	3	the street and bicycle lanes on the street will be better to preserve the open green space.
Cully walking and biking parkway (3524)	5	
		FYI: This project is in the Cully AND Roseway neighborhoods. My understanding is that RNA was never notified or consulted. Not good.☹️
Cully walking and biking parkway (3524)	3	

Cully walking and biking parkway (3524)

5 In underserved Cully, this is a much needed improvement for those traveling by foot.

5 I live in Cully and want to get to the park safely with my family, thank you for funding this project Metro!

5 Please consider this much needed improvement to the north end of this street. Currently it is dangerous.

This area of the city has lacked investment and has a very diverse population. There are no sidewalks or bike lanes and this route connects to the popular Going Greenway, but this street is currently very

5 dangerous on foot or bike.

This street currently has no sidewalk and no bike lane, and both are sorely needed. ☒

72nd serves a historically underserved population, including low-income people, people of color and non-English speakers. ☒

Cully residents walk on the inadequate gravel shoulder next to speeding cars, to access the NE Emergency Food Program and Sacajawea Head Start. ☒

The Going/Alberta Neighborhood Greenway terminates at 72nd Avenue, and from there, bicyclists must proceed north or south in the traffic lane with speeding cars. ☒

5 The community has sought this amenity for years, but the residents here do not have the ability to fund the needed improvements.

I walk this stretch of street everyday with my dogs. Even with my high visibility vest, I feel very vulnerable. Cars speed by, bottom out on the speed bumps and keep on going. The unpaved shoulder is often used for parking, which means I need to walk for stretches on the street, hoping that cars will see me and slow down or move into the oncoming traffic lane to avoid me. I also walk north on 72nd towards Killingsworth sometimes to catch the 72 bus. Much of the unpaved shoulder is filled with puddles and mud (and sometimes ice) in the fall/winter/spring, which means I'm back walking on the roadway just trying to access public transit. I anticipate we'll see even more foot and bike traffic on NE 72nd once Thomas Cully Park opens. For all these reasons, it would greatly increase the safety and livability of our neighborhood if this project were to move forward. Ultimately the health of my

5 neighbors would improve by increasing opportunities to walk, bike and safely access public transit.

5

Cully walking and biking parkway (3524)	5	Cully has been a receiving area for those displaced from other parts of the region. And, having walked between Cully Blvd and Columbia Blvd for work, I can say that this area feels profoundly dangerous as a subjective matter, which raises major concerns given how many families with children live in the area.
Cully walking and biking parkway (3524)	5	Please, please, please fund this project. It is invaluable to the neighborhood.
Cully walking and biking parkway (3524)	5	It's this kind of thing that really makes a neighborhood. This is a very important connection for families getting to school, residents going food shopping, and people making longer trips by bike (or on foot). This will be a key link between the Roseway neighborhood commercial district and bikeways to the south and the Cully neighborhood , Thomas Cully Park, and bike lanes on Killingsworth and Portland Highway.
Cully walking and biking parkway (3524)	5	
Cully walking and biking parkway (3524)	5	
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Cully walking and biking parkway (3524)	5	

Cully walking and biking
parkway (3524)

5

Having lived at the Roselawn and 72nd intersection I can say that this is highly needed. Improvements were made to Cully blvd which was like a mini facelift for the neighborhood, but under that there are still many families living on streets without sidewalks and improvements. Improving NE 72nd would be a huge benefit to the neighborhood families and businesses.

Cully walking and biking
parkway (3524)

Cully walking and biking
parkway (3524)

4 This'll be great!

...the walking and biking parkway proposal. As Cully neighborhood residents working to improve our neighborhood's sense of community and environmental quality, the Cully Tree team strongly encourages you to fund this proposal. We share the need to have a safer transit means for pedestrians and bicyclists between NE Sandy Boulevard and NE Killilngsworth Street along 72nd Avenue. We see the commuity engagement aspect of this development as an opportunity to work with Portland Bureau of Transportation staff. Together, we can create this project so as to improve both the environment and human safe travel.

With a combination of new tree plantings, appropriate tree preservation practices for trees of significance, and flexible design possibilities, we anticipate a great opportunity to help treat storm water, help alleviate air pollution, provide habitat for diverse organisms and improve visual calming for the Cully neighborhood.

We look forward to this investment in our wonderful community.

Bruce Nelson

Starr Hogeboom

Noelle Studer-Spevak

Cully walking and biking parkway (3524)

5 Susan Nelson

This project is potentially a waste of money since there is already a walking path through the park and residents feel that paving it would ruin the character of the space. Seems like there would be more bang 2 for your buck elsewhere.

Cully walking and biking parkway (3524)

This has my highest support. As the final link in the 70 s Bikeway puzzle this all ages route will serve a 5 very racially diverse and formerly underinvested in community.

Cully walking and biking parkway (3524)

Cully walking and biking parkway (3524)

5 Cully needs walkability improvements.

Cully walking and biking
parkway (3524)

My husband and I drive as little as possible, but we drove to visit in Cully because biking to it was too threatening. Residents want these improvements desperately, the city is funding it convincingly, and it's absolutely the right thing to do. Now would be a good time.

Cully walking and biking
parkway (3524)

I'm so supportive of this project! It is badly needed, as the street has hardly any shoulder and people from the neighborhood are forced to walk in the dirt and mud, while those biking have to share the narrow street with lots of drivers, which is stressful and doesn't feel safe.

Cully walking and biking
parkway (3524)

I am supportive of a safe route for bikers and pedestrians trying to access Sandy Blvd. from Prescott St., which, to my understanding, is the area in question for this project. I am not supportive of a 14 foot paved path through the middle of our parkway. This would inhibit many families, including mine, from using the space as a "park," which is the current use of this area. My family with young children, along with neighbors, use this space to play, exercise, and engage in community-building activities. A paved bike path not only takes a natural park space away from an urban neighborhood, but it changes an area that is now safe to play in, into a potentially dangerous area for children - fast moving bicycles. I request that you look at alternate ways to incorporate a safe bike route through our neighborhood. I would also like to comment on the speed of much of the traffic that travels up and down 72nd Ave. It is not uncommon for cars to speed 35-40 MPH down our street. This is illegal and unsafe for families.

Cully walking and biking
parkway (3524)

Although this proposal impacts both the Cully and Roseway neighborhoods, I am not aware of any outreach to the Roseway neighborhood prior to submission of the proposal. Everyone in the Roseway neighborhood that I have spoken with about this project is very supportive of the Cully portion of the proposal, but we have some big issues with the proposal as it stands for the section of NE 72nd from NE Sandy Blvd to NE Prescott St. First, the proposal designates the park blocks along NE 72nd from NE Sandy to NE Prescott as “heritage parkway median”. It seems a shame to ruin such a large green space in a neighborhood that is deficient in park space. We have sidewalks in good condition on both sides of the street, and two one-way streets for bikes. I live on this section of road and can report that there is minimal traffic except at rush hour. We do have a problem with speeding along this section of NE 72nd and would appreciate traffic calming measures to slow traffic. I completed a canvass of 30% of the homes on NE 72nd Ave between NE Sandy and NE Prescott, and can report that 81% of residents opposed the 14-foot pathway down the center of the heritage park blocks, but 96% were in favor of installing traffic calming measures. I feel the traffic calming measures would also make a safer bike pathway along NE 72nd Ave. Also, with the city working so hard to manage stormwater runoff, why would we want to add extra pavement where it isn’t needed. I have contacted the Portland Bureau of Environmental Services, the non-profit Depave, and Congressman Earl Blumenauer regarding the
3 proposed paved pathway through the Roseway park blocks.

Cully walking and biking
parkway (3524)

How about some more creativity in design, rather than straight down the middle of the park blocks? People use the green space of the park blocks to sit in the shade, play catch, etc. Why sever it? How about putting the path to one side and minimizing the path width? Also, is the reason for proposing it
2 through the park blocks because there isn't sufficient space on the street?

... project focused on Cully. A safe and accessible connection through both these neighborhoods is needed.

- One option available to Metro is to approve funding with the hope that an alternatives analysis will result in a more thoughtfully considered project.

However, I urge you to make clear to all

- Conditionally approve this project for funding, and make clear that final approval of this project will come only after PBOT:

1) Satisfies Appendix C for the entire length of the project;

2) Submits a plan that is consistent with Metro's mission to protect green space;

Cully walking and biking
parkway (3524)

5 3) Creates new baseline budget based on a community-supported design.

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

Vereda para peatones y
ciclistas en Cully (3816)

5 Es casi imposible caminar ahora por ahi, y durante la epoca de lluvia impide que las personas caminemas mas y usemos mas el auto.

Vereda para peatones y
ciclistas en Cully (3816)

5 Bien hecho, Metro!

Vereda para peatones y ciclistas en Cully (3816)	Eh visto muchas familias andar por la calle donde automoviles pasan a gran velocidad sin dejar mucho espacio para las familias que van caminando.
David Douglas safe routes to school (3528)	Allowing kids to get to school safely without a car and with out their parents is critical to independence, health, and building up competence and habits that will help them continue using active transportation tools later in life
David Douglas safe routes to school (3528)	5
David Douglas safe routes to school (3528)	5
David Douglas safe routes to school (3528)	Protecting our children from the perils of a dearth in infrastructure is the responsibility of our local governing bodies. - Timothy Crawley, Powellhurst-Gilbert Neighborhood resident.
David Douglas safe routes to school (3528)	The number of homeless that are parking their trailers, RV's and vehicles in this area is due to the lack of sidewalks preventing it. Our children should not have to walk through human waste to get to school. ☹
David Douglas safe routes to school (3528)	5 Put in the overdue sidewalks and make these campers camp legally like every tax payer in this city. As a community member who serves David Douglas students I have heard their concerns about safe routes to school and missing school because of transit issues. This is project that not only protects safety but supports equity and better educational outcomes.
David Douglas safe routes to school (3528)	5 Since we are headed for a financial collapse I don't think its wise to spend this money on the list of things. I grew up in a nice area with no sidewalks, cross walks, curbs and I am still alive. Riding bikes on a busy street is madness and if that's done then these guys need to pay road taxes. Bicyclists are a nuisance and dangerous.
David Douglas safe routes to school (3528)	5 Kids need to be able to walk and bike to school safely. It also helps the surrounding communities.
David Douglas safe routes to school (3528)	This should be number one for the region. School kids, high density area that really needs some help with connectivity and safety.
David Douglas safe routes to school (3528)	It's hard to deny safer routes to and from one of the largest school districts in the metro area. The improvement of this infrastructure also helps seniors needing safer streets and access to public transportation.

David Douglas safe routes to school (3528)	5	Great to see this project in a part of Portland that really needs it, and filling in gaps so that people -- especially kids -- can get around safely on foot. This will be a good project for people of all ages.
David Douglas safe routes to school (3528)	5	Just needs to happen.
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	I support Safe Routes for Schools projects. Protect kids going to school. Dirt road needs paving. Lincoln st between SE 138 and SE 139. Many children walking to school. Many trucks on recycle days. many commercial trucks, ups FedEx etc. Causes much dust during summer months.
David Douglas safe routes to school (3528)	5	Giant mud puddles in winter.
David Douglas safe routes to school (3528)	5	A great project to serve generations while prioritizing equity.
David Douglas safe routes to school (3528)	1	
David Douglas safe routes to school (3528)	5	More sidewalks near schools!
David Douglas safe routes to school (3528)	5	If kid's can't get safely to school by walking and biking we have failed the next generation.
David Douglas safe routes to school (3528)	4	
David Douglas safe routes to school (3528)	4	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	4	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	

David Douglas safe routes to school (3528)	1	
David Douglas safe routes to school (3528)	4	Are there bioswales involved in this project?
David Douglas safe routes to school (3528)	4	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	David Douglas School District has many high need schools that need safe streets in order for kids to be able to get there safely. Please support this important project.
David Douglas safe routes to school (3528)	4	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	Students need ways to get to school without crossing busy roads. Without these crossroads, these students are put into dangerous situations and do not come to school feeling safe.
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	Many students walk to school in this neighborhood. They have to walk on gravel paths, grass, and sometimes on the road among cars, busses, and bikes. Sidewalks in this area would greatly increase student safety and reduce the risk of an accident.
David Douglas safe routes to school (3528)	5	This would be a great way to increase safety for students of all ages.
David Douglas safe routes to school (3528)	5	So many of our students travel to school by walking, cycling, or scooting. This neighborhood desperately needs these improvements. Our students deserve safe routes to school and around their neighborhoods! The effects of not having these could be devastating.
David Douglas safe routes to school (3528)	2	3 million for mill st? how about some books or fix the schools that are in busy areas
David Douglas safe routes to school (3528)	5	Safe routes to school is critically important if we want to encourage our kids to have healthy and productive days in the classroom. What a way to start your day, worrying you might get run over!
David Douglas safe routes to school (3528)	5	

David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	There are 3 schools in this area with many segments missing either sidewalks or both sidewalks and curbs making it necessary in the winter for children to walk in the street to keep their feet dry. This is very dangerous with a significant amount of vehicle traffic during the times when students are walking to and from school.
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	Kids need sidewalks to walk safely in their neighborhoods. Actually, everyone does!
David Douglas safe routes to school (3528)	5	Very critical to support equitable public improvements in a long-ignored section of the region, particularly for providing access to schools.
David Douglas safe routes to school (3528)	5	Though I don't have children, the cliché is true that children are the future -- and of course they also don't like being mowed down by cars. Everyone knows east Portland needs some financial lovin' compared to inner Portland and the west side. Though I live on the west side, I know David Douglas is probably the most diverse school and school district in the Portland area and has a lot of students. So, for goodness sake yes fund improvements to help them cycle and walk to school more safely! Especially with several other greenway and trail projects, I think Safe Routes to School should elevate a project's priority among the other walking ones.
David Douglas safe routes to school (3528)	5	

David Douglas safe routes to school (3528)	4	
David Douglas safe routes to school (3528)	5	This school district needs the safe routes. I do however, feel it is not as important as Brentwood-Darlington or Cully because of the 2040 bike mode share goals are much higher in those neighborhoods.
David Douglas safe routes to school (3528)	5	
David Douglas safe routes to school (3528)	5	Car-free families are in dire need of safe routes for young children to get to and from school. Please prioritize this underserved region of East Portland.
David Douglas safe routes to school (3528)	5	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1	This would be a VERY expensive use of limited public capital that would primarily benefit real estate developers. It would also support exactly the kind of obsolete "suburban" development the region has abandoned.
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1	I have lived in this area for about 15 years and I just don't understand how new homes are allowed to be built but no improvements to the roads, sidewalks, bike lanes or access to park. How does this happen? It makes no sense.
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1	Why the hell would we want to blow \$8.4 million of regional funds on infrastructure for/pointed at an expansion area that just ceased to become a functioning city, will not meet Metro's density goals, and is otherwise a total failure? Don't throw good money after bad. Don't fund this project. Use the funds to help build out our incomplete regional bicycle network within the existing built-up area. Don't be stupid.
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	4	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1	Roadways that are designated freight routes should be required to separate people riding bicycles with a buffer, in the same way that sidewalks would be separated. We should not be building unprotected bicycle lanes in our region in 2016.

Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	4	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	4	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	3	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	4	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	5	Increased traffic from major developments in Pleasant Valley is increasing demand for biking and walking safety. Better traffic control is needed as well as sidewalks and bike lanes
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	5	
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)		It is often faster and easier to drive to Gresham instead of going West toward Portland. There is also a lot of movement going East because of the lack of housing in Portland.

Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1 This is already a wasteland filled with cars. i do not support increased roads and driving
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	2
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	5
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	Our support for already-underserved communities shouldn't stop at 162nd Ave; supporting 5 infrastructure in Gresham, especially when it serves EJ communities, is critical.
Designing Highland Drive/Pleasant View Drive/190th Avenue (3508)	1

Designing Highland
Drive/Pleasant View
Drive/190th Avenue (3508)
Designing Hogan Road
(3510)

This is a huge amount of money for little comparative gain. This request spread out over three Portland
1 projects would serve the time the number of people, and it does not even include cycletracks.

In addition to serving very few people, this would be a VERY BIG SPEND to design something that will
1 likely never be funded for completion.

Designing Hogan Road
(3510)

Gresham overall is not very friendly to cyclist and pedestrian traffic. I think this project is important and
well over due for and area that has had increased traffic due to new development but no infrastructure
1 improvements.

Designing Hogan Road
(3510)

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

Designing Hogan Road
(3510)

This is a roadway widening project, NOT an active transportation project. Roadways that are designated
freight routes should be required to separate people riding bicycles with a buffer, in the same way that
sidewalks would be separated. We should not be building unprotected bicycle lanes in our region in
2016, and this project should not have been categorized as "active transportation" because it's clearly a
1 freight project.

Designing Hogan Road
(3510)

1 More lanes for traffic sidewalks are fine bicycles don't belong on that road period.

Designing Hogan Road
(3510)

This road extends into Clackamas County. What good is a Multnomah Co. only approach? Why does a
1 citizen have to point this out? Does METRO staff have any sense?

Designing Hogan Road
(3510)

1

Designing Hogan Road
(3510)

5 Many pedestrians use this road and the areas between existing sidewalks are very dangerous.

Designing Hogan Road
(3510)

5

Designing Hogan Road
(3510)

4

Designing Hogan Road (3510)	3	
Designing Hogan Road (3510)	5	
Designing Hogan Road (3510)	4	
Designing Hogan Road (3510)	5	Thank you for working on this project. It is a very busy thoroughfare and deserves attention.
Designing Hogan Road (3510)	1	
Designing Hogan Road (3510)	1	
Designing Hogan Road (3510)	4	
Designing Hogan Road (3510)	1	This only connects to a few different places. Too expensive for right now. For the number of residents in SW Gresham, we get very little support or help from Metro. No bike lanes, few sidewalks on major streets, and even lack of road shoulder. No access to Springwater Trail
Designing Hogan Road (3510)	5	except busy streets or trail
Designing Hogan Road (3510)	5	All of Gresham needs to be better served by Metro and Multnomah County
Designing Hogan Road (3510)	3	
Designing Hogan Road (3510)	1	
Designing Hogan Road (3510)	5	
Designing Hogan Road (3510)	1	This is almost a third of the RFF entire budget and Gresham is only putting in a small match. Without Damascus density, this is an absolute NO. Gresham desperately needs safety and transportation improvements - including sidewalks and bike lanes! This is critical, especially in conjunction with the proposed Bus Rapid Transit project on Division
Designing Hogan Road (3510)	5	which would space bus stops further apart.
Fanno Greenway Regional Trail (3544)	5	

Fanno Greenway Regional Trail (3544)

1 This trail has already seen way too much regional investment at the expense of other regional trails.

Fanno Greenway Regional Trail (3544)

5 Fanno Creek is my favorite trail. This is the last major gap.

Fanno Greenway Regional Trail (3544)

4

Fanno Greenway Regional Trail (3544)

Fanno Creek Trail is important to our family for recreation biking and for traveling to locations in the 5 designated area.

Fanno Greenway Regional Trail (3544)

5

This is the missing link between Hall Boulevard up in Beaverton and downtown Tualatin. This would be beneficial to downtown Tigard, because the new Tigard Heritage Street basically connects to Fanno Creek Trails in Beaverton. This would be a great corridor for teenagers who can't drive yet, because they 5 can reach many destinations with a bicycle.

Fanno Greenway Regional Trail (3544)

5 This project would finish a key missing link in an important regional trail system.

Fanno Greenway Regional Trail (3544)

I live in Vermont Hills in Portland but love using the Fanno Creek bike trail connecting through Garden Home. It is a great recreation option. It is so nice to ride on a dedicated trail and not worry about cars. I highly support any additions and improvements to this trail for the health and wellness of the 5 community. I would love to see it connect to downtown Portland.

Fanno Greenway Regional Trail (3544)

5

Fanno Greenway Regional Trail (3544)

I am a resident of Tigard and I bike the Fanno Creek Trail often. This trail spans 4 suburbs of Portland promoting walking and biking in the community. Keep the connectivity between city to city and help 5 keep our residents moving and enjoying the outdoors.

Fanno Greenway Regional Trail (3544)

2

Fanno Greenway Regional Trail (3544)

Fanno Greenway Regional Trail (3544)	<p>While the proposal in my opinion focuses on economic connectivity enabled in the corridor there is also tremendous recreational value, with indirect positive implications on economics and the environment. Tigard / the project area is underserved by a mishmash of disconnected trails and few sidewalks that do not go somewhere beyond the confines of a specific developed residential neighborhood. Today it is awkward , despite short distances, to walk, cycle or run between downtown Tigard, the library, the high school, Cook Park, Bridgeport Village and the transit hubs in downtown Tigard or Bridgeport Village. Most of Tigards citizens get in their cars to depart the city for recreation and commerce. Connectivity turns disparate resources into community fabric. Better connectivity is key to changing this. The solution is multimodal corridors and spreading the load on infrastructure: better planned streets/lights for car flows, the eventual arrival of mass transit in a dedicated corridor, and safer off street corridors for both recreational activities and non-motorized commuters. Continuation of the Fanno Creek trail south to 4 Tualatin fills a key gap in this nascent fabric.</p>
Fanno Greenway Regional Trail (3544)	5 It is time to finally finish the Fanno Creek trail. It gets heavy use by walkers and cyclists of all ages.
Fanno Greenway Regional Trail (3544)	3
Fanno Greenway Regional Trail (3544)	5 This is a connection in Tigard that I have hoped to see completed for a long time. Walkers, runners and bikers would benefit greatly from this part of the Fanno Creek Trail being finished.
Fanno Greenway Regional Trail (3544)	5
Fanno Greenway Regional Trail (3544)	5
Fanno Greenway Regional Trail (3544)	5 This would complete a missing link in the greenway trail. It would make it easier for families to walk and bike to cook park as the current route is on busy streets. It would also put a trail in where a demand trail current exists (and is damaging protected wetland areas)
Fanno Greenway Regional Trail (3544)	5 I'd like to voice my support of this particular project. This part of the Fanno Creek Trail serves a low-income part of our community and is also the final link to a completely continuous trail.
Fanno Greenway Regional Trail (3544)	5 I would love to see this project completed, providing for more continuous off-road biking opportunities for SW communities (I am a Tigard resident) similar to the opportunities provided by greenways in Portland and Gresham.
Fanno Greenway Regional Trail (3544)	5 Great project and I fully support connecting this awesome path to one of our city's gems, Cook Park. I am a biker and a runner and can't wait to have more "off-road" running opportunities.

Fanno Greenway Regional Trail (3544)	4	
Fanno Greenway Regional Trail (3544)	1	
Fanno Greenway Regional Trail (3544)	5	
Fanno Greenway Regional Trail (3544)	5	Great project- would be awesome to finish the Fanno Creek Trail!👍
Fanno Greenway Regional Trail (3544)	5	Please fund it! Please don't waste our time with "option A". It's not a real option. Why divert people out to 72nd and Durham just to have them backtrack 1-2 miles on sidewalks? Not sure how safety is calculated. Trail south of Tigard Library east of Hall Blvd is unfit for cycling and dangerous for pedestrians in wet weather due to tight turns, narrow path and steep moss-covered hills. Alternative is Hall Blvd which lacks 4 sidewalks in sections with high volume traffic.
Fanno Greenway Regional Trail (3544)	4	Option B provides a direct pedestrian and bike recreational and commuter connection between Tigard and Tualatin. Current connection via Cook Park take a circuitous route around the perimeter of the Cook Park wetlands and has tall hedges that create blind corners. Option B provides a direct connection to Durham Park and the bridge over the Tualatin River that provides a real time savings and potentially 4 safer route with wide paths and fewer blind corners.
Fanno Greenway Regional Trail (3544)	5	Yes please! This is a great project because it will serve so many.
Fanno Greenway Regional Trail (3544)	3	
Fanno Greenway Regional Trail (3544)	5	Yay! Fanno Creek!
Fanno Greenway Regional Trail (3544)	5	
Fanno Greenway Regional Trail (3544)	3	It would be great to have this segment of a regional trail completed but this is an expensive project. It would be best to fund project development only in this cycle.
Fanno Greenway Regional Trail (3544)	5	Much needed access.

Fanno Greenway Regional Trail (3544)	5	
Fanno Greenway Regional Trail (3544)	3	This is a VERY large request when they are only putting in the minimum local match. It is a much needed product, but unless they put in at least 50% they should look for another funding source.
Fanno Greenway Regional Trail (3544)	5	
Fanno Greenway Regional Trail (3544)	5	Make it happen! This is a major north-south pedestrian and cycling project that connects three cities (Tigard, Durham and Tualatin) with continuing connections to Beaverton and Lake Oswego. It provides a true alternative to the few bridges across the Tualatin River, and unlike the wasteful WES commuter rail it is available 24 hours a day, 7 days a week, 365 days a year, and doesn't take money away from other useful needs (bus service).
Fanno Greenway Regional Trail (3544)	5	In addition to satisfying the Scorecard criterion very well, this project would provide important links between other planned (and funded) improvements to the non-SOV (single occupancy vehicle) system connecting East Portland with points west.
Halsey Street safety and access to transit (3530)	4	I lived only a few blocks away from here last year. Crossing the highway, crossing, 82nd, and interacting with the MAX on my bike was always terrifying. I regularly rode on the sidewalk, something I don't do almost anywhere else in the city. This is extremely important to make biking more relevant in this neighborhood
Halsey Street safety and access to transit (3530)	5	
Halsey Street safety and access to transit (3530)	5	This project creates a badly needed east west bikeway in area bisected multiple times by the freeway. It also finally provides a pedestrian path from the 82nd MAX Station to the I-205 overpass. Pedestrian crossings are also badly needed.
Halsey Street safety and access to transit (3530)	5	
Halsey Street safety and access to transit (3530)	5	Please improve the biking here. I am downright worried when my husband has to cross through this area to/from Gateway Transit Center. It is so dangerous.
Halsey Street safety and access to transit (3530)	5	
Halsey Street safety and access to transit (3530)	4	Halsey needs this project; however, it needs it to extend all the way to 39th.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

4 Should be a protected cycleway.

5

Access to transit is critical, especially in this area where walking and biking feel difficult and dangerous and so many communities of concern reside.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

Drivers are illegally turning left off 82nd onto Multnomah in order to 'dodge' the light at 82nd and Wasco (northbound) and using 81st at Wasco (southbound) to Multnomah to 82nd rather than wait for the light. I propose that the intersection at 81st and Multnomah be divided diagonally from NE to SW retaining neighborhood access while frustrating the 'queue jumpers'.

5

5

This sort of project is critical for those that rely on public transportation to and from work, the grocery store, church and doctor. Seniors are especially vulnerable in areas where getting to and from a bus stop is less than safe.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

The 82nd Avenue MAX station is a disaster to access. NE Halsey is a crash-prone corridor. This project would give those of us on foot and bike a chance to survive.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

Great to see this project on a street and in a part of Portland that really needs it, and fixing a pedestrian and transit access issue. Extra bonus points for including separated bike lanes, this will be a good project for people of all ages.

4

3

5 This is a high transit area but does not feel safe. We deserve a safer place.

This is seriously one of the worst spots in the city for Active Transportation. It should have been improved 20 years ago. Kudos for finally starting.

Halsey Street safety and access to transit (3530)

I would love to see safe facilities for pedestrians and cyclists along this stretch of Halsey! I have tried to reach places on bike around here and have many bad experiences where I've been yelled at and almost hit. Please make this happen!!

Halsey Street safety and access to transit (3530)

1

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

Halsey Street safety and access to transit (3530)

5

Halsey Street safety and access to transit (3530)

4

Halsey Street safety and access to transit (3530)

5

Halsey Street safety and access to transit (3530)

5

My home is in this neighborhood, a couple blocks off of Halsey & 90th, and I walk my dog in the project area twice a day, every day. Any improvements to sidewalks and paths in the area would be much appreciated, especially along and across Halsey. Thank you for the proposal.

Halsey Street safety and access to transit (3530)

5

Halsey Street safety and access to transit (3530)

5 Please consider the addition of greenways and additional street trees for this area.

Halsey Street safety and
access to transit (3530)
Halsey Street safety and
access to transit (3530)

My family and I walk, bike and use the MAX and 77 line every day within the Halsey Safety and Access to Transit Corridor. ☒

☒

We fear for our safety regularly. There is no buffer between traffic traveling at least 35 MPH (posted speed limit on a neighborhood street) and the sidewalk when walking to the 82nd Ave Transit Station. We do not even think of biking on Halsey due to 4 lanes of speeding vehicles often traveling at well above the posted speed limit. ☒

☒

There is only one semi-safe place to cross the street in our section of the corridor. The crossing is a hazard with motor vehicles regularly speeding through red lights. We call them "red light runners" because the behavior is so prevalent at this point. There is no other safe place to cross the street between NE 68TH AVE and NE 81ST AVE as we walk to the MAX station. ☒

☒

There are many other fixes listed for this project that would make alternatives to motor vehicle travel significantly safer and more accessible. My family wholeheartedly supports this project. ☒

☒

Wherever I have said "the street" in this comment I am indicating NE Halsey St.☒

☒

5 Thank you!

Increasingly families and individuals are walking, biking and crossing Halsey. Conflicts with cars and 5 unsafe crossings are becoming more common.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

Please fund all recommended improvements to NE Halsey to NE 82nd and beyond. We need multiple safe crossings on this road that is actually a neighborhood street but has speed limits of 35 miles per hour posted between NE 65th and NE 82nd Ave. I am afraid to use the only lighted safety crosswalk at NE 74th and Halsey even when I have the priority signal because of speeding cars, red light running, neighbors pulling into the driveways (7433) that competes for the sidewalk space, and cars attempting a left or right turn in the short time they have a green light at NE 74th. The red light running has been a topic on North Glisan Next Door. NE 81st has an unsafe J curve with cars traveling eastbound at more than 25 mph despite the speed limit sign by Halsey Collision Center. There have been many wrecks at NE 80th and NE 81st and Halsey as drivers fail to navigate the bizarre curves here at unsafe speeds. Traffic signs get hit as do telephone polls on this corridor. Last spring someone knocked the power out in the middle of the night slamming into an electrical pole and snapping it in half. Additionally, NE Halsey is the pedestrian connection to westbound walkers using the 82nd Ave TC. This area has heavy use but an unsafe footprint of narrow sidewalks crowded with passengers and again, cars driving too fast for

4 Yes, please.

5

Halsey does not need 4 lanes here. It will be much safer for all users if bike lanes or a shared path are installed. But please include the Halsey overpass in the project.

5

I think a well lit pedestrian UNDERPASS with lots and lots of security cameras, and ON DUTY officers would be the best solution for pedestrians crossing 82nd Ave: cross UNDER 82nd.

5

Halsey Street safety and access to transit (3530)

This area has needed help for a long time. There's a lot going on with all the major roads and highways passing through here (Halsey/I-84/82nd) and getting around all these obstacles is a dangerous hassle. [?]

I also live on 80th, and would really appreciate a slower Halsey and how it would make this neighborhood more livable and inviting for pedestrians and cyclists. [?]

I currently bike on Multnomah to 74th, and then north to Tillamook. I would appreciate any improvements on the dangerous Halsey crossing. It's not bad headed north, when the light triggers at 74th. The real danger is headed south, where you've got a stop sign at 74th, and then have to cross 4 lanes of speeding traffic. The light is frequently run, as well. I do wonder how safe Halsey will be at 80th. People speed down the ramp, headed west on Halsey. This may be a dangerous intersection for peds and bikes. [?]

[?]

5 Please help this area!

3

I've always thought it was weird that the greenway on 87th going north just basically stops. It would be great if that connected more easily to some other greenways/bikeways. Ideally eventually I guess there could be a ped/bike bridge over I-84

5

5 Time to make better use of this wonderful transit infrastructure, let's build those links!

5

5

I support this project it is of great importance to those who use public transit and commute through this area.

5

Halsey Street safety and access to transit (3530)

County residents will be more inclined to consider taking public transit once there is safe access to 5 reliable, dependable, efficient, and affordable public transit. This includes bus shelters.

This section of NE Halsey is in desperate need of improvements. This stretch is dangerous and particularly burdensome to the local low-income families already struggling with so many other parts of 5 life. I fully support this funding initiative.

1

I would like to see the 82nd Avenue Max station more accessible to neighbors. Currently, it is very uncomfortable to access it from existing residential areas - many of the residential streets lack sidewalk infrastructure and there are many vacant parcels/buildings, which does not promote a sense of safety in the immediate area. Major improvements in this area could prompt development of housing around the station area. Also, the former Banfield building could be a prime place for jobs accessible by convenient 5 transit.

I am voting for this stretch because I have seen the need for pedestrian safety, and access to services in 5 the Gateway area.

4

I live one home away from the intersection of 74th & Halsey and often use the 82nd Ave MAX stop. At home, I constantly hear squealing tires, honking and speeding vehicles that accompany the high rates of speed in the corridor and deceleration around the traffic signal at 74th. There have been several crashes in the three years that I've lived here. ☹

☹

So many people bike on 74th, including myself, but have trouble traveling through the Halsey intersection due to the offset design, four lanes of traffic, and lack of bicycle facilities. This project would ameliorate some of these issues. Also, biking east of I205 currently requires substantial out of direction travel (Burnside is nearest east-west bike lane) and this project would help provide a more efficient, safe bicycle connection.☹

☹

Walking to the MAX station is too jarring along Halsey so I use Clackamas St, one block south. The section from 80th to 82nd is out of direction and feels unsafe to cross due to the road's curves, lack of pedestrian crossing on 80th, and the crumbling sidewalk between Eastern Cathay and the (recently 5 closed) auto repair shop. This project would provide beneficial changes to improve the walk to the MAX

Halsey Street safety and access to transit (3530)

I walk and bike in this area all the time, and the intersections here are very heavily used and in some instances, I believe, dangerous. Most of the people using this Max stop are poorer, and there is a higher percentage of people of color here, so I believe this will benefit an under-served population of Portland. Also: the sidewalks around the Multnomah Ave. and 82nd avenue intersection are narrow and difficult to navigate, with water pooling up around them in the winter.

Halsey Street safety and access to transit (3530)

This project will greatly impact an unsafe corridor for people accessing basic services at JOIN's Homeless Day Center as well as other neighbors going to and from the max and bus stops on 82nd avenue. This is currently a blind turn in both directions and despite the speed limit being at 25mph, it is extremely dangerous for community members attempting to cross the street.

Halsey Street safety and access to transit (3530)

A road diet along Halsey is needed. However it would be gray if this segment is not considered in isolation, and are extended further to provide greater connections further east and west.

Halsey Street safety and access to transit (3530)

A separated bike lane on Halsey for this stretch would be great. Ultimately I would like to see it extended farther to the west through Hollywood.

Halsey Street safety and access to transit (3530)

5

Halsey Street safety and access to transit (3530)

This is a very needed project, and so is the Halsey area near the 60th Ave MAX stop. Those sidewalks are so narrow and without curb cuts, only one person can use them at a time or you have to walk on the street or someone's lawn. Forget a mobility device on those areas, they are just not able to use them. Halsey between 47th and 60th is extremely narrow and dangerous and the bus takes a lane and a half anyway (prime for a road diet?) 60th between Halsey and the 60th MAX stop area near Halsey is scheduled to be rezoned dramatically to CM and from R5 to R1 surrounding it and the current infrastructure for bike/ped access is deplorable. I realize funding is limited, but please look to expand this project to include more of Halsey and also the 60th MAX stop. Thank you.

Halsey Street safety and access to transit (3530)

5

As a home-owner and parent of 2 small children in Madison South, I invite you to make these modifications to a great plan: ☐

1. Please widen the Tillamook bike crossing at 82nd on the west side of 82nd. It is narrow and unsafe for both children and adults. I will not allow my children to cross the Tillamook/82nd intersection until this is improved.☐
2. Also, please reduce the speed limit on NE Tillamook between 60th and 92nd to 20mph. Many car drivers speed on Tillamook as a cut-through to avoid i84 traffic.☐
3. Improve the pedestrian crossing at Sacramento and 82nd. There is no paint on the street and no lighting. In its current state, it is unsafe for both children and adults to cross.☐

☐

Thank you!☐

Matt Smith☐

5 8524 Ne Thompson St

5

Access the 82nd MAX and 77 are very poor. There is one safe crossing along the entire route from 60th to 82nd. I live on the north side of Halsey at 75th and getting to and from this area by bus, foot or bike is very dangerous. The two lanes in one direction near an on-ramp encourage high speeds especially during commuter hours. The streets don't line up on either side of the street, so pedestrian crossing is very dangerous. The area around JOIN to cross to the MAX is waiting for a fatality. I have to cross this area at least twice a day as I take transit to work. I am just crossing my fingers that I don't get hit one 5 day. This area would be a very good use of improvement dollars.

Halsey Street safety and
access to transit (3530)
Halsey Street safety and
access to transit (3530)

Halsey Street safety and
access to transit (3530)

Halsey Street safety and access to transit (3530)

Living on Halsey at 75th with a 2-year old can be a scary ordeal. In addition to the very dangerous process of getting to the Max station, I see cars run red lights at 74th street constantly. This is the only signalized crossing in the whole district to access the Max from the north. I walk and bike through that intersection with my daughter everyday and have nearly been hit more than once by speeding cars while crossing with the right of way. In addition to the crossing issues, the conversion of Halsey to a 3-lane section needs to be accelerated. While on the long term CIP for the City, the simple re-striping is a very important safety issue for many area residents; it needs to happen as soon as possible. Additional lights and crosswalks are desirable as well as bicycle facilities, but the re-striping is extremely important to begin slowing vehicle speeds. While the posted speed is 35, dangerous for pedestrians and cyclists, the design speed is higher with average vehicle speeds at and above 40mph. This is an overlooked section of Halsey which is extremely dangerous for all users: pedestrians, cyclists, drivers, elderly, young, and also the homeless population who access a facility at 81st and Halsey at a very dangerous corner.

Halsey Street safety and access to transit (3530)

I support the implementation of a separated bike lane along Halsey St, as designated in this proposal. At this time, this max station is not easily accessible by a multimodal traveler from the Halsey St location. Additionally, this is one of few points to cross I-84 and should be made safer for cyclists.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

noble idea but that overpass is fubar
how about going under it where all those warehouses are?

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

Low-cost and high-value option to strengthen bike/ped connections in an auto-centric area where few options exist. This bolsters the transportation options for neighborhoods, interconnects transit offerings, creates community connections, supports neighborhood health/well-being, and benefits children and lower income community members.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

Yes! Safety for underserved populations!
In my role as a volunteer active with the 82nd Ave. Improvement Coalition for nearly 3 years, I am familiar with safety issues that need to be addressed in this area. It is in this context that I support full funding for this proposed project.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

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Improved access and safety mitigates the negative aspects of 82nd avenue and sets the stage for increased neighborhood engagement around this busy highway exchange.

Improving the safety and access of multi mode of transportation in this area is very important. Especially the lower income people who live there and need to commute to work and school.

Yet again - critical to invest in East Portland, and most of Halsey's infrastructure is woefully inadequate for our outright dangerous to non-auto modes of travel.

It is dangerous on foot or a bicycle in this area. Especially important is a safe way past I-205 for bicycle riders and pedestrians.

Safe and connected pedestrian environments are vital to a healthy community. East Portlanders deserve these amenities.

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

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

5
4
5

This is an important link for active transportation users over i84. PLEASE BUILD IT!

Halsey Street safety and access to transit (3530)

5 Sorely needed

Halsey Street safety and access to transit (3530)
Halsey Street safety and access to transit (3530)

Halsey can be made into an even more important and safe connector than it already is. This area is one of the greatest weak spots in this important route from Portland to Gresham. Please fund this project.

5

I think this project will pair well the the outer Halsey safe street thing that just passed the council. I would also provide better access to gateway from the west side of 205. As of now, the stretch of Halsey between 82nd and 92/102 is dangerous for bicyclists and pedestrians with no sidewalks. I highly support this project to help make streets safer.

Halsey Street safety and access to transit (3530)

This route have been endorsed by every community group along the way. I live just west of here and never bike to Gateway, but as the last piece of the east Halsey remodel, it will give my neighborhood safe access east for the first time. This would be my number one project in this list as my neighborhood is highly dense and growing fast. Access to the 82 nd MAX and Gateway is desperately needed.

Halsey Street safety and access to transit (3530)

This area has been overbuilt for cars, and unless some improvements are made for peds/transit riders, TriMet's improved service will not have the effect it should. It's a high-crash corridor, and this project will help make the area function better for all users.

Halsey Street safety and access to transit (3530)

Halsey Street safety and access to transit (3530)

I am about to move to this area, and I would feel so much safer biking around with a separated bike lane on Halsey. Right now, riding on Halsey is scary and people drive really fast. This is an area with a lot of businesses that would also benefit from slower speeds and better street safety.

Herman Road walking and biking improvements project engineering (3489)

This is a great idea. This is a much better way to bike from Sherwood to Tualatin than the main road. But, should also improve the section between 124th and Tualatin-Sherwood road (via Herman).

Herman Road walking and biking improvements project engineering (3489)

5 Looking forward to seeing this project actually built!

Herman Road walking and biking improvements project engineering (3489)	5	Fully in support. This is a dangerous street to ride a bike on.
Herman Road walking and biking improvements project engineering (3489)	1	
Herman Road walking and biking improvements project engineering (3489)	4	
		This project could provide a great alternative to Tualatin-Sherwood road, which is very congested and not a whole lot of fun to ride or walk on. ☹
		☹
Herman Road walking and biking improvements project engineering (3489)	5	In general, the suburban communities have fewer resources and more need than Portland. I think it is really important to develop a transportation system that provide alternative modes for people working in our job centers. I live in SE Portland and work in Tualatin. Closing gaps like this is our system will enable people to get to and from employment centers on bikes, by walking, and on transit.
Herman Road walking and biking improvements project engineering (3489)	4	

I live in King City, and travel Herman Road from 124th to Tualatin Road almost daily, usually in the early morning. When it's dark and in particular rainy, the drive from Teton to Tualatin Roads is quite treacherous - narrow, and lane lines are practically invisible. I strongly urge that this stretch of Herman be improved, and also that marked bike lanes along the whole route be funded. It's a safety issue for both vehicular drivers and bikers.

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Herman Road walking and
 biking improvements
 project engineering (3489)

5

Herman Road walking and
 biking improvements
 project engineering (3489)

5

Herman Road walking and
 biking improvements
 project engineering (3489)

4 This is a great idea.

Herman Road walking and
 biking improvements
 project engineering (3489)

1

Herman Road walking and
 biking improvements
 project engineering (3489)

5

Herman Road walking and
 biking improvements
 project engineering (3489)

5 Is this beginning to create a biking/walking bypass to 99W? The alignment looks right. I like it.

Herman Road walking and biking improvements project engineering (3489)	Sections of this road are basically impassable by pedestrians and bicyclists. This is a local route for commuters to the industrial area and pedestrian and bikes require added protections/designated routes 5 to travel alongside industrial vehicles.
Herman Road walking and biking improvements project engineering (3489)	5 Much needed to accommodate the increase in bike traffic - very unsafe corridor.
Herman Road walking and biking improvements project engineering (3489)	4
Herman Road walking and biking improvements project engineering (3489)	<p>5 This is much needed to improve our bike/ped connections!</p> <p>I support improvement of only a shorter, eastern segment of the project, between SW Tualatin Road and SW Teton Avenue. ☒</p> <p>☒</p> <p>Because the eastern segment has no sidewalks or bike lanes at all and includes a mobile home park, bicycle and pedestrian improvements are needed here. ☒</p> <p>☒</p> <p>Regarding the western segment between SW Teton Avenue and SW 124th Avenue, there already exist continuous sidewalk and a bike lane in each direction. Installing buffered bike lanes along the western segment would be a waste of money, because this is not an urban street – it’s an arterial road in an industrial zone with no mixed-use buildings up to the street and no plans for such redevelopment. There’s no population to serve through buffered bike lanes. The vast majority of industrial workers in Tualatin commute by car from outside the town, and the vast majority of Tualatin residents commute out of town by car to work, based on past City of Tualatin research for its Linking Tualatin long-range plan. Buffered bike lanes are best to reclaim street space in downtowns or inner neighborhoods where there exists a population of willing but hesitant would-be cyclists, and the western segment of Herman Road is definitely not that. Lastly, there are too many competing locations in the region that are more worthy of Metro funding than the western segment of Herman Road. ☒</p>
Herman Road walking and biking improvements project engineering (3489)	2 ☒

Herman Road walking and biking improvements project engineering (3489)	5
Herman Road walking and biking improvements project engineering (3489)	4 It is a much needed project
Herman Road walking and biking improvements project engineering (3489)	5 Of all the roads I have traveled on in the South Portland area, this is by far the most dangerous. There is a good number of industrial businesses in this area with trucks traveling this road as well. The fact that there is drop off drainage ditch directly off of the west bound lane coupled with frequent bikers creates a recipe for disaster. This should be a high priority project. Not for convenience purposes but for safety
Herman Road walking and biking improvements project engineering (3489)	5 Long overdue. Needed to move more large trucks in this industrial area off of other streets and to allow pedestrians to safely walk in the area.
Herman Road walking and biking improvements project engineering (3489)	4 As a cyclist and driver I travel this road frequently. These improvements are necessary for the safety of all; especially given the large trucks that travel on this road every day.
Herman Road walking and biking improvements project engineering (3489)	1 This project is very important for several reasons: social equity, safety and freight mobility. Herman is a major freight corridor and it sits next to one of Tualatin's most distressed neighborhoods, Willow Glen, which has quite a few children and seniors. There are no sidewalks or bike lanes for safe passing. During the last rain storm, the road had flooded and a delivery truck had run off the road and into the ditch. Luckily no one was hurt.
Herman Road walking and biking improvements project engineering (3489)	5
Herman Road walking and biking improvements project engineering (3489)	3 A good project, but Tualatin Sherwood Rd is a more direct choice.

Herman Road walking and biking improvements project engineering (3489)

Herman Road walking and biking improvements project engineering (3489)

This funding source should be for highway mitigation planning or shovel ready projects. This is a great project, that they should one back for a funding request after they have paid or the engineering 3 themselves.

Herman Road walking and biking improvements project engineering (3489)

5

Highway 43 walking and biking improvements (3512)

The section south of Old River Rd makes sense, but north of that, Old River Rd is a much better bike 4 route.

Highway 43 walking and biking improvements (3512)

5

Highway 43 walking and biking improvements (3512)

5 This area need improvements as well as State Street in Lake Oswego (not listed)

Highway 43 walking and biking improvements (3512)

4 I've ridden this stretch and it's not a pleasant place to ride a bike.

Highway 43 walking and biking improvements (3512)

43 serves as a popular loop bike ride crossing at Oregon City and the Sellwood Bridge. Any improvements along its length would be well appreciated by cyclists and protect the safety of active 4 citizens.

Highway 43 walking and biking improvements (3512)

This is a much needed project in West Linn. Access from the Robinwood area to Marylhurst is much used 5 during the week by students.

Highway 43 walking and biking improvements (3512)

5 This is a good use of the money.

Highway 43 walking and
biking improvements
(3512)

2 Looks like a good project but West Linn can afford it.

Highway 43 walking and
biking improvements
(3512)

5

Highway 43 walking and
biking improvements
(3512)

1 West Linn should raise property taxes if they want better infrastructure.

Highway 43 walking and
biking improvements
(3512)

3

Highway 43 walking and
biking improvements
(3512)

5 It's a good start. I'd like protected bike lanes all the way to Portland. We also really need a better intersection where Willamette Falls Dr meets 43 near the Arch Bridge.

This plan's own study shows a 4000/3 vehicle to pedestrian ratio at peak drive time yet there is nothing in this plan that will improve auto traffic. ODOT's own rules state that project money must not be directed to projects that serve to better a minority of the population. In addition, the plan will take property from individuals and a church, materially damaging their ability to financially sustain their parish. West Linn's own traffic engineer, Lance Calvert, stated that this project is intended to make it easier, "for a family to ride their bikes to Starbucks on a weekend." This is a gross misuse of the people's

Highway 43 walking and
biking improvements
(3512)

1 money.

This isn't downtown Portland. This is the low-density suburbs. People overwhelmingly drive to conduct their daily activities and work.

Making 1,000 people sit in traffic while 1 person bikes to work because bike lanes were added instead of auto lanes makes zero sense.

80% of region residents commute to work via automobile (US Census Bureau). 80% prefer detached housing (2014 Housing Preference Study). Households overwhelmingly prefer to own their own home, with space, in a good neighborhood, in a good school district. As opposed to paying obscene rents to institutional landlords which own multifamily apartments and high density housing.

Highway 43 walking and biking improvements (3512)

1 Add some auto lanes.

Highway 43 walking and biking improvements (3512)

As the main artery through West Linn, this investment will improve safety and livability for our citizens and the many who travel through our city daily.

Highway 43 walking and biking improvements (3512)

5 Another improvement to livability in my neighborhood. Thank you.

Highway 43 walking and biking improvements (3512)

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

Highway 43 walking and biking improvements (3512)

This will have a HUGE impact on Emmanuel Presbyterian Church in West Linn, bi-secting the church's property. It will take away the playground that Columbia Academy (who rents space from the church and recently renovated to the tune of about \$30K). The playground would need to be moved to the "backyard" of the church, which would then prevent the school from any field-type activities. The church receives thousands of dollars in rent from the school. If the school were to leave, Emmanuel Presbyterian Church will lose a vital source of income. The plan to punch Hidden Springs Dr. across Hwy 2 43 is poorly thought out, given the impact it will have to church members and school families.

Highway 43 walking and biking improvements (3512)

More covered bus stops like one on the other side of the street from 7-11. Clean back mtn foliage from sidewalk across from Bolton Elem School so kids can walk to school along 43. Add more flashing crossing lights at McDonalds so people can cross to that mall area safely. Add flower medians where there isn't turn lanes to beautify and slow traffic. Add covered bus stop at McDonalds area and across street where people can wait inside before catching bus. Add wide steps down from 43 into Park and ride with lights.
5 Add flashing crosswalk at Mary Young Park area for apartments crossing with animals or children. Whew!

4

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

3

West linn needs to make sure to continue to listen to and act on citizen input regarding the concept plan
5 and how it eventually would get implemented .

5

This main arterial from the Willamette Falls to Portland is badly in need of updating. Safety is currently
5 at risk and also the congestion is a concern not only for liveability but also for emergency vehicles.

5

This is a tough stretch of highway to bike or walk currently. These changes will make a big difference in
5 helping people get active in their own transportation.

5

Highway 43 walking and biking improvements (3512)

5 Much needed improvements in this area!

Highway 43 walking and biking improvements (3512)

This is a very popular route for bike commuters, runners and people out walking. It is unsafe in segments 5 because these groups are compressed together with auto traffic.

Highway 43 walking and biking improvements (3512)

5 Its currently very hazardous without sidewalks. Also, the cedar oak stoplight is terrible.

Highway 43 walking and biking improvements (3512)

5

We definitely need traffic flow and traffic safety improvements along here. Some of the crossings and bus stops are very dangerous especially for pedestrians, but also for cars and bikes, because of lack of any continuous design...Everything was cobbled together over the decades. ODOT recently top coated the surface and left a nasty welt in the middle of the already subpar bike lane. Funding to help get this

Highway 43 walking and biking improvements (3512)

5 project off the ground would really help.

Highway 43 walking and biking improvements (3512)

The fast urbanization of this area over the last 20 years has made current pedestrian access unsafe, in my personal experience, and yet that does not deter people from navigating on their own - not a good public stance! As a car commuter along Hidden Springs and Rt. 43, I am concerned about ongoing accidents and issues in the Hidden Springs/ 43 area with the 2 three-way stop-light intersections, this needs to be made safer, and there is a good plan here to do so. Also as a commuter I am frustrated with rush-hour traffic often stop and go, for example south-bound in the afternoon from Lake Oswego all the way through the arch bridge. It seems that the bridge is the big bottle-neck, but sure wish this could somehow be alleviated to some degree, considering new residences being built along this corridor which will only 5 worsen the situation. Thank you.

Highway 43 walking and biking improvements (3512)

Highway 43 has become seriously overloaded with vehicular traffic. Making walking and bicycle safe 5 alternative can help reduce vehicle traffic. I strongly support these improvements.

Highway 43 walking and biking improvements (3512)

5 This area is unsafe in many ways. I hope that the improvements here get funded

Highway 43 walking and
biking improvements
(3512)

1 Lake Oswego already has so much. Consider funding a project in an underserved neighborhood.

As someone who has biked and used public transportation on this stretch of 43, I'm happy to see this proposal and a plan that takes these modes into consideration. Regarding the protected intersections, do they take into account typical speeds and flow for bicycles in green-light scenarios? It looks like a bicyclist might need to significantly slow down to navigate the intersection and might encounter pedestrian traffic that doesn't exist today (pedestrians preparing to cross when the light changes). Is there some place this design is in effect where I could go to look at pictures or see in person? Regarding the transit stops, is the plan to have traffic blocked while the bus is stopped, or is there space to go around the bus? In the 5 drawing, it looks like the former.

Highway 43 walking and
biking improvements
(3512)

The transition from Mary S Young park toward Kenthorp puts pedestrians and bicyclists dangerously 3 close to traffic. I would love to see some kind of buffer from traffic to get from the park to the sidewalk.

Highway 43 walking and
biking improvements
(3512)

5 I think this corridor could use a sidewalk!

Highway 43 walking and
biking improvements
(3512)

5

Highway 43 walking and
biking improvements
(3512)

5 This project is sorely needed to improve safety along this corridor.

Highway 43 walking and
biking improvements
(3512)

I attended a very informative neighborhood meeting on this plan and am very eager to see it enter the implementation stage.

Highway 43 walking and
biking improvements
(3512)

5 Kris Duncan - West Linn resident

Highway 43 walking and
biking improvements
(3512)

2

Highway 43 walking and
biking improvements
(3512)

2

Highway 43 walking and biking improvements (3512)

This is very needed in the community. public transportation and public walking access can be drastically improved. 5

Highway 43 walking and biking improvements (3512)

I represent the congregation of Emmanuel Presbyterian Church, which is one the properties most affected by the Hwy 43 proposal. We are broadly in support to the changes West Linn looks to bring to Hwy 43, including increased safety measures for pedestrians, bicyclists, and motorists . The City of West Linn has been very upfront with us as property owners and excellent in their communication. We are excited to be their partners in this project and hope that Metro will seriously consider this proposal and the significant positive change it will bring to all of us who utilize Hwy 43 on a daily basis. Improvements to the bike lanes along this corridor would be an improvement over the current bike lanes. However this is a State Highway and its frustrating that these limited Metro Funds would be diverted away from local facilities only to fund a facility that should be funded using State Highway allocations.

Highway 43 walking and biking improvements (3512)

This project will serve the West Linn adult community for their exercise and social needs but be honest. 3 This is not a k-12 school route.

Highway 43 walking and biking improvements (3512)

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Highway 43 walking and biking improvements (3512)

4

Highway 43 walking and biking improvements (3512)

5

Highway 43 walking and biking improvements (3512)

3

Highway 43 walking and biking improvements (3512)

5 This will be transformative for this suburban highway. Local support is demonstrated by local match.

Highway 43 walking and biking improvements (3512)	5	It's probably been 20 years since I either drove or biked to and in West Linn, which means my experience is with much less traffic than there probably is now. This is a well thought out project, and sounds like it will be better, more effective, and more comfortable than any I have yet experienced in Portland. Do it and show us the way.
Highway 43 walking and biking improvements (3512)	5	
Highway 99W sidewalk safety improvements (3490)	5	Very much needed! As Sherwood grows north of 99W (perhaps with a new highschool) we need to improve access along and across this highway.
Highway 99W sidewalk safety improvements (3490)	4	
Highway 99W sidewalk safety improvements (3490)	1	
Highway 99W sidewalk safety improvements (3490)	2	
Highway 99W sidewalk safety improvements (3490)	5	
Highway 99W sidewalk safety improvements (3490)	5	
Highway 99W sidewalk safety improvements (3490)	5	Please approve this grant request. This is a very needed project for the safety of our citizens.
Highway 99W sidewalk safety improvements (3490)	5	This is a very dangerous stretch of road for pedestrians. This would definitely improve this area.
Highway 99W sidewalk safety improvements (3490)	5	Safety! Livability! Please!

Highway 99W sidewalk safety improvements (3490)	<p>This stretch of HW 99W desperately needs a sidewalk to connect the parts of town. Because of the creek and wetlands, there is no other way to walk or bike to the north part of town without a long detour. A lot of new construction on the south side of this stretch at Meineke only adds to the need.☒</p> <p>I have needed to walk and run along this part of HW 99 and it was frightening being so close to the traffic with no protection at all. I strongly support this project.☒</p>
Highway 99W sidewalk safety improvements (3490)	<p>5 Michael Godsey, Sherwood Resident</p> <p>I live nearby and see kids and others walking here all the time and I worry about them with the high speed of traffic and no clear path to travel on. It would be a great addition for the trails that are planned to connect through Sherwood from the North and South. Thank you.</p>
Highway 99W sidewalk safety improvements (3490)	5
Highway 99W sidewalk safety improvements (3490)	<p>1 It is a limited project, METRO has asked Sherwood to provide greater density and it has, in this area and now we need help transporting the people safely.</p>
Highway 99W sidewalk safety improvements (3490)	<p>5 There are very few connections over this creek making along 99 is very dangerous - adding this sidewalk would be a great improvement for the safety and walkability of the community.</p>
Highway 99W sidewalk safety improvements (3490)	<p>I have a child at Sherwood High School. We live close enough for them to walk home after sports or other after school activities and in the morning if they miss the bus, but I feel it's very dangerous for them to walk along the side of 99 especially when it's dark. I will be having to leave work to pick them up after sports this winter even though it's not far because I don't want them walking along the side of 99. If there was a sidewalk there I know it would greatly benefit our family as well as many other families of students at Sherwood High School.</p>
Highway 99W sidewalk safety improvements (3490)	5 We need safe walkways for people with strollers and little ones on major roads.
Highway 99W sidewalk safety improvements (3490)	1
Highway 99W sidewalk safety improvements (3490)	1

Highway 99W sidewalk safety improvements (3490)

5 important safety project that builds upon Cedar Creek Trail project adjacent to this location
With the high freeway speeds, lack of lighting, and small gravel shoulder this stretch of road has always been an extremely hazardous walking/biking zone, particularly at dusk or on rainy days and is overdue for development. Residents need a more efficient and safer way to get to schools, doctor appointments, work, or for shopping needs. This proposed area is near lower income residents and would help increase our town's unity and diversity. The increased buildup, growth, and walking trails increases the urgency
5 for needed upgrades.

Highway 99W sidewalk safety improvements (3490)

Highway 99W sidewalk safety improvements (3490)

5 Sherwood needs these sidewalks to improve pedestrian safety.

Highway 99W sidewalk safety improvements (3490)

5 I always see kids walking on the side of the road. For such a built up area we need to provide safety

Highway 99W sidewalk safety improvements (3490)

I would love to see this built, my teenager sometimes has to use this to get to a gamestore on his bike,
5 and a separated sidewalk will be much safer than what is there now.

Highway 99W sidewalk safety improvements (3490)

5

Highway 99W sidewalk safety improvements (3490)

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

Highway 99W sidewalk safety improvements (3490)

The green space area and Hwy 99W "cut off" many residents from the main part of the town. Adding in
5 sidewalks and easier access would not only make access safer it would help connect all of us.

Highway 99W sidewalk safety improvements (3490)

I always see people (adults, teenagers, and kids) walking along the shoulder of the highway with shopping bags or backpacks in their hands. It is simply not safe for them. There is not a lot of room between the cars on the highway (speeding) and the shoulder where these people are walking. I do not feel comfortable letting my kids cross the highway let alone bike or walk down it. It takes longer to go
5 around, but it is safer. Adding in sidewalks and a retaining wall will make this area safer.

Highway 99W sidewalk safety improvements (3490)

This is the same area where a motorcycle police officer had a car pulled over and was hit by another vehicle. If it's dangerous for a police officer with his lights on than it's definitely dangerous for someone trying to walk or ride their bike to work/school. I see people walking along here all the time from Wal-Greens or Safeway bags. Adding a sidewalk and landscaping would provide more room to help keep 5 those pedestrians safe.

Highway 99W sidewalk safety improvements (3490)

This stretch of Highway is very dangerous. I see people walking on it all the time, especially at night. I have even walked on it because it was a short cut home and cars come extremely close to you. I highly 5 support this sidewalk.

Highway 99W sidewalk safety improvements (3490)

As Sherwood continues to grow, this project will directly impact the ability to safely access walking and 5 biking areas decreasing the number of cars on the road; please make it happen.

Highway 99W sidewalk safety improvements (3490)

My family lives in the development right off of Meineke parkway. When we want to ride our bikes to any of the Northern parts of the city..ie Target, Walmart etc we are forced to go all the way around to get to Edy so we can ride or walk on sidewalks. I will not allow out family to travel by any means except by car along that 99 section. There aren't any lights and many times teenagers walk along that section and you cannot see them! As a driver and parent I get so concerned about their safety. I would love to walk and bike more often but many times do not want to add 20min more to my travel by bike for having to go all the way around! Please consider putting in sidewalks for people to get off of walking near the dark road 5 on a 45mph highway!! Thank you!

Highway 99W sidewalk safety improvements (3490)

There are a large number of pedestrians, runners, and bikers along Hwy 99 and no safe sidewalk or protected area to walk on. I live on Dewey Dr. right off of Meinecke. In addition this is a main route for a number of students that walk to the high school that live near Edy Road. If the bond passes there will be 5 elementary or junior high students that potentially will have to walk along the same road.

Highway 99W sidewalk safety improvements (3490)

Quite often I see both senior citizens, as well as kids/teens walking along side of 99W, attempting to make way to their desired location, with no sidewalks. This area in particular, is in strong need of many safety improvements, including sidewalks, better lighting, and lower mph signs posted. ☹
Also the speed limit on Roy Rogers Road (from 99W - down to the bridge - near the 'Welcome to Sherwood'), needs to be lowered to a residential rate of 25mph, as there are parks, homes, a church, a cemetery, etc. all within a stone's throw of this very busy thoroughfare. ☹
2 People exceed the 35mph posting quite often, to no avail.

Highway 99W sidewalk safety improvements (3490)	3	This should also connect to the Tonquin Cedar Creek Trail system! Not mentioned in the description...
Highway 99W sidewalk safety improvements (3490)	5	This section of 99W could really use this added for the safety of the community. I see people on this stretch all the time and I worry about them. Not enough shoulder, let alone sidewalks... I won't even walk or ride this section as it is too dangerous.
Highway 99W sidewalk safety improvements (3490)	1	
Highway 99W sidewalk safety improvements (3490)	5	
Highway 99W sidewalk safety improvements (3490)	5	
Highway 99W sidewalk safety improvements (3490)	3	
Highway 99W sidewalk safety improvements (3490)	5	This project is definitely worth to be on the top of the list. Among others, it provide a safe walk or bike to the Tualatin River Wild Life Refuge.
Highway 99W sidewalk safety improvements (3490)	2	I have traveled the 99W highway between Sherwood and Portland since 1945. The one thing I have noticed the most is the increase in motorized transportation. Bicycles and pedestrians have not had the same dramatic increase. that motor vehicles have had. The one thing Sherwood needs now is a bypass around Six Corners before all the land is developed. True it is not the safest place for pedestrians and bicycles, but should not the developers developed safe bike and walks through the neighborhoods to the commercial sites? We are more concerned to please developers, than the people who live or will live in the neighborhoods. In my opinion our land use planning is failing, and there is no real justification for wasting the taxpayers money on this project. There are much more important projects to do. Yes I believe we need to connect our neighborhoods and businesses, but Sherwood needs to start developing neighborhood commercial sites and not converting them to residential sites.

Highway 99W sidewalk safety improvements (3490)	5	
Highway 99W sidewalk safety improvements (3490)	3	Important project for an ODOT controlled facility. They should pay for this.
Highway 99W sidewalk safety improvements (3490)	5	This project would help a once vibrant neighbor center become an important regional center in coming decades. Housing density and public school presence make this a great place for a neighborhood that would serve local populations by making it safe to travel without driving.
Hillsdale Town Center pedestrian connections (3522)	3	The neighborhood's proximity to Portland's CBD and existing transit connections would both be well served.
Hillsdale Town Center pedestrian connections (3522)	5	This project should also go north on Sunset Blvd with sidewalks and up Dosch Road with sidewalks. Many walk on Sunset with zero protection on their way to three (3) schools. Children have been walking to school for decades as traffic and distracted driving have increased. We need better infrastructure to protect our kids and encourage parents to let them walk to school. With respect to the "underserved" neighborhood criteria Hillsdale neighborhood is chronically underserved by the governments who collect a disproportionate amount of taxes from this area and return very little in terms of infrastructure investment. I've lived on the same street for 21 years and my street has never been repaved despite crumbling pavement and disappearing curbs/shoulders.
Hillsdale Town Center pedestrian connections (3522)	5	Highly needed improvements in an area with large gaps in sidewalks and safe walking routes.
Hillsdale Town Center pedestrian connections (3522)	5	I have lived in Hillsdale from many years and that specific connection is one of the most frightening when going west, cars drive very fast because of the hill and because they are leaving the dense Hillsdale center for a less populated area. Providing greater protections is key to increasing bike and ped safety

Hillsdale Town Center
pedestrian connections
(3522)

As a bud rider on this route I see the difficulties and safety issues that disabled people, families with young children and cyclists in this area have to navigate. This project would greatly alleviate safety concerns and encourage active transit.

Hillsdale Town Center
pedestrian connections
(3522)

This commercial area is absolute hell for people walking and biking. Please approve these necessary fixes to a dangerous commercial area.

Hillsdale Town Center
pedestrian connections
(3522)

5 Hillsdale is great, but could use the beautification w/o redevelopment. Please do this!

Hillsdale Town Center
pedestrian connections
(3522)

Hillsdale is important, but note that this is miles from where I live in West Portland Park, which is a severely under-served area with respect to ped connectivity. We don't even have shoulders wider than 12 inches on many arterials.

Hillsdale Town Center
pedestrian connections
(3522)

5

Hillsdale Town Center
pedestrian connections
(3522)

5

Hillsdale Town Center
pedestrian connections
(3522)

I'd rather see sidewalks NOT on highways. How about going around through the neighborhood rather than where cars speed at 40 mph?

Hillsdale Town Center
pedestrian connections
(3522)

3

Hillsdale Town Center
pedestrian connections
(3522)

1 This project is silly. Does anyone walk on that street?

Hillsdale Town Center
pedestrian connections
(3522)

Great idea, badly needed. Please ensure safe crossing of Bertha Blvd turnoff from BH Hwy. Currently, 5 cars on right turn lane do rarely stop for bicyclists and it's a terrible crossing for pedestrians.

Hillsdale Town Center
pedestrian connections
(3522)

1

Hillsdale Town Center pedestrian connections (3522)	5	
Hillsdale Town Center pedestrian connections (3522)	5	I would bike more, instead of driving, if this connection was in place. Currently it's very difficult and dangerous to travel northbound on Bertha and transition to westbound on Vermont & Capitol Hwy by bike. We need more walkways and bike paths in SW Portland and this is a much needed step in the right direction.
Hillsdale Town Center pedestrian connections (3522)		The children who attend Gray Middle School or use Hillsdale Park deserve safer ways to get to and from their homes.
Hillsdale Town Center pedestrian connections (3522)	1	A MUCH more important connection is going the OTHER way on Beaverton/Hillsdale/Capitol Hwy to connect Hillsdale to Terwilliger. That is the narrow dangerous section on which pedestrians are often seen walking in the narrow bike lanes. This section sees very few pedestrians, and there actually is a fair amount of room on the side of the street even if there is no sidewalk.
Hillsdale Town Center pedestrian connections (3522)	5	Pedestrian improvements in SW Portland are long overdue and it looks like this is the ONLY one that is currently on the docket. Hillsdale in particular is an area where a great deal of pedestrian/vehicular conflicts can be prevented with improvements.
Hillsdale Town Center pedestrian connections (3522)	1	
Hillsdale Town Center pedestrian connections (3522)	5	
Hillsdale Town Center pedestrian connections (3522)	4	It would be nice to be able to run or walk more safely along this stretch of B-H Hwy. Will anything be done to slow down the cars? The cars make it pretty unhealthy and unpleasant.
Hillsdale Town Center pedestrian connections (3522)	4	
Hillsdale Town Center pedestrian connections (3522)	5	If Hillsdale is to become the town center Metro and Portland say they want, it needs to be much more pedestrian and bike friendly. Much progress has been made, but bike/ped access to and from the west is very poor (technically okay for cyclists if you like riding next to 35-50 mph traffic). This project would be a huge step in the right direction.

Hillsdale Town Center pedestrian connections (3522)	5	
Hillsdale Town Center pedestrian connections (3522)	5	
Hillsdale Town Center pedestrian connections (3522)		I live in the Hillsdale/Multnomah community and this proposal would be a significant improvement to safety, alternative access. Since the walkway was built along SW Vermont from 30th to 45, much more 5 foot traffic is apparent. It really helps people get out and walk/bike.
Hillsdale Town Center pedestrian connections (3522)	5	
Hillsdale Town Center pedestrian connections (3522)	1	
Hillsdale Town Center pedestrian connections (3522)		What really needs to happen in Hillsdale is a sidewalk on SW 30th between Vermont and Beaverton Hillsdale Highway. Pedestrians walk up and down, day and night, and cars swerve to avoid them. It's an 5 ignored huge Hillsdale problem that should be added to this project or the next one.
Hillsdale Town Center pedestrian connections (3522)	2	

Hillsdale Town Center pedestrian connections (3522)	<p>My husband and I moved to the Hillsdale area because it was an affordable area (considering rising costs on the east side) that was also close to work and close to a town center. We bus to work everyday and run in the area after work. We also try to drive as little as possible, specially if we are going into the town center. Unfortunately, we are not able to run or walk along Beaverton Hillsdale Highway because of the lack of sidewalks. Also, traveling to the Town Center is difficult in a vehicle during peak hours due to high traffic traveling to Beaverton in the afternoon; making a left out of the Food Front driveway where we shop is nearly impossible, and there are never any available parking spaces on the weekends. We often talk about how we would walk to shops and restaurants in the Town Center if there were sidewalks, specially on the weekends. I think filling in these sidewalk gaps will make a huge difference in the neighborhood, and many people who often drive may prefer to walk. It will also make it safer for 5 students to walk to school if they prefer to do so.</p>
Hillsdale Town Center pedestrian connections (3522)	<p>This would improve the quality of life for me and my neighbors, especially the elderly folks who don't drive. I live on SW Flower Ter and just walking up dosch so I can cross (then cross then cross again) to get to the eastbound bus stop is very dangerous and I am forced to either get muddy walking in the right of way or to walk on the actual road which is highly dangerous. The sidewalk proposed to Hillsdale town center would also encourage all of us to walk more to Hilldale reducing many small trips which are 5 clogging our limited roadways</p>
Hillsdale Town Center pedestrian connections (3522)	4
Hillsdale Town Center pedestrian connections (3522)	1
Hillsdale Town Center pedestrian connections (3522)	<p>This is a dangerous area to move around unless using a motorized vehicle. Improving conditions for vulnerable road users is a critical need for this High Crash Corridor. Given the other Vision Zero work happening in this corridor the funding would be well-times to improve segments of this road that are being left unaddressed instead of allowing good sections of road to be compromised by gaps in 5 infrastructure that endanger pedestrians and cyclists trying to get around the neighborhood.</p>
Hillsdale Town Center pedestrian connections (3522)	2

Hillsdale Town Center pedestrian connections (3522)	5	SW Portland NEEDS more infrastructure that supports biking and walking, or it will continue to experience swelling traffic and unsafe walking and biking conditions. Hillsdale is a vital hub in SW and increasing its walkability, bike-ability, and access to public transportation will bring consumer money to the area without the increase in automobile traffic.
Hillsdale Town Center pedestrian connections (3522)	4	
Hillsdale Town Center pedestrian connections (3522)	5	This would improve my daily commute and make much more likely to use this corridor on my bike.
Hillsdale Town Center pedestrian connections (3522)	5	
Hillsdale Town Center pedestrian connections (3522)	3	Good project and needed, but this is a state highway. Sidewalk improvements should be paid for by ODOT.
Hillsdale Town Center pedestrian connections (3522)	5	Good luck, I say. There seems to be a lot of resentment of sidewalks in this area, and a lot of misunderstanding of what "public" means in terms of the public right of way.
Hillsdale Town Center pedestrian connections (3522)	5	
Hillsdale Town Center pedestrian connections (3522)	1	Sidewalks do not belong along highways. Find alternate routes for pedestrian travel and bike traffic that is safer.
Hunziker Road industrial area transportation infrastructure (3550)		
		I think you can do this \$500,000. This does not need to be more than reinforced gravel.
Hunziker Road industrial area transportation infrastructure (3550)	1	

Hunziker Road industrial area transportation infrastructure (3550)	5	Better traffic flow makes for happy travelers.
Hunziker Road industrial area transportation infrastructure (3550)	5	
Hunziker Road industrial area transportation infrastructure (3550)	2	Let the local businesses sponsor it, since it will decrease their logistics costs.
Hunziker Road industrial area transportation infrastructure (3550)	5	Traffic congestion is a major issue
Hunziker Road industrial area transportation infrastructure (3550)	5	
Hunziker Road industrial area transportation infrastructure (3550)	1	
Hunziker Road industrial area transportation infrastructure (3550)	3	This project improves the freight infrastructure for the area and would encourage the development of currently undeveloped industrial property
Hunziker Road industrial area transportation infrastructure (3550)	1	

Hunziker Road industrial area transportation infrastructure (3550)	5	
Hunziker Road industrial area transportation infrastructure (3550)	2	How does this help the region?
Hunziker Road industrial area transportation infrastructure (3550)	1	
Hunziker Road industrial area transportation infrastructure (3550)	5	I know the area and drive through it on occasion. On balance, the project is good. One reason is that it creates a new street connection in SW Washington County and a part of Tigard that has few through routes. It's on undeveloped land and would displace nothing that I can see. I also respect the needs of freight trucks and know of the congestion at I-5 and SW 72nd Avenue. Lastly, I would think as a cyclist or pedestrian, I'd prefer taking the proposed street over staying on 72nd and Hunziker all the way. The project meets local and regional needs and is a win-win all around.
Hunziker Road industrial area transportation infrastructure (3550)	1	Freight and roadway expansion projects should be funded through other sources than this limited federal resource.
Hunziker Road industrial area transportation infrastructure (3550)	5	This project is 20-years overdue. Get cracking.
Hunziker Road industrial area transportation infrastructure (3550)	1	Inappropriate for flexible funds.

Hunziker Road industrial area transportation infrastructure (3550)
Interstate 205 walking and biking trail (3487)

This would open up industrial land, creating good, high paying jobs in Tigard with benefits. Tigard is in need of more high paying industrial jobs to diversify its income and tax base, and this project provides a 5 high return on investment unlike most other recent projects.

5 This would be a fantastic trail!

Interstate 205 walking and biking trail (3487)
Interstate 205 walking and biking trail (3487)

This is a great roadway in dire need of improvements! There is no bike lane or even a shoulder and it's 5 such an important connection from West Linn and Oregon City to Willamette and beyond.

4 An important connection to make.

5 Great project would love to see this completed.

4

5 Yes

Interstate 205 walking and biking trail (3487)
Interstate 205 walking and biking trail (3487)
Interstate 205 walking and biking trail (3487)

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

Safe connectivity between the various West Linn neighborhoods is extremely valuable for both local and 4 regional connectivity

5 Another important improvement for bikers traveling the 205 route.

Interstate 205 walking and biking trail (3487)
Interstate 205 walking and biking trail (3487)
Interstate 205 walking and biking trail (3487)

The amount of local money that would need to be spent to slightly improve bike path does not even begin to offset the potential safety concerns of neighbors whose back yards are adjacent to this proposal as it pertains to mobile transients who pass through the corridor. Additional property protection would 1 be necessary to implement such a plan and frankly far more costly than any actual benefit.

2

5

Interstate 205 walking and biking trail (3487)

5

Interstate 205 walking and biking trail (3487)

West Linn's options to bike commute to Portland remain sparse. This project is a great step in the right direction to rectify this situation

Interstate 205 walking and biking trail (3487)

5

Interstate 205 walking and biking trail (3487)

3

Interstate 205 walking and biking trail (3487)

4

The decisions on what this whole area will become in the future are still being debated. Something will be happening in the Willamette Falls area and the old West Linn police building area. It seems prudent to wait and confirm the big picture of development for this area before putting in this current proposed project. I have walked in this area and under the 205 bridge numerous times and enjoy the trail by the 3 river there and hope the wooded trail is retained, regardless.

Interstate 205 walking and biking trail (3487)

1 Money could be better spent on a different project, this doesn't help very much

Interstate 205 walking and biking trail (3487)

Pros: The walkability in West Linn is very poor. This path would improve this. The Willamette neighborhood (10th St. Exit) is currently a food desert. We no longer have a grocery store within 1 mile of our neighborhood and the only way to travel in or out of the area is by car. The roadways out of the neighborhood are very dangerous to walk on - they are poorly lit with minimal to no shoulder.

Interstate 205 walking and biking trail (3487)

Cons: I would be concerned about homeless people setting up camp along such a trail, or about illegal activity happening on the trail. It looks like it would be difficult for the police to get to any point on the 3 trail quickly in order to do any enforcement.

Interstate 205 walking and biking trail (3487)

I don't really see the need for the path on the north side of I-205 between 10th St. up to Imperial Drive. We've lived here since 1985 and I can count on one hand the number of bicyclists and pedestrians I've seen traveling up or down Salamo. It would be even better if it could be put in on the south side of I-205 since Willamette Falls Dr. between the Willamette area and the Arch Bridge isn't wide enough for bicyclists and pedestrians to travel safely. If you want to dream real big, make it follow Willamette Falls Dr. from the Arch Bridge all the way down to the roundabout at Stafford. (WFD becomes Borland when it 3 crosses the Tualatin River).

Interstate 205 walking and biking trail (3487)	1	
Interstate 205 walking and biking trail (3487)	1	This path doesn't seem to add much value.
Interstate 205 walking and biking trail (3487)	5	This is a great idea, but it is only the beginning, really. The trail needs to continue to Tualatin, PLEASE. It is difficult to make out how it ties in to the existing trail system on this map, btw.
Interstate 205 walking and biking trail (3487)	1	
Interstate 205 walking and biking trail (3487)	5	This is very needed. Public transportation and walking to and from old willamete is terrible, and is hard for people commuting to and from this area.
Interstate 205 walking and biking trail (3487)	5	
Interstate 205 walking and biking trail (3487)	1	
Interstate 205 walking and biking trail (3487)	1	I would only support this if it didn't threaten freeway access for cyclists, on a stretch of 205 that I regularly bike on.
		Good idea, but this orphan path will benefit very few people except local residents. As such the city of West Linn should put in more than the most minimum match. This path can wait until Salem decidss what to do about the 205 widening and Oregon City crossing. Then, this. project can be integrated into that mega-project.
Interstate 205 walking and biking trail (3487)	1	
Interstate 205 walking and biking trail (3487)	5	
Interstate 5 walking and biking bridge (3486)	5	Areas disconnected by freeways are a major deterrence from walking or biking. Any opportunity to connect them should be seized
Interstate 5 walking and biking bridge (3486)	5	Not only helps with safety but connects town center to the transit center
Interstate 5 walking and biking bridge (3486)	5	Looking forward to seeing this project actually get built!
Interstate 5 walking and biking bridge (3486)	1	
Interstate 5 walking and biking bridge (3486)	5	Good idea!

<p>Interstate 5 walking and biking bridge (3486)</p>	<p>Wilsonville is bisected by the I-5 and the West side is expanding rapidly; the town center area on the East side is expected to redevelop soon so this connection is a very important element of connectivity for the community,²</p>
<p>Interstate 5 walking and biking bridge (3486)</p> <p>Interstate 5 walking and biking bridge (3486)</p> <p>Interstate 5 walking and biking bridge (3486)</p>	<p>²</p> <p>This connection is valuable to both residents and the large employee population as it will serve to connect the Wilsonville WES station and transit hub to the employment centers of Mentor</p> <p>5 Graphics/Xerox/3-D Systems/Rockwell Collins etc</p> <p>5</p> <p>4</p> <p>5</p> <p>This is a much needed improvement that will provide for a much safer route for community members and youth from local nearby schools. It also takes into consideration the rapid growth in this area and 5 provides for better access to locations that are vital to the community.</p>
<p>Interstate 5 walking and biking bridge (3486)</p> <p>Interstate 5 walking and biking bridge (3486)</p>	<p>1</p> <p>2 Price tag not realistic - too low</p> <p>Good investment to strengthen bike/ped connections in an auto-centric area where few options exist. This bolsters the transportation options for neighborhoods, creates community connections, supports neighborhood health/well-being, and benefits children and lower income community members. I am concerned over the length of time from Metro support to implementation, as it's noted that this \$9M 4 construction project is to be completed within the next 10-years.</p>
<p>Interstate 5 walking and biking bridge (3486)</p>	<p>5 Wilsonville desperately needs more ways to cross interstate 5.</p> <p>One of the things that deters me the most from commuting around our small town is travelling under the I-5 interchange. Traffic is very heavy around I-5 and Wilsonville Rd and feels dangerous to bike, even though there are bike lanes. If this ped/bike bridge was constructed, I would be more likely to bike and 5 walk to visit the west side of town. I would very much appreciate this addition!</p>

Interstate 5 walking and biking bridge (3486)	Serves as a new connector over Interstate 5, between residential and transit, between residential and key employers, between residential and city services, between residential and higher education resources. Moves substantial bike-ped traffic off of frequently congested Wilsonville Road, reducing 5 opportunities for accidents during congestion backups.
Interstate 5 walking and biking bridge (3486)	Seriously? Until now nobody thought to provide a bridge over an interstate freeway near a transit station rather than force people to ride or walk more than a mile out of their way to get over that 5 freeway?
Interstate 5 walking and biking bridge (3486)	5 This would be a great SAFE connection for Wilsonville east and west. Hope that it goes through!
Interstate 5 walking and biking bridge (3486)	5
Interstate 5 walking and biking bridge (3486)	Very important for this growing community! Need alternative routes for peds and bike to reduce drivers 5 on the road & allow kids to ride/walk safely avoiding the I-5 interchange on Wilsonville rd.
Interstate 5 walking and biking bridge (3486)	2
Interstate 5 walking and biking bridge (3486)	Of all the projects proposed, I rate this as number one priority. I don't live or work in Wilsonville; I do have friends who live there. I've visited often and seen that Wilsonville is making great strides to create a city out of a suburb. A bridge that encourages cycling and walking by bridging the great divide of I-5 that cleaves Wilsonville in two is great, especially because it would make the WES station reasonably accessible from the east side and Town Center. The project would also serve to bring both the east side Town Center and the west side Villebois community within reasonable cycling and walking distance. In all, in an era when American (with few exceptions) needs to stop building new roads and beef up cycling, walking, and transit, this project is just the kind of improvement needed to bring the good things of urban living to the burbs, and Wilsonville ought to be rewarded for its efforts and complemented (not 5 necessarily complimented!) with this project.
Interstate 5 walking and biking bridge (3486)	connect @ west to tonquin trail, as well as proposed Willamette river bike crossing in wilsonville old 5 town , " French Prairie Bridge"
Interstate 5 walking and biking bridge (3486)	5 The city of Wilsonville has shown initiative by saving money for this important crossing construction.
Interstate 5 walking and biking bridge (3486)	Fully support. Funding active transportation decently should not be limited to big-city areas. Suburban areas are overrun by cars, and need some funding to make active transportation a sane and reasonable 5 choice.

Interstate 5 walking and biking bridge (3486)	5	
Interstate 5 walking and biking bridge (3486)	5	This is essential for Wilsonville. I-5 is a gash between the east and west sides. This would encourage more people to bike from one side of town to the other for sporting events, the farmers market, school and summer camp. It would also make the Wilsonville transit center more accessible by bike to those on the east side of town, thereby increasing public transportation use.
Jade and Montavilla connected centers (3536)	5	I support the protected bike lanes on Washington from 72nd to 92nd Ave/ I-205 multi-use path
Jade and Montavilla connected centers (3536)	5	Very important to support active transportation and build up the infrastructure in these communities
Jade and Montavilla connected centers (3536)	4	
Jade and Montavilla connected centers (3536)	5	I visit the big Asian grocery store here regularly, and it is so dangerous dealing with 82nd on my bike. Please make sure bikes have access to the Jade shopping district.
Jade and Montavilla connected centers (3536)	4	Another rapidly growing area with sustainably aware individuals moving in. Past Mt. Tabor has been largely ignored until now... lets rectify that! From my own experience riding my bike out this direction, the area has felt disjointed and challenging to safely navigate. Definitely support improvements.
Jade and Montavilla connected centers (3536)	3	
Jade and Montavilla connected centers (3536)	4	Seems important.
Jade and Montavilla connected centers (3536)	5	As population increases in these diverse neighborhoods it is very important to ensure that residents, especially children, families and the elderly have equitable access to safe active transit routes.

Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	Parts of this neighborhood are very iffy for walking and biking, despite high local interest. These improvements would be used by locals immediately.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	I wish this area had MORE natural parks/areas on 82!!
Jade and Montavilla connected centers (3536)	5	82nd needs improvements for getting around by foot and bicycle. Could this project extend through to the other side of I-205 as well? Kelly Butte has the opportunity to be something more for the neighborhoods, and the intersections of I-205, Powell, Division, and the cross-
Jade and Montavilla connected centers (3536)	5	streets are all very high traffic/congested areas.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	The Jade and Montavilla Districts are economically crucial in the Southeast and are a cultural Mecca in an otherwise homogenous Portland. Their development is not merely beneficial for the viability of the businesses in this area but are a step towards properly integrating Portland's mainstream with Portland's communities of color.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	This area is a major link for outer SE neighborhoods and seems like a natural place to focus on better lighting, crosswalks, sidewalks, bike paths etc. Improvements like this are really needed for seniors and low income people in particular that rely on walking or getting to and from transit stops.

Jade and Montavilla connected centers (3536)	5	This is a brilliant place to invest money. An emerging cultural district, a huge employer/educator (PCC), and existing conditions that are terrible for those on foot and bike. Please fund this project!
Jade and Montavilla connected centers (3536)	5	Of the listed projects, this might have the most direct impact on safety. These neighborhoods have dense diverse and undeserved populations. These improvements will save 5 lives while improving transportation options for the people who live in and travel through this area.
Jade and Montavilla connected centers (3536)	5	Very glad to see a focus on providing continuous sidewalks in this area, as well as community stabilization efforts - this part of Portland that really needs it. This will be a good project for people of all 5 ages and very helpful for Portland's EJ population.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	I support this project
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	this neighborhood could really use more ped/bike friendly streets. Its population is growing with young 5 families.
Jade and Montavilla connected centers (3536)	5	All looks great, I would just add that adding crosswalk improvements and/or hawk lights on SE Washington around SE 80th would greatly improve the safety for people crossing the street from the 5 South side of Washington who are walking to the Montivilla business district.
Jade and Montavilla connected centers (3536)	5	Key area of town, long neglected. These improvements are sorely needed.

Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)		Please implement the Montavilla project, including protected bike lanes! Navigating the Stark/82nd Ave 5 area on foot or bicycle is currently terrifying.
Jade and Montavilla connected centers (3536)	4	
Jade and Montavilla connected centers (3536)	4	Another neighborhood that's borne the costs of growth, but could use some more of the benefits.
Jade and Montavilla connected centers (3536)	5	I highly support any efforts to reduce cut-through traffic on side streets near 82nd Ave, especially any projects that also improve green space.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	82nd is a street I cross with my 1st grader to get him to Vestal. Some improvements have been happening, which is great, but it could be so much better. Thanks for considering it.
Jade and Montavilla connected centers (3536)	5	Absolutely! I am a near daily user of this area. Yes please!
Jade and Montavilla connected centers (3536)	5	This would provide major improvements to navigability.
Jade and Montavilla connected centers (3536)	5	

Jade and Montavilla connected centers (3536)	As a Mount Tabor resident who frequents shopping, dining, and entertainment in the Montavilla neighborhood, I would love to see improved access for pedestrians and bikes. It is very difficult and scary to cross Stark Street as a pedestrian, and west of 76th, it is a huge speedway, no hope of crossing or biking over here. I think a little bit of effort spent on these improvements would have a very large impact!
Jade and Montavilla connected centers (3536)	This project would help improve walkability in an area that is growing and supports shopping, jobs, schools, and livability.
Jade and Montavilla connected centers (3536)	Desperately needed connection for biking. Fund this project please. - Montavilla resident.
Jade and Montavilla connected centers (3536)	Improved bike route @ 82nd & Burnside
Jade and Montavilla connected centers (3536)	This project and whould help improve areas that usually get overlooked in urban renewal. It looks like there's some overlap with current homeless camps and That uld have to be addressed.
Jade and Montavilla connected centers (3536)	Wheelchair and scooter users are often forced to use the street rather than the sidewalks due to broken sidewalks, lack of curb cuts, folks parked across sidewalks at driveways. 82nd should have new wide sidewalks from one end to the other, but this is a good start.
Jade and Montavilla connected centers (3536)	5
Jade and Montavilla connected centers (3536)	These improvements (especially SE Thorburn, SE Stark, and SE Washington) will benefit those who live in the area and those who travel through the area.
Jade and Montavilla connected centers (3536)	I routinely walk to restaurants/shops/farmers market in this area, any improvements to make things safer for my children and I would be welcome.
Jade and Montavilla connected centers (3536)	5 Our neighborhood really needs this connectivity!

Jade and Montavilla connected centers (3536)	<p>In these historically underinvested neighborhoods, this project will fulfill a long-standing need for our underserved communities. The current conditions of our streets are unacceptable. The lack of structured sidewalks, bike lanes and sensible connectivity not only threaten overall safety, it also inhibits the ability for folks to lead healthy, productive lifestyles where they are able commute to get to work, buy groceries, receive medical care and so much more.</p>
Jade and Montavilla connected centers (3536)	<p>I do not see any crossing improvements along the Springwater Trail, but they are needed badly. The crossings at Powell and Division have become unsafe and currently only have "suggestion/passive" crossing aids, but drivers are violating the crosswalk laws here regularly, especially at rush hour and right after school gets out and kids are crossing. These two streets at least carry far too much traffic not to take additional/active safety steps, including either additional stop/traffic lights or enforcement measures (cameras with warning signs or police presence or crossing guards).</p>
Jade and Montavilla connected centers (3536)	4
Jade and Montavilla connected centers (3536)	5 What area of town needs more physical improvements than 82nd!? It's overdue here.
Jade and Montavilla connected centers (3536)	<p>Consider using part of these funds to install on-street smart parking meters, and dedicating all net revenue to fund ongoing bike and ped improvements.</p>
Jade and Montavilla connected centers (3536)	5
Jade and Montavilla connected centers (3536)	5 I support this project as this is an important corridor for pedestrians
Jade and Montavilla connected centers (3536)	5
Jade and Montavilla connected centers (3536)	<p>Waste of money. If anything, make Powell and Foster bike free so cars can get to where they need to in a timely fashion. I ride a bike too and there are plenty of routes to take beside the busy streets.</p>

Jade and Montavilla connected centers (3536)	These centers of commercial activity and residential areas need to be supported in order to continue to thrive and to make the areas that they cover livable. As our traffic situation worsens, we must encourage residents to walk or bike to their destinations. All improvements to these neighborhoods are necessary for their future.
Jade and Montavilla connected centers (3536)	The bikeway specifically on 86th Avenue between Washington and Alder is unsafe to use at night because of the extensive potholes. I use this route nightly on my way to work at the hospital and I nightly fear popping a tire, falling off my bike and musculo-skeletal injury from my bike hitting one of the holes and jarring my neck. So I think overall improvement in the bikeways structure would be great. Also I bike along burnside and Stark streets on my way to work and I am fearful of all the car traffic that interfaces with me, I would like the bike lanes to be offset from the car lanes by parking, much like what I heard about on some section of E. Burnside.
Jade and Montavilla connected centers (3536)	1
Jade and Montavilla connected centers (3536)	5 This is great!
Jade and Montavilla connected centers (3536)	Again time to serve generally ignored people in the Division area not so sure about Montavilla which is 4 gentrified
Jade and Montavilla connected centers (3536)	This is an under that has been historically underserved. Many streets are unimproved and/or lack sidewalks. Busy arterials are difficult to cross on bike and foot. Division Street should definitely get 5 improvements, including a road diet east of 82nd Ave.
Jade and Montavilla connected centers (3536)	5 Underserved area and also an area projected for higher density and population growth. The neighborhood has taken off with new growth and has a high potential for new business and community serves but there are major traffic concerns with all of the growth that has already occurred. Also the 5 location of a large PCC branch.

Jade and Montavilla connected centers (3536)		I can't tell from the map if this area includes Mill Street. I used to have to walk an elementary school kid along Mill Street between 80th and 86th to get from our house to Harrison Park School. Definitely need sidewalks there! Between car traffic and bicycles and pot holes and puddles and school buses, the whole 5 area is crazy.
Jade and Montavilla connected centers (3536)	2	
Jade and Montavilla connected centers (3536)	3	
Jade and Montavilla connected centers (3536)		Yes to connecting, rather than continuing the separation between high school campus and 5 neighborhood. Hopefully this also includes a direct connection to the library.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	3	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)		Consider as it relates to this project the lack of sufficient east-west access from this district to others and 4 the need for pedestrian and cyclist improvements along 76th Ave connecting north to Stark.
Jade and Montavilla connected centers (3536)	5	

Jade and Montavilla connected centers (3536)	4	Low-cost and high-value option to strengthen bike/ped connections in an auto-centric area where few options exist. This bolsters the transportation options for neighborhoods, creates community connections, supports neighborhood health/well-being, and benefits children and lower income
Jade and Montavilla connected centers (3536)	5	community members.
Jade and Montavilla connected centers (3536)	5	Fully support this improvement to safety and livability near 82nd! In my roles as the voter-elected representative to the Portland Community College Board of Directors for this area (Zone3), as well as a volunteer Board member for the Montavilla Neighborhood Association (serving as Vice Chair), and the 92nd Ave. Improvement Colaition... I am very familiar with transportation and development issues associated with this area. It is my personal opinion, in this context, that projects
Jade and Montavilla connected centers (3536)	5	proposed for this area be fully funded.
Jade and Montavilla connected centers (3536)	4	82nd continues to be a giant canyon running through our community. Improvements in accessibility and safety will better connect the communities around 82nd and help its surrounding neighborhoods realize
Jade and Montavilla connected centers (3536)	5	the tremendous potential 82nd represents.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	4	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	This project is essential to support the multi-family growth being experienced in the Jade District. A huge and important opportunity for a community who typically feel under-served my municipal investments.

Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	East Portland and East Multnomah County, broadly, have not seen the same levels of investment as other parts of the urban core, historically. This project would bring absolutely necessary streetscape improvements to support active transportation to East Portland, while serving often-marginalized communities.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	This should be a major priority. 82nd Ave is the center of Portland's eastside, and can't become a vibrant urban environment if it still operates as a hostile freeway. Make it great!
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	These improvements are located in an area with supportive land use and transit service that already attracts large numbers of pedestrians. Improving safety now will ensure these areas grow and thrive in supporting safe and comfortable communities.
Jade and Montavilla connected centers (3536)	5	Adding more high-quality bikeways and sidewalks in this area is key.
Jade and Montavilla connected centers (3536)	5	I am ALWAYS supportive of any bicycle lane or Max line. I also believe street cars will be powerful, if we increase their routes. Buses, not always.
Jade and Montavilla connected centers (3536)	5	

Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	Would be great to see a max line connecting Orange and green eventually ...
Jade and Montavilla connected centers (3536)	5	We need more pedestrian connectivity here. 82nd and Powell. There needs to be a pedestrian crossing at 80th and Powell. Better lighting everywhere. Pedestrians are hard to see in the dark.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	These improvement would help me feel safer getting around in my community.
Jade and Montavilla connected centers (3536)	5	I walk and drive daily on and around 82nd between Powell and Division to get to and from buses and work. I see other pedestrians crossing in between intersections because there is no safe route. Walking in the neighborhood just east of 82nd means walking in the middle of the road when there are no sidewalks. Having more sidewalks and crosswalks will drastically improve safety in these neighborhoods.
Jade and Montavilla connected centers (3536)	5	As someone with 2 little kids who lives and walks around the 82nd & Powell area, I am VERY concerned about pedestrian safety. I would really like to see safety improvements to this area for pedestrians, particularly crossing Powell between 75th & 82nd.
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	This intersection really needs peg/biking safety improvements.

Jade and Montavilla connected centers (3536)	5	This would make this area so much safer and would make it way more likely we would patronize more businesses in the area!!
Jade and Montavilla connected centers (3536)	4	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	
Jade and Montavilla connected centers (3536)	5	Bike lanes are needed on Washington, and there's plenty of room.
Jade and Montavilla connected centers (3536)	5	<p>Growing up in this area, I've seen first hand the lack of of bike/ped facilities. The area has seen and will see a lot of growth. There's a lot of opportunity for synergy: The growth requires first class access to the rest of SE Portland's bike network, and first class pedestrian access to an expanding transit system.</p> <p>A speed bump is greatly needed along the marked bike route on SE Boise between SE 80th and SE 82nd avenues. This is a short stretch of road with a light at the end which cars zoom toward or through so they can make the light. The auto shop at the corner at 82nd also uses the street as a test track for the turbo charged cars that are worked on there. There are many children, elderly, and pets that are endangered along this street every day not to mention many, many bike riders using this official bike route. A speed bump would help to mitigate this.</p>
Jade and Montavilla connected centers (3536)	5	Thank you.
Jade and Montavilla connected centers (3536)	4	
Jade and Montavilla connected centers (3536)	5	I think this would be a great improvement to the area by making east Portland more connected and safer.

Jade and Montavilla connected centers (3536)	5	This neighborhood is already working on improving and being a safe great place for families. Sidewalks and bike paths would only make it safer for the many kids who play here.
Jade and Montavilla connected centers (3536)	5	Good project, but the Clinton greenway should be brought east to the I205 path.
Jade and Montavilla connected centers (3536)	5	SE Powell Blvd regularly has a high volume of cars traveling at unsafe speeds. Safety improvements for pedestrians and cyclists are essential. Buses are crowded and are slowed down on Powell due to congestion and pinch points such as the underpass at SE 17th --- please prioritize transit improvements to Powell! The community spoke up saying Powell was preferred over Division for the Powell-Division Transit and Development Project, and Powell has since been cut out of the plan.
Jade and Montavilla connected centers (3536)	5	These are streets that are big commercial centers, with lots of people walking and biking, but the huge numbers of drivers going through makes them feel unsafe and less attractive than they could be. This could make these two areas safer and more vibrant for the community living there and those visiting.
Jade and Montavilla connected centers (3536)	1	
Jade y Montavilla centros conectados (3840)	5	
Johnson Street access to school (3518)	5	I'm concerned about the 120-year old Black Walnut trees on SW Johnson Street from SW 198th - about SW 214th,
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	5	Kids need safe ways to get to school by foot or bike.
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	5	

Johnson Street access to school (3518)	5	Safe walking and biking routes to school are very, very important. I don't live anywhere near this location, but it's nuts not to have a safe way for kids to walk to school.
Johnson Street access to school (3518)	5	I support Safe Routes to School
Johnson Street access to school (3518)	5	Very much needed. Area is well traveled by school children, providing a safe walking route to school is critical.
Johnson Street access to school (3518)	5	These improvements are really needed to create a safer pedestrian environment.
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	1	
Johnson Street access to school (3518)	2	
Johnson Street access to school (3518)	4	
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	5	
Johnson Street access to school (3518)	3	
Johnson Street access to school (3518)	2	
Johnson Street access to school (3518)	3	
Johnson Street access to school (3518)	1	
Johnson Street access to school (3518)	4	

Johnson Street access to school (3518)

4

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

Johnson Street access to school (3518)

Historically significant: SW Johnson Street in Aloha-Reedville and NW Portland's Alphabet District named for British cattleman and Portland pioneer merchant Arthur H. Johnson. Dozens of enduring Black Walnut trees, from approximately SW 200-214th along Johnson St. and on the west side of SW 209th from Johnson to SW Kinnaman Road were planted at the turn of the 20th century, after the death of Simeon Reed and incorporation of the Ladd and Reed Farm Company. For more information:
5 janel.josephson@gmail.com.

Johnson Street access to school (3518)

Johnson Street access to school (3518)

5 Make it safe for kids to walk and bike. What more needs to be said?

Johnson Street access to school (3518)

5 Better protection for bicyclists. Divided shoulder.

Johnson Street access to school (3518)

5

Johnson Street access to school (3518)

4

Though I don't have children, the cliché is true that children are the future -- and of course they also don't like being mowed down by cars. So, for goodness sake yes fund improvements to help them cycle and walk to school more safely! Especially with several other greenway and trail projects, I think Safe

Johnson Street access to school (3518)

4 Routes to School should elevate a project's priority among the other walking ones.

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

Johnson Street access to school (3518)

3 project.

Johnson Street access to school (3518)

5

Johnson Street access to school (3518)

A highly-visible project that will serve students well. This is a good option for investing in our children and families' safety.

Johnson Street access to school (3518)
Johnson Street access to school (3518)

A rather large request with a small local cost share. Improvements in inner Portland would serve more people.

5

Molalla Avenue walking and biking improvements (3534)

I live and work in Oregon City, and there is very little safe passage from hilltop to downtown, I can either ride up South End, Linn Ave,, or Molalla Ave. All three of these roads are so dangerous right now!! I hate to admit I drive the 2 miles everyday to and from for fear of my life cycling. Molalla is also a more gentle hill so it would be a great way to access hilltop to downtown for alternative modes of transportation.

Molalla Avenue is a heavily traveled main road that divides residential areas from commercial properties, including a very busy Fred Meyer store. The majority of the housing is apartments and a large low income mobile home park as well as several senior living facilities. Current lack of signaled crossings, sidewalks and poor lighting present a danger to pedestrians crossing Molalla Avenue. This improvement will provide safer access to shopping, transit and service businesses along the road and improve bicycle safety. ☹

Molalla Avenue walking and biking improvements (3534)

It will also provide better access for those in wheelchairs, pushed and motorized. Current curb cuts are unsafe and provide a hazard to seniors attempting to cross the street.

Molalla Avenue walking and biking improvements (3534)

The Molalla Avenue improvements will make it easier for students to walk and bike to Clackamas Community College. As 15% of students do not have access to a car and 10% of students living within 2 miles of campus, improving walking and biking facilities is a key way to remove transportation barriers to CCC.

Molalla Avenue walking and biking improvements (3534)

This corridor is a high capacity corridor whose residents are predominantly retired, low income, or disabled. While some other applications appear to be asking for "Cadillac" improvements (bike overpass, separated bikeway, etc.), Oregon City is asking for the bare minimum to make this a safe ADA corridor for all users but especially for disadvantaged users. This application scored near the top in 2013 but the score was disregarded by the Clackamas County Commission who listened to emotionally charged residents in Happy Valley and recommended grant funding for the Happy Valley application even though it didn't score nearly as highly as Oregon City's application nor did it meet the criteria for the grant application. It is payback time and Oregon City deserves a grant award this time around.

Molalla Avenue walking and biking improvements (3534)

5 Much needed, long overdue

Molalla Avenue walking
and biking improvements
(3534)

5

Molalla Avenue walking
and biking improvements
(3534)

My office window faces Molalla Ave and I watch in fear everyday as pedestrians risk their lives using the crosswalk. There have been several traffic accidents and many more near misses. Unless improvements are made it's only a matter of time until there is a fatality.

Molalla Avenue walking
and biking improvements
(3534)

I would love to see better connectivity at the 213/Beavercreek intersection up to Molalla Ave. We live off of Thayer and have easy access to Beavercreek Road. We often cross Beavercreek (at a non-lighted spot) to get to the college to walk/bike around. We would love to be able to go across 213 to other parts of town, including the local businesses, but do not want to take our kids through the 213/Beavercreek interchange. It's too risky! Once Newell Creek canyon is open to the public, we will need to drive the 1 mile and use a parking space because the connectivity across 213 is not very good. We would much rather bike/walk to be able to use the nature area. (How nice would it be to have a pedestrian overpass going along Beavercreek and up and over 213!)

Molalla Avenue walking
and biking improvements
(3534)

4

Molalla Avenue walking
and biking improvements
(3534)

5

Molalla Avenue walking
and biking improvements
(3534)

As Chair for the Neighborhood Association in which most of this project falls, I cannot express enough how deserving this project is of the grant. Our Neighborhood Association has submitted numerous concerns and requests to the City and the Transportation Advisory Committee to fix the sidewalks, signals and crossings for the safety of our citizens. This is a highly used area and will benefit not just our neighborhood, but county employees, the community college, residents of all of Oregon City and businesses nearby. Many of citizens currently avoid this area if walking or biking as it's just not safe. The 5 proposed project will increase walking and biking to the nearby businesses, college and schools.

Molalla Avenue walking and biking improvements (3534)	The retail, office and residential areas along this section of Molalla Ave will be greatly enhanced by this project. The ability to walk, bike and use adaptive mobility devices like motorized chairs connects citizens to a broad range of services, including grocery, restaurants, banks, wellness, healthcare, office/professional support, insurance, hardware/home supplies, food bank services, automotive repair & parts, and more. The many manufacturing, trades and distribution firms on Fir street have employees that will more safely be able to access local services and food on their breaks/lunch without using their 5 vehicles.
Molalla Avenue walking and biking improvements (3534)	Glad to see 10 foot wide continuous ADA compliant sidewalks, street trees and pedestrian level street lighting. Roadways should be required to separate people riding bicycles with a buffer, in the same way that sidewalks would be separated. This is a high-freight roadway -- we should not be building 3 unprotected bicycle lanes in our region in 2016.
Molalla Avenue walking and biking improvements (3534)	5
Molalla Avenue walking and biking improvements (3534)	This stretch of road is highly traveled and shows signs of significant wear and lack of pedestrian 5 accommodations. This project is most deserving of improvements.
Molalla Avenue walking and biking improvements (3534)	5 This always seems like a busy stretch of road, and seems very pedestrian unfriendly.
Molalla Avenue walking and biking improvements (3534)	5 Very unsafe for pedestrians in current condition.
Molalla Avenue walking and biking improvements (3534)	This part of town is many years behind the times, improvement wise. This project needs to be a top priority for this committee to take into consideration as well as the City of Oregon. This improvement would be significant to Clackamas Community College as well as the small business' in Oregon City, as 5 well as it would greatly improve alternative methods of commuting. Thank you
Molalla Avenue walking and biking improvements (3534)	5 this project is needed for public safety.

Molalla Avenue walking and biking improvements (3534)

This project would greatly improve active transportation and user safety right in the heart of the Clackamas County Seat. Improved access for transit user wanting to access the Clackamas County offices, Oregon City business core and several schools including Clackamas Community College as well as public and private schools. This corridor in its current condition is perceived as a barrier to walking and biking from residential areas to needed business access. Please fund this project because it serves so many in need of a better corridor.

Molalla Avenue walking and biking improvements (3534)

5 The updated streetscape would be a great enhancement to this area.

Molalla Avenue walking and biking improvements (3534)

5

Molalla Avenue walking and biking improvements (3534)

5 Very poor condition presently. Pedestrian mobility is very bad.

Molalla Avenue walking and biking improvements (3534)

5

Molalla Avenue walking and biking improvements (3534)

5 I think this project will benefit Oregon City financially in the long term.

Molalla Avenue walking and biking improvements (3534)

This section of Molalla has increasing use by pedestrians and bicyclists. Safety is a concern. This project would greatly enhance safety for all.

This project goes through Oregon City's secondary business center. Access to all the grocery stores, the post office, the Clackamas Community College, 2 banks and other business's is off of Molalla Avenue.

☐

The entire corridor requires safety improvements to allow increased bicycle and pedestrian access to all of this area.

☐

Molalla Avenue walking and biking improvements (3534)

Additionally this corridor provides alternative access to Highway 213, thus relieving other overloaded areas of the city.

Molalla Avenue walking and biking improvements (3534)	This would be great to get the proper improvements and lighting as Oregon City has doubled its population from the 1990's and yet this road hasn't seen any upgrades to accommodate all of the citizens that walk along this dark stretch of beat up road and sidewalks. This is the final gap left to tie in the previous upgrade work. Thank you.
Molalla Avenue walking and biking improvements (3534)	5
Molalla Avenue walking and biking improvements (3534)	5 Please! road needs help!
Molalla Avenue walking and biking improvements (3534)	The traffic load on this section of road is increasing daily. The work would help all aspects of travel from vehicle to pedestrian.
Molalla Avenue walking and biking improvements (3534)	5
Molalla Avenue walking and biking improvements (3534)	This project would be a great addition to a growing city. There is already a lot of traffic, both pedestrian and vehicle use. This would add a much safer way of access to the college, misc. businesses ,dining, and passage way through town.
Molalla Avenue walking and biking improvements (3534)	As an Oregon City resident and employee I drive this section of road very often and at all hours of the day. I actually live in that neighbor hood and have seen many pedestrians and cyclists nearly get hit after dark due to poor lighting. As an employee I'm in there quite often fixing potholes.
Molalla Avenue walking and biking improvements (3534)	We have a number of elderly and mobility impaired persons living in this area. It is critical that we have improved sidewalks and opportunities for them to cross, a very busy street that is a major road in Oregon City, safely. Thank you for your consideration.
Molalla Avenue walking and biking improvements (3534)	4
Molalla Avenue walking and biking improvements (3534)	5

Molalla Avenue walking and biking improvements (3534)	5	
Molalla Avenue walking and biking improvements (3534)	4	
Molalla Avenue walking and biking improvements (3534)	5	
Molalla Avenue walking and biking improvements (3534)	5	Molalla avenue is an important route for walkers and bikers between Clackamas Community College and its transit center and the upper part of Oregon City. The lack of sidewalks puts pedestrians and cyclists in conflict and pushes them both into car traffic
Molalla Avenue walking and biking improvements (3534)	5	This stretch of road is a safety concern for all modes of transit. Since this road connects to the main entrance of Clackamas Community College as well as a main business and commerce route in the county, this project is a prime candidate for funding. Special need to improve traffic lights at Gaffney from Fred Meyers. Need a left turn signal to relieve danger to people using crosswalk and motorists exposed to head on collisions. Sidewalks on both sides of Molalla Ave are missing and/or not up to ADA facility codes exposing foot traffic to dangerous car/truck/bus traffic speeding by. Pastor Mike Albin Living Hope Church
Molalla Avenue walking and biking improvements (3534)	5	Oregon City
Molalla Avenue walking and biking improvements (3534)	5	Many older people and children use this area for movement around the retail and housing areas. There also needs to be improvement of the merge for regular vehicle traffic in addition to public transit. The area has become a parking lot at certain times in the afternoon. It is also difficult for people trying to make a left out of the housing area toward CCC.

Oregon City has a higher than average accident, injury and fatality rate per capita than any of its neighboring cities.

Students need safe and efficient routes to and from school at Gaffney Lane Elementary School, Gardiner Middle School , Oregon City High School, North Clackamas Christian School and Clackamas Community College, all of which are served by the corridor.

Molalla Avenue walking and biking improvements (3534)

This corridor also serves a higher number of low income, elderly and disabled persons. It has 3 TriMet 5 bus routes including a Frequent Service Line.

Molalla Avenue walking and biking improvements (3534)

This project is very important to improve both vehicle and pedestrian safety. Since I'm a low vision pedestrian areas of Mollala that have been improved are much easier to navigate. The improvements would provide the confidence that traffic will be aware of me and my fellow pedestrians. This project 4 should be completed to address a real need for both safety and traffic flow.

Molalla Avenue walking and biking improvements (3534)

increased use of this corridor presents very serious safety concerns for motorists, bicyclists, and pedestrians. This grant could greatly reduce those risks, not to mention the high matching funds Oregon 5 City is offering. This is one of the highest use corridors in the City and is rapidly deteriorating.

Molalla Avenue walking and biking improvements (3534)

Public safety is the most important reason for this project to be awarded funds. There are at least two nursing home facilities along this route that desperately need safe pedestrian access and sidewalks. It's a commercial area with much traffic in & out of parking lots, and the traffic has increased dramatically in recent years due to additional business and shopping development. Molalla Avenue has not kept up with the changing environment, and improvements in bike and pedestrian access and traffic flow are a must 5 for safe travel. Please grant the approx \$4M in funds to Oregon City for this project.

Molalla Avenue walking and biking improvements (3534)

Molalla Ave is a busy traffic area 24/7 and needs upgrades for the safety of pedestrians, cyclists, motorists and the heavy delivery traffic it carries daily. There are many young people as well as the 5 elderly using this main artery. I am definitely in support of the grant.

Molalla Avenue walking and biking improvements (3534)

Oregon City is in the midst of significant growth and development. Molalla Ave is a critical arterial to accommodate this continued growth as well a critical link for motorists, mass transit, and pedestrians. The existing infrastructure is lacking in pedestrian safety as well as much needed traffic improvements. 5 Please give the project your serious consideration for funding. Thank you.

Molalla Avenue walking
and biking improvements
(3534)

1

There is some sidewalk on Molalla, but it is very difficult to walk safely around the power poles that are in the middle of the sidewalk with a stroller. It is also hard to use the old steep ramps at the intersections, they are not safe for families walking with a stroller. I also see many people in wheelchairs, they often are using the bike lane to travel Molalla, since they can't get around the power poles. With limited street lights, this makes a verrrrry dangerous situation.

Molalla Avenue walking
and biking improvements
(3534)

Molalla Avenue walking
and biking improvements
(3534)

Molalla Avenue is a key connection between transit and employment as many of the people who live along Molalla depend on TriMet to get to work. As the area has a high percentage of low income people, they rely on transit to get them to and from work. Providing a safer, more comfortable user experience creates a more livable community.

Molalla Avenue walking
and biking improvements
(3534)

The area around Molalla Avenue is growing & shows no sign of stopping! With all the new housing going in and the residents needing services, this area is becoming more and more unsafe to walk. No street lights, the 5 foot sidewalk with poles in the middle of it is useless for walking, missing sidewalks, and intersections that are not ADA compliant. There is a section of Molalla where the driveways all mix together and a pedestrian risks life & limb to get across the multitude of driveways that run together.

Molalla Avenue walking
and biking improvements
(3534)

My mother-in-law lives in a retirement home right off of Molalla Ave. The intersection right there is very busy due to Fred Meyer. I often worry about the safety of the residents trying to cross there.

Molalla Avenue walking
and biking improvements
(3534)

Additionally, there is another retirement home a block away with the same issue. There is so much traffic on Molalla & safely crossing is dicey for the young & old.

4

Molalla Avenue walking
and biking improvements
(3534)

Oregon City Citizen's are vested in transportation and pay a premium to fund our improvements. This project is long over due with its old Hwy 213 style of narrow obstructed sidewalks, undefined driveways, inconsistent bicycle lanes, and lacking illumination. Our community deserves a safer more functional corridor. This project serves a community with limited resources and special needs. Residents who have little choice but to walk to local services should be served by a more functional Molalla Avenue. And don't forget... Its ot only about the kids, its about the seniors. Fund Molalla Avenue.

Molalla Avenue walking
and biking improvements
(3534)

5 It's important to *complete* the upgrading of Molalla Ave. and not leave this last section undone.

Molalla Avenue walking
and biking improvements
(3534)

Molalla Avenue walking
and biking improvements
(3534)

1

Molalla Avenue walking
and biking improvements
(3534)

4 Used to bike this regularly, and full bike lanes are needed.

Molalla Avenue walking
and biking improvements
(3534)

This is a hood main street conversation for a fast growing suburb. Their high local match shows serious
4 support.

Molalla Avenue walking
and biking improvements
(3534)

5

Monroe Street
neighborhood greenway
(3542)

5 That provides a great alternative if the Springwater never gets cleaned up.

Monroe Street
neighborhood greenway
(3542)

I would suggest that several of the ratings above are off-base. One is too high -- this project really has nothing to do with potential need for highway expansion. But several factors are rated too low. The project absolutely improves safety for pedestrians and cyclists, and would install some sidewalks where they don't currently exist. It connects Milwaukie neighborhoods to our downtown, and to transit. It
5 connects residents to two neighborhood parks, two schools, grocery and other shopping.

Monroe Street
neighborhood greenway
(3542)

The Monroe Neighborhood Greenway project is long overdue in Milwaukie and farther east into Clackamas County. This project has been on the City transportation system plan for nearly 10 years as well as the County TSP and Metro RTP for almost just as long. This connection will create a much safer east/west corridor for pedestrians, cyclists, skateboarders, and the disabled to better access shopping areas, restaurants, schools, a library, Milwaukie Farmers Market and more in a way that has never been done in Milwaukie or Clackamas County. Once this project is completed, I think the finished product will rival Portland's Clinton Greenway for the best Neighborhood Greenway in the Metro area. Please fund 5 this project!

Monroe Street
neighborhood greenway
(3542)

This would make it much easier for me to get to downtown Milwaukie and the Trolley Trail and provide a safer route for accessing shopping on 82nd Ave and the I-205 Trail. After having a car cut me off while I was in a bike lane approaching the intersection of Harmony Road and 82nd Ave trying to get out to the Target store behind Clackamas Town Center, I haven't tried biking out there since! A greenway like this 5 would allow me to run more errands by bike.

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)

5 This projects supports Safe Routes to School and ADA comparability

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)

As we transition to much less fossil fuel use we will need improved storm water infrastructure and multimodal transportation to assist us in using land within the urban centers to meet more of our needs 5 like food, medicine, clothing, building materials and inspiration from nature and community.

Monroe Street
neighborhood greenway
(3542)
Monroe Street
neighborhood greenway
(3542)

5 Milwaukie needs streets to accommodate the new families flocking to this wonderful city

It is important to get a safe route from 205 into downtown Milwaukie and it into additional biking and walking infrastructure.

Clackamas Community College supports this effort to provide a safe east-west connection for students traveling to the Harmony Community Campus from Milwaukie. In the short term, students would be able to bike along the Greenway to existing bike lanes on Linwood Ave to the Harmony campus.

In the long term, the completion of Clackamas County's Monroe Neighborhood Street Design Plan would expand safe access to the I-205 multi-use path for students biking from our campus along the Fuller Road bike lanes.

We affirm the Greenway's goals of improving safety and increasing the community's access to education at CCC.

Monroe Street
neighborhood greenway
(3542)
Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)
Monroe Street
neighborhood greenway
(3542)

5 I'd love a safe bike route from I-205 path to Downtown Milwaukie

5

Monroe Street
neighborhood greenway
(3542)
Monroe Street
neighborhood greenway
(3542)

Seems to be an underserved area in terms of bike and pedestrian improvement. Its also an area growing in popularity and is likely to experience increases in traffic in the coming years. Sounds like well merited improvements and infrastructure that will incentivize healthy behaviors.

5 Great plan much needed.

Monroe Street
neighborhood greenway
(3542)

This project will be an important piece of infrastructure in the region. It will connect thousands of people to three commercial area, and help provide a foundation to support active transit in a city that 5 desperately needs it.

Monroe Street
neighborhood greenway
(3542)

5 This is crucial for connectivity to county and regional access.

Monroe Street
neighborhood greenway
(3542)

This is an incredibly important regional project. It provides a good east-west connection between the Trolley Trail and the 205 corridor. It will also give the people living in the area excellent access to the new orange line on the west end and important shopping and job areas to the east. Clackamas county 5 has very limited bike infrastructure, this would be a good start towards fixing that.

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)

This is a great idea and will benefit SE Portland residents as well especially if it links up with the 17th Ave 5 bike path that runs into Sellwood.

Monroe Street
neighborhood greenway
(3542)

I guess that's a bit harsh. After seeing how little support our neighbors in Clackamas gave the new 1 (greatly needed) Sellwood Bridge, I imagine they'll hate the idea of greenway in Milwaukie.

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)

Perhaps a property tax matching agreement? They could raise property taxes and raise some of that 2 money themselves.

Monroe Street
neighborhood greenway
(3542)

5 Connecting two major transit lines in a direct fashion would be great.

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street neighborhood greenway (3542)	4	
Monroe Street neighborhood greenway (3542)	5	If you look closely at the map of our streets in Milwaukie, you'll notice how incomplete our sidewalks and bike paths are and how disconnected we are by major obstacles like Hwys 99E and 224, Union Pacific RR and large industrial areas that cut our neighborhoods off from one another and make it impossible for people to choose active transportation. This project will be a major improvement for people who live in 5 Milwaukie and beyond to help them access school, work, transit and services.
Monroe Street neighborhood greenway (3542)	5	With the Orange line, this project is now critical to our community.
Monroe Street neighborhood greenway (3542)	5	
Monroe Street neighborhood greenway (3542)	5	
Monroe Street neighborhood greenway (3542)	5	
Monroe Street neighborhood greenway (3542)	5	Road users of all types will benefit from this improvement, especially bike commuters, stroller pushers, 5 and walkers of all ages that need a safe route in and out of their neighborhood.
Monroe Street neighborhood greenway (3542)	5	
Monroe Street neighborhood greenway (3542)	5	Key connection for Milwaukie residents.
Monroe Street neighborhood greenway (3542)	5	It would be ideal to have this project done in collaboration with Clackamas County. The junction of those 5 jurisdictions at Linwood and Monroe NEEDS attention for safety and community cohesion!

Monroe Street
neighborhood greenway
(3542)

In General Milwaukie needs more walkable and bikeable streets. It should like this project would be a big step in the right direction.☒

4 Currently Monroe St is very uneven with no sidewalks and no bike lanes.

Now that the MAX Orange line comes to Milwaukie, having better bike/ped access to downtown
5 Milwaukie would be great!

4

I live in this neighborhood and would love to be able to walk along Monroe street to downtown.
However, as it is, it's not safe for pedestrians (many cars, low visibility, and inadequate sidewalks). I
5 strongly support this project and think it would really improve pedestrian and bike safety in Milwaukie.

5 This is a long overdue and fund worthy project. Don't let us down, Metro. Please.

Please fund this. Milwaukie's bike network is virtually non-existent, and highway 224 is a barrier to active
transportation. Any help improving crossings and connectivity for people walking and biking would be
5 great. I would use this route to bike from neighborhoods to the north into downtown Milwaukie.

4

4 I like that this project addresses stormwater management and improved crossings.

I think this project is well design and will really help connect the two parts milwaukie, which will help
5 grown the community more organically.

The Milwaukie neighborhood need more walk-able areas and bike friend ways. Monroe bike way is a
5 great idea.

Monroe Street neighborhood greenway (3542)	5	
Monroe Street neighborhood greenway (3542)	5	Milwaukie is in dire need of safe places to walk!!! I am actually quite excited for this, however, cutting off the traffic crossing at Linwood and Monroe is a huge mistake. Linwood/Sojourner Elementary school does not allow traffic to come out on Linwood, we are forced through the back and spit out onto Stanley. Usually, I drop my child off, take a right onto Stanley and then take a right onto Monroe where I can then cross Linwood and go home. This will make it so I have to turn right again onto Linwood and will force me to drive through another neighborhood to access Monroe on the East side. That doesn't make a whole lot of sense. Maybe a traffic light there would be a better solution since people living on the West side of Monroe do have need to turn left onto Linwood often. I find that a very strange place to cut traffic off. It will cause heavier traffic on Jack, Queen and Montgomery and their respective neighborhoods by doing this. Not to mention that traffic headed South on Linwood will have to definitely use Jack or Queen to get back to Monroe to access their neighborhoods. And traffic headed north will also have to do a lot of vehicular acrobatics to get to their own streets. Please reconsider the strange traffic change at the intersection of Linwood and Monroe.
Monroe Street neighborhood greenway (3542)	1	As someone who lives just off of Monroe east of Linnwood, I have been lamenting the lack of easy, safe bike access to the historic downtown area. This looks like a great way to connect and included those who live farther out with the the amenities and events happening close-in.
Monroe Street neighborhood greenway (3542)	5	This project connects 85% of Milwaukie's population with safe access to basic amenities. Currently bikers, walkers, wheelchairs, school children and strollers have to travel on the roadway with auto traffic with no shoulder
Monroe Street neighborhood greenway (3542)	5	
Monroe Street neighborhood greenway (3542)	5	Improved walkability would make our family feel much safer as pedestrians and encourage us to use this route more often
Monroe Street neighborhood greenway (3542)	5	This road is extremely dangerous if you're a pedestrian. No sidewalks and cars drive way too fast. Plus there is the school near the S curve and students don't have a place to walk.☹

Monroe Street neighborhood greenway (3542)	4	
Monroe Street neighborhood greenway (3542)	5	Love it, I'd be able to bike to work if this improvement happens!
Monroe Street neighborhood greenway (3542)	2	Why are we adding chicanes and reduction of access for automobiles. While it is nice to include bicycles in planning, why would you even consider reducing capacity on HWY 224 by taking away space for autos. I am not against bicycles, but I am at the cost to faster traffic. Thank you for listening. Make changes to the chicanes on HWY 224 (take them out of the plan), I'll deal with the rest.
Monroe Street neighborhood greenway (3542)	5	
Monroe Street neighborhood greenway (3542)	5	Much needed! Milwaukie is currently very un-walkable, however many residents are without vehicles. This community would use this heavily.
Monroe Street neighborhood greenway (3542)	3	
Monroe Street neighborhood greenway (3542)	2	
		It's just an OK Project. Obviously the residents of Milwaukie and Unincorporated Clackamas County citizens will benefit but its a newly conceived local project and the region has much more beneficial projects competing for these limited funds.
		Plus I think the project is more than can be delivered by the City of Milwaukie and Clackamas County. The City of Milwaukie has a history of not delivering on these grant funded projects and Clackamas County si still working on the Carver Bridge. And I think the project cost estimate is well under the actual cost to build this project right. Don't let this become another Milwaukie project that over runs costs and requires other awarded projects to be gutted to fund this project.
Monroe Street neighborhood greenway (3542)	2	

Monroe Street
neighborhood greenway
(3542)

Creating this greenway will provide much needed access to Milwaukie from these outlying neighborhoods. Many in these remote neighborhoods do not feel that Milwaukie is even "our" downtown because of this lack of connection. Increasing bicycle and pedestrian access to Milwaukie will help unite and enhance our community.

Monroe Street
neighborhood greenway
(3542)

Milwaukie is seriously lacking a green street and safe bicycle route and the Monroe Street project would be a great enhancement and game-changer for many families along the route.

Monroe Street
neighborhood greenway
(3542)

1

This area of Milwaukie is in desperate need of sidewalks and clear area for bike riding. The intersection of Linwood and Monroe is dangerous for pedestrians, bicycles and cars. I'd like to see left turns eliminated here.

Monroe Street
neighborhood greenway
(3542)

I am opposed to blocking car traffic at SE 37th and at SE 42nd - Our neighborhood have too many cul-de-sacs and dead ends (unlike Portland's better grid)

Monroe Street
neighborhood greenway
(3542)

I live just at the intersection of SE Linwood and SE Monroe and witness auto traffic accidents weekly at that intersection. I also do not let my child play out front because the traffic moves WAY faster than the posted speed limit. Light is poor, there are NO bike lanes to be able to do any outdoor healthy activities, and there are no parks that we can access safely on foot. By living where we do, we are forced to drive everywhere, which, I am not accustomed to, nor appreciate. I am highly in favor of any and all improvements to this area to increase safety (sidewalks and bike lanes, improved lighting), slow down traffic, and improve green spaces (parks, play structures, tree and water health).

Monroe Street
neighborhood greenway
(3542)

5 Thank you for considering the improvement project to our neighborhood!

Monroe Street
neighborhood greenway
(3542)

5

I would like Milwaukie to come up with a plan for funding the construction and final piece across McLaughlin.....which should be funded mostly by ODOT. If the Clackamas county continuation east of Linwood is funded, then fund this as well.

My concern is with the diverters planned for Linwood to prevent left turns on Monroe. First, I live on Jack Road. For traffic going south on Linwood unable to turn left on Monroe will simply turn on Jack or Queen, then to 66th, then to Monroe. I have seen this when ever there is an accident at Linwood and Monroe. I do agree a diverter would work for traffic heading north as there is no way to cheat the diverter. Traffic would have to turn left at King.

I also have a concern traffic speeds would increase on Linwood without left hand turns slowing them down.

Monroe Street
neighborhood greenway
(3542)

I've lived on Jack for 38 years having bought in 1978. I have always thought a 4 way stop at Linwood and Monroe would be best. This would enable bikes and people cross safely. Sure, people will still turn left 3 but the improvements will slow traffic and maybe people will chose another route like King road.

Monroe Street
neighborhood greenway
(3542)

A second thought, rather than the restrictions planned for Fuller and King Road, just close Fuller at King Road. Use the space for retail. To make this work better, connect Fuller to the light at SE Boyer. Then 3 there will be 3 ways to access 82nd Ave off Fuller. Boyer, Causey and Monterey.

Monroe Street
neighborhood greenway
(3542)

4

As a family, this would make the orange line accessible for us, and also allow us to get around Milwaukie. I literally feel like I am taking my family's life into my hands trying to walk anywhere. There is no way to walk or bike to any grocery store or cafe or park without at least one VERY dangerous area, usually more. (Some places have bike routes for sections, but then leave you in a busy road. WITH KIDS. Also please look at CROSSING JOHNSON CREEK. Have almost been hit on that road more than once. Great to have 1 the Springwater, but it's not accessable especially for families.

Monroe Street
neighborhood greenway
(3542)

Monroe Street
neighborhood greenway
(3542)

5

Monroe Street
neighborhood greenway
(3542)

5 Deeply needed for this location.

Monroe Street
neighborhood greenway
(3542)
Monroe Street walking and
biking improvements
(3488)

My wife and two children were in a very serious auto accident at the corner of SE Linwood and SE Monroe in 2002. The officer involved had told us that there had been numerous accidents at this intersection in the past and I've seen several more since my family's accident.

I think it is paramount that the intersection at these two streets become a 4 way stop...at the very least. I would like to think that addressing this recommendation, will eliminate any future families pain should 4 the intersection remain the same as it is today.

Just build it (and the Milwaukie section). We need this important connection for pedestrians and cyclists 5 in Clackamas County.

Monroe Street walking and
biking improvements
(3488)

The Monroe Street improvements will provide a safe east-west connection for students traveling to Clackamas Community College. Students will able to bike along Monroe Street to the Fuller Road bike lanes to reach the Harmony Community Campus. ☐

☐

A key goal of our expansion at the Harmony Community Campus is to “Create an accessible building and campus, encouraging and supporting community relationships.” We are pleased to affirm the Monroe 5 Plan’s goals of improving safety and increasing the community’s access to education at CCC Clackamas Town Center is a hallmark of our region and a destination for Oregonians as well as non-Oregonians. We should look towards enhancing its features and accessibility particularly with regard to its local accessibility. Such a project will have a multiplying effect with regard to property values and livability in and around the area and will strengthen the business, large and small, that call the Town Center their home.☐

☐

5 - Timothy Crawley, Metro-region resident.

Monroe Street walking and
biking improvements
(3488)

Bike lanes and the separated MUP are badly needed for this important connection to the 205 path and 5 commercial areas. Please emphasize protected bike facilities when building bike lanes.

Monroe Street walking and
biking improvements
(3488)

We in Clackamas need this!! The county is so car dependent. Better led bike connection would help 5 tremendously from kids to commuters and more.

Monroe Street walking and
biking improvements
(3488)

Monroe Street walking and
biking improvements
(3488)

This is a great project that will connect to big population growth in Milwaukie. Extra bonus points for 5 including separated multiuse paths, this will be a good project for people of all ages in this corridor.

Monroe Street walking and biking improvements (3488)		This project will be great for connecting some really isolated residential areas to shopping and the Fuller 5 Road MAX station.
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	4	
Monroe Street walking and biking improvements (3488)	4	
Monroe Street walking and biking improvements (3488)		This project will provide an important and necessary neighborhood greenway for pedestrians, cyclists, 5 and local kids. Please allocate funding to this project.
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	4	
Monroe Street walking and biking improvements (3488)	5	

Monroe Street walking and biking improvements (3488)	1	
Monroe Street walking and biking improvements (3488)	5	sounds like a wonderful idea.. as long as you add plenty of lighting and police call boxes like they have on large camusus
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	Monroe Street should be improved from the I-205 Trail to Linwood Ave for people to walk and bike to get to a bus or a light rail trains, to better connecting local neighborhoods to jobs, schools and Clackamas Town Center. It is my understanding that this proposed project includes bike lanes, directional signage and traffic calming measures like raised crosswalks. This sounds like a great project...I hope it gets funded!
Monroe Street walking and biking improvements (3488)	5	Andrew Swanson 14950 SE Stanhope Road Clackamas, OR 97015
Monroe Street walking and biking improvements (3488)	3	Need to maintain access to Linwood Ave from Monroe heading east. Blocking traffic here will only funnel it to side neighborhoods. Consider a 4-way stop Need to maintain access to Linwood ave from Monroe St. headed east. This idea only diverts to nearby neighborhoods which potentially creates unsafe conditions for walkers and bikers from those in a hurry to make up time due to diversion. Consider a 4-way stop.
Monroe Street walking and biking improvements (3488)	3	4-way stop.

Monroe Street walking and biking improvements (3488)	5	monroe is currently very unwalkable and in some places unsafe, this would be a fantastic improvement
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	This is a critical street for the community. People are always trying to bike, jog, or walk their pets on this street. But the heavy traffic and ongoing vehicle are not pedestrian friendly. Hope we can receive the funding and attract more young families to this community.
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	5	
Monroe Street walking and biking improvements (3488)	1	
Monroe Street walking and biking improvements (3488)	3	Hadn't even considered this. Great idea!
Monroe Street walking and biking improvements (3488)	5	As a shovel ready project with high cost share buy in, this is a critical project in an affordable region without many alternatives.

Monroe Street walking and biking improvements (3488)

Living on Maplehurst road we are very limited on our safe places to walk as there are no sidewalks nearby at all. We support increased safety measures to make walking and biking safe in our neighborhood. Any way to limit the through traffic between Monroe/Maplehurst and Fuller would be welcomed as people speed by our home regularly as a way to get to 82nd. A speed trap or bumps would also be a welcome addition on Maplehurst since it is not included in this project. Monroe and Linwood can be a dangerous intersection, although we use it frequently to get to downtown Milwaukie and 5 Sellwood so keeping that open in some capacity would be important to us.

Monroe Street walking and biking improvements (3488)

5 It's half funded - don't let this rare opportunity go to waste.

North Portland Greenway Trail (3532)

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North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

5 This would be a fantastic trail for the community!

North Portland Greenway Trail (3532)

5

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

North Portland Greenway Trail (3532)

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North Portland Greenway Trail (3532)

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North Portland Greenway Trail (3532)

As a town center, St Johns is experiencing an increase in residential density. With population increasing, its important to enhance active transportation infrastructure .

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

4 Nice project

North Portland Greenway Trail (3532)

3

North Portland Greenway Trail (3532)

This is yet another ridiculously obvious connection that needs to be completed NOW. It's depressing how far behind other cities we are. Just BUILD this, finally!

North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	1	I'm much more interested in riverfront trails.
North Portland Greenway Trail (3532)	4	
North Portland Greenway Trail (3532)	4	
North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	5	This project would complete a missing connection for bicycle and pedestrian access along the North Portland Greenway, connecting homes, jobs, retail, and parks.
North Portland Greenway Trail (3532)	5	This is a section of the greenway that can be done right, and should be done while all parties are willing.
North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	4	
North Portland Greenway Trail (3532)		A few pieces missing pieces seem to stand out. A score of 0 seems off for the connection to employment. The NP Greenway would serve the University of Portland - a major Portland employer - and the hundreds of businesses that call Swan Island home. Further, the density in St. Johns (planned and coming) speaks to a need for a better connection into the city. This should be a high priority project.
North Portland Greenway Trail (3532)		I would use this trail to go downtown frequently, to meet people and enjoy cinemas and food etc with friends and family. And just enjoy biking the area, esp away from traffic, like Interstate Ave.
North Portland Greenway Trail (3532)	3	
North Portland Greenway Trail (3532)	5	Glad to see projects like this which intend to benefit the income disadvantaged.

North Portland Greenway Trail (3532)	5	North Portland really needs a safe bike connection to the city. This would also be a great recreational trail for families living North Portland & St Johns.
North Portland Greenway Trail (3532)	5	We need to have as many connections to other parts of the county for bicyclists, pedestrians, and commuters.
North Portland Greenway Trail (3532)	1	
North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	4	
North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	5	NP Greenway should be the top priority of Metro Portland cycling improvements. When fully completed from the Esplanade to Kelly Point Pk it will be a path to economic opportunity, active recreation and family engagement. The connection from Pier to Cathedral Parks will provide a safe connection for families and direct access to Baltimore Woods, a treasured stand of Oregon white oak and maples. This will be a valued infrastructure improvement for a multicultural community that is traditionally underserved and underresourced.
North Portland Greenway Trail (3532)		This plan ignores the need for a safe sidewalk expansion between Peninsula Crossing Trail and Chimney Park. Developing a consistent length of sidewalk between this stretch would serve George Park and Pier Park residents, plus workers attempting to reach industrial jobs on the north side of Columbia Blvd. Currently, the sidewalk ends or is over-run with plants in many sections along Columbia Blvd. forcing pedestrians to dangerously step into the street in order to reconnect with sidewalk segments while traveling to jobs and schools. I often see this with adults and children and am concerned it's not being addressed by the city for development. Thank you.

North Portland Greenway Trail (3532)

The population of St. Johns is going through an accelerated increase, as reflected by a number of multi-unit building projects underway and in planning stages. This project will provide enhanced green space through an existing Natural Area. The trail offers recreation and a place to experience quiet in parallel with the busy Lombard/Ivanhoe corridor. The proposed site is shovel ready for trail building. Extensive habitat restoration work has been completed. A neighborhood group has been improving the corridor for 5 several years. Need and viability exist.

North Portland Greenway Trail (3532)

2

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

5 This is one of the better projects on the map!

North Portland Greenway Trail (3532)

5

Connecting Pier Park to Cathedral Park through the Baltimore Woods is vital to our community! npGreenway and the Friends of Baltimore Woods have been working so hard, and I this is such an integral project for our community. Providing safe and linked access will create a major piece of the npGreenway trail!

North Portland Greenway Trail (3532)

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North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

The npgreenway would be an amazing addition to the North Portland community! This project gets my 5 vote!

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

Getting the ball rolling on the construction of this greenway would be a huge boon to the oft-forgotten St Johns neighborhood. Far too many active transportation infrastructure improvements are targeted to more affluent neighborhoods dense with bike enthusiast/hobbyists rather than working class people that 5 rely on safe routes for transportation.

North Portland Greenway Trail (3532)

This is an important time for St. Johns and Roosevelt High. With the school rebuild finishing next year, there is a great opportunity to create community pride in the school. Right now I know of many families who find ways to send their kids to other schools than their neighborhood (Roosevelt) school. Let's build 5 up the community in order to strengthen our school.

North Portland Greenway Trail (3532)

3 Limited benefit to the rest of the city and quick transportation of goods and services

Finishing this project will not only save lives, but encourage more ridership, and quicker travel times. I am a everyday commuter and if I could not really ride on the Street from St Johns to SE, I would be so excited. The almost dying 14 times a day is getting quite old. Not to mention the amount of growth/new cars on the road we are experiencing and from what I have seen more of a negative sentiment towards 5 cyclists.

North Portland Greenway Trail (3532)

North Portland Greenway Trail (3532)

Continuing the work on the N. Portland Greenway insures cyclists and pedestrians have safe ways to commute to work and for recreation. Ideally, we need a route from N. Portland to downtown Portland 5 that is protected from vehicle traffic. This will also ease traffic congestion on roads and highways.

North Portland Greenway Trail (3532)

The peninsula sees high levels of auto use largely due to lack of safe and viable alternatives. A connected trail will likely encourage the 'interested but concerned' folks to go by bike, not to mention the increased 5 recreational opportunities.

North Portland Greenway Trail (3532)

5

This is a key part to the network for walking in biking in North Portland, and we have such an opportunity to do something about it now. ☐

☐

North Portland Greenway Trail (3532)

It connects parks and provides an alternative for school and work commuters and an important 5 opportunity for outdoor activity and exercise in an historically underserved community.

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal, to close an important gap in the regional trail 5 system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)

This project would complete a very important gap in the bicycle and pedestrian network and would help connect many residents to employment .

North Portland Greenway Trail (3532)

All members of our community should have access to quality greenways, parks, and greenspaces. While St. Johns and outer North Portland are rapidly gentrifying, this is a critical investment in ensuring that all those who live in our region have access to hiking trails.

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs

North Portland Greenway Trail (3532)

5 hoping it will connect further south towards Swan Island as well

North Portland Greenway Trail (3532)

3

North Portland Greenway Trail (3532)

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North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)

5 Please fund this critical connection to serve and under served part of Portland.

North Portland Greenway Trail (3532)

I want to express my strong support for this project. The NW Greenway will provide vital walk/bike connection to North Portland, as well as the natural and recreation benefits.

North Portland Greenway Trail (3532)

5 This project is vital to the neighborhood. Please fund the NP Greenway Trail.

North Portland Greenway Trail (3532)

A continuous bike path in North Portland would provide better transportation options for area residents, and help to promote the area to tourists.

North Portland Greenway Trail (3532)

This project connects thousands to family wage jobs. It also connects the river and trail segments to the early historical sites at Portland concerning Lewis and Clark, which will have important tourism potential.

North Portland Greenway Trail (3532)

5 Please fund the npGreenway project!

North Portland Greenway Trail (3532)

5 So important!

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

5 Please fund the npgreenway project!!!!

North Portland Greenway Trail (3532)

This would make such a huge difference to the neighborhood, improving access to and appreciation of the wonderful natural areas we have! We have a lot of development happening in this part of town, 5 please make sure that the Greenway is front and center as a part of it!

North Portland Greenway Trail (3532)

1 Please fund this important project for North Portland.

North Portland Greenway Trail (3532)

Been following this project for some years now and as a north portlander, I can't wait for it to become a 5 reality.

North Portland Greenway Trail (3532)

Please fund this important project in my neighborhood.☺

Thank you☺

North Portland Greenway Trail (3532)

5 Patty Lyons

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs! This project would also provide a way to clean up this area of the river and make it a safe place for families to interact with our river and 5 green space.

North Portland Greenway Trail (3532)

The current bike route connection between Pier Park and Cathedral Park is not clearly marked and lacks basic safety improvements. The route crosses heavy truck traffic flowing between the bridge and Rovergate. The neighborhood would be greatly improved by increasing safety and linking important 3 public assets together.

North Portland Greenway Trail (3532)

5 This would greatly improve link between the two main parks in STJ.

North Portland Greenway Trail (3532)

The npGreenway Trail project is an important non-automotive segment for connecting the St. Johns town center with the Portland metropolitan region. I fully support and encourage funding for this 5 project.

North Portland Greenway Trail (3532)

5 Please fund the North Portland Greenway project.

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail 5 system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)

5 Our family is so looking forward to this - such a great improvement for St Johns!

North Portland Greenway Trail (3532)

Please fund the Greenway Project. The St Johns area has exploded in population size. Safe, alternate, 5 transportation options are severely needed.

North Portland Greenway Trail (3532)
North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

5

North Portland Greenway Trail (3532)
North Portland Greenway Trail (3532)
North Portland Greenway Trail (3532)

Holy moly how has this not yet been funded? This project would make a real difference for so many people -- you know, as an alternative to getting smushed on the St Johns Bridge and whatnot.

5 This project will greatly improve the connectivity in north Portland!!!

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

Currently there are parts of the trail that are built but not connected to one another (gaps), e.g water pollution lab adjacent to Cathedral Park, trail through Pier Park a bridge over railroad tracks to Chimney Park and a portion from Smith and Bybee Parks to Kelley Point Park. ☒

☒

This project would fill one of those gaps---Cathedral Park to Chimney Park which would enable users to travel from the water pollution lab, through Cathedral Park, Baltimore Woods and on to Pier Park and Chimney Park. (It would further provide additional safety for children who attend Sitton Elementary School---see proximity on map.)☒

☒

A pedestrian/bicycle bridge over Columbia Blvd from Chimney Park to the old St Johns Landfill has been approved and is to be constructed in 2018. This trail will provide access to parks and Rivergate Industrial and other industrial users with huge safety factor for bikers as well as the freight community. It connects

5 St Johns and Cathedral Park neighborhoods safely to parks and jobs!!!

I am waiting SO anxiously for the npGreenway trail. It will make it possible for me to ride my bicycle safely from my home in St. Johns to other parts of Portland. One less car on the road. Please do

5 whatever you can to advance the npGreenway.

Current lack of access and safety for peds and bikes crossing Columbia Blvd. Current lack of greenspace areas and trails connecting them to/from St. Johns

North Portland Greenway Trail (3532)

5 Please fund the npGreenway project!

North Portland Greenway Trail (3532)
North Portland Greenway Trail (3532)

This has major community support and in addition to being a bike commuting asset, it will be another for consumers outside the neighborhood to support our neighborhood businesses. It also helps support the 5 wildlife corridor work spearheaded by the Friends of Baltimore Woods.

5 Please help this underserved community thrive with greater and safer non-vehicular travel options! I am very supportive of this project, as I believe it increases safe transportation opportunities for those living in the neighborhood. In addition, I live in North Portland and can see how some of the types of amenities offered in other areas, for example the Springwater Trail in SE Portland, could be very beneficial to this neighborhood. These amenities often serve to improve property values and livability, which is significant in a neighborhood with a higher poverty rate than many other neighborhoods in the city. The North Portland Greenway Trail represents a great opportunity to enhance livability and active transportation options in North Portland, I am in full support of this project. Thank you! Susan Reilly -

North Portland Greenway Trail (3532)

5 Kenton resident.

North Portland Greenway Trail (3532)

Cycling and pedestrian infrastructure is severely lacking in North Portland, especially in comparison to other areas of the city. Improved cycling avenues and protected bike lanes would reduce congestion that 5 cannot otherwise be easily alleviated.

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway in order to connect North Portland to downtown shopping, 5 jobs, and recreation! So many can benefit from this missing gap in the system. Thank you!

North Portland Greenway Trail (3532)

It would be a Boone for Portland to have this asset in place. It will be an improvement for everyone.

North Portland Greenway Trail (3532)

5 Highly in favor. The less on the road, and the more on a trail/path the better

The npGreenway will add a critical extension to the developing bike paths of Portland as significant as the 5 Springwater Corridor.

North Portland Greenway Trail (3532)

As a student at PSU who lives in St. Johns, I have understood the challenge of a bike commute. ☹️

I would especially encourage an alignment that takes cyclists off of Greeley.☹️

Thank you, ☹️

5 Babs Adamski

North Portland Greenway Trail (3532)

We need to finish this trail! I travel by bike from St. Johns to downtown Portland many times a week. The roads are congested and there are far too many bike accidents, plus it takes a long time to get to work this way. It would be such a huge plus to the city to have a safe way to travel by bike along the Willamette, not to mention the benefits it would have to the community as a whole - encouraging people to get out, ride their bikes more often, visit other neighborhoods, and experience more nature. We need this 5 corridor to provide a safe and efficient bike route. Thank you!

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway trail proposal to close the gap and provide a safer travel option for those on foot or bike.

North Portland Greenway Trail (3532)

I enjoy bike riding and would love to have a trail that allowed me to ride to downtown Portland and to other parks in the area. Portland is known for its dedication to green spaces and has begun to take advantage of its river front. I think this project will be a step toward cementing Portland's status and beautify our natural beauty.

North Portland Greenway Trail (3532)

The work on this trail is pivotal to the master plan. The sooner we get to completion of the North Portland Greenway the better. Unusual project that has so much potential for access to work and recreation for residents in search of safe quality alternative to vehicular transportation.

North Portland Greenway Trail (3532)

1. I can vastly improve what is now existing. I see this as a huge benefit for the city at large.

North Portland Greenway Trail (3532)

5. I would use it a lot! I live in St. Johns and a trail would be very welcome!

North Portland Greenway Trail (3532)

What happened to routing along Decatur?

North Portland Greenway Trail (3532)

Please fund the greenway. When I used to bike in the area, it was too scary to bike with the trucks on the road. This will make it safer.

North Portland Greenway Trail (3532)

This section of trail would be very beneficial to the many families who live in North Portland and want to access nature and recreation without starting in a car.

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs! We need more recreational options and we need jobs in North Portland. Thank you!

North Portland Greenway Trail (3532)

This area is in high need of better connectivity to safe, alternative pathways away from Lombard. Baltimore Woods is an important natural area along the Willamette river, and the residents need improved access. Bike commuters and recreational bicyclists, including a growing youth population, need connectivity to the North Portland Greenway and to more options for a healthy, Portland lifestyle. Getting away from truck traffic is a challenge for us here in St. John's, and this would be an incredibly valuable addition for us, as well as for all Portlanders to enjoy amazing views, native Garry Oak ecology, and healthy urban exploration.

North Portland Greenway Trail (3532)

5. Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)	5 People and wildlife need connected freeways. St John's should be part of this circuit! Thanks.
North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	5 Please support the trail!
North Portland Greenway Trail (3532)	5 Please fund this project!!!
North Portland Greenway Trail (3532)	5 this trail is a very important link, please support/fund it! The North Portland Greenway Trail proposal will give our disconnected and socioeconomically disadvantaged residents a safer, quicker travel route for work and play, and broaden their access within and outside our neighborhood. Please fund it!
North Portland Greenway Trail (3532)	5 This will be a major investment in our future and safety of our city and traffic.
North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs.
North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	5 This is very important to me, and would significantly benefit the community. Please fund this very important transportation link for N. Portland to central Portland. Pieces of the trail have been built, now lets link them all to provide healthy, safe movement for people traveling other than in a car. The investments made to date are all great projects but were always meant to be part of a wider regional trail. Now is the time to make that dream come alive for the people of North Portland. Fund the NP Greenway for climate change, equity, and community. ☑
North Portland Greenway Trail (3532)	5 Respectfully, Susan Watt
North Portland Greenway Trail (3532)	This is a great way to spend funds, promote good health, safety, and recreation. Project like this make Portland special.
North Portland Greenway Trail (3532)	5 It's essential to have a dedicated bikeway connecting St Johns to the downtown.

North Portland Greenway Trail (3532)	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!
North Portland Greenway Trail (3532)	5 Looking forward to safe trails!!!
North Portland Greenway Trail (3532)	5 This project is absolutely critical to the future livability of this part of our City!
North Portland Greenway Trail (3532)	5 Would be wonderful to see these safe connections between parks and schools get built!
North Portland Greenway Trail (3532)	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!
North Portland Greenway Trail (3532)	This is a no brainer.....Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!....should be a 5 10!!!
North Portland Greenway Trail (3532)	5 Please fund this! What a great idea.
North Portland Greenway Trail (3532)	Please fund the trail! We need it to close the gap in the regional trail system - it will connect Metro residents to nature, recreation and jobs!
North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	As a long time resident of St. Johns, this is very important for the people I live near and around. Plus, it is a bonus for the University of Portland students, staff and faculty. I hope you seriously consider this very important funding for a very user friendly connection route. Thank you. Gloria J Bouchor Luzader Completing the NP Greenway trail should be a priority. ☺ ☺ Combined with the already funded project to build a bridge across Columbia Boulevard, this project helps to connect residents to nature and recreation and creates safer access for an often underserved population. ☺ ☺
North Portland Greenway Trail (3532)	There are thousands of jobs in the Rivergate area, and no safe way for pedestrians and cyclists to access those jobs. I consider this a vital project.

North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	5	
North Portland Greenway Trail (3532)	5	I would love to see this project completed, my family would make great use of it on a weekly basis!
North Portland Greenway Trail (3532)		I don't support any portion of the NPGreenway Trail. This is exactly what other trails such as the Springwater Corridor. It is a capital intensive project designed for a micro portion of the tax payers who will ultimately have to pay for maintenance, upkeep and security. How about a toll that will have those who benefit actually pay for the privilege instead of forcing every portion of society to pay. How about licensing bikes, together with insurance for bicyclists and other fee structures that promote their agendas rather than taking endless monies from those who can't possibly benefit.
North Portland Greenway Trail (3532)	5	I strongly support this project as it focuses on an important gap in N. Portland for the 40 mile Loop Regional Trail Plan.
North Portland Greenway Trail (3532)	5	This project has been a central feature of a fully connected alt. transport route linking natural areas, St. Johns, and bike walking all the way to E bank paths. Getting off the peninsula is not safe by bike. Please fund this project.
North Portland Greenway Trail (3532)	5	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!
North Portland Greenway Trail (3532)	5	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!☒
North Portland Greenway Trail (3532)	5	In lieu of a rapid transit system in Portland, which would inspire more residents to leave their cars at home, NP Greenway trail would help us get where we need to go--pleasantly!!
North Portland Greenway Trail (3532)	5	Please fund the NP Greenway project. I would love to have a safer year-round biking option to downtown available for those who live in St. John's. Plus recreational users will enjoy it year round.
North Portland Greenway Trail (3532)	5	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs! I would love to ride this segment through local, being-restored oak woodland.
North Portland Greenway Trail (3532)	5	

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)

5 Many people would benefit from this project. I believe it would be money well spent so please fund.

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs.

This is a very important project for St. Johns and N and NE Portland because it closes a key gap in the trail which has long been a goal of npGreenway. Making this trail helps not only NE and N Portland but the city as a whole in making the East Esplanade reach to Kelly Point Park and provide a regional expansion of recreation, fitness and safe job commuting. I hope you will give this project your serious consideration. ☒

North Portland Greenway Trail (3532)

☒
5

The North Willamette Greenway Trail has been on the RTP and Regional Trail Plan for a good many years. Portland Parks and Recreation completed the half million dollar Trail Alignment Plan several years ago.

North Portland Greenway Trail (3532)

5 It's time to complete this trail!

North Portland Greenway Trail (3532)

5 please fund this project--it's so important to our growing community

North Portland Greenway Trail (3532)

Our city is being built up by developers at a rapid pace. We need more recreational space and more space for wildlife.

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!!!

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)

Please keep the trail off of existing roads as much as possible. This is a huge amenity and should be in addition to existing bike routes. Thanks!

Something I will actually use!☒

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs.

North Portland Greenway Trail (3532)

Please fund more bike trails in NoPo!☒

North Portland Greenway Trail (3532)

5

This trail is a vital connection for North Portland communities – and it provides great access to natural areas. Build it!

North Portland Greenway Trail (3532)	5 I live in this area and walk frequently for exercise.
North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	This would tie North Portland into Downtown it would be great to have this available for bikers ans it would make for a safer commute!
North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	I believe this gap in the NP Greenway holds us back from getting folks out to enjoy wildlife and nature -
North Portland Greenway Trail (3532)	5 please close the gap!
North Portland Greenway Trail (3532)	5 Complicated to put together the whole NPgreenway trail but worth it in the end. This project will connect neighborhoods. Bringing access to living wage jobs in the Rivergate area. It will help protect pedestrians and bike riders from vehicle traffic and create accessible alternative
North Portland Greenway Trail (3532)	5 transportation options.
North Portland Greenway Trail (3532)	5 Please provide funding for this important trail in North Portland
	I bike and drive to downtown for employment and entertainment. A dedicated greenway will make a significant difference and will encourage others to join me by bike. This addition to the project will reap benefits in the community and open many to the idea of alternative commutes and healthy activity.
North Portland Greenway Trail (3532)	5 Please fund this!!! St J is growing and this is a golden opportunity!!!!
North Portland Greenway Trail (3532)	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!"
	We just lost the life of a cyclist crossing the St. John's bridge. He commuted over 500 miles a week. Let's honor his memory by making a safe route for North Portland cyclists to access downtown using the
North Portland Greenway Trail (3532)	5 North Portland Greenway. Good for the environment good for jobs good for people
	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs! I actively use the existing
North Portland Greenway Trail (3532)	5 transportation corridor and am looking forward to seeing needed improvements completed.
North Portland Greenway Trail (3532)	Having lived in North Portland for years, and nearby this project, I've been excited for years about it. Let's
	5 fund it!

North Portland Greenway Trail (3532)

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

North Portland Greenway Trail (3532)

major new development is under way south east of Cathedral Park and public access to the river and greenspaces that will humanize this working class neighborhood. growth and housing costs cause anxieties here and we need the reassurance that quality of life will not be eroded by unrelieved density and cars parked on every curb.

North Portland Greenway Trail (3532)

North Portland needs all the green it can get, especially Greenways that improve safety in our neighborhoods.

North Portland Greenway Trail (3532)

North Portland needs this important connection!

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs! Thanks!

When completed this trail will be a regional draw. I realize this is the first and cheapest section, but it will connect the two overpasses with Saint John's. Once done, the gap to the north can be Park's led.

North Portland Greenway Trail (3532)

Please, build this.

North Portland Greenway Trail (3532)

Whether this project is supported or not (financially), cyclists and pedestrians will continue to use Cornfoot Rd. as an access to either Alderwood or 47th... funding ensures their safety is a priority for the community.

North Portland Greenway Trail (3532)

This is a wonderful opportunity to fund a needed, wanted, and eventually loved public asset: the North Portland Greenway Trail. This is an important link in the larger trail that could have many health benefits for citizens, from exercise to nature-watching, and therefore helps everyone. Thank you for your consideration!

North Portland Greenway Trail (3532)	5
North Portland Greenway Trail (3532)	5 "Please fund the North Portland Greenway Trail We need to close an gaps in the regional trail system and connect Portland Metro residents to jobs, recreation and nature! Please fund the North Portland Greenway Project, which seems like it will make
North Portland Greenway Trail (3532)	5 an important step toward that end.
North Portland Greenway Trail (3532)	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail
North Portland Greenway Trail (3532)	5 system and connect Metro residents to nature, recreation and jobs!
North Portland Greenway Trail (3532)	5 Underserved communities. Underutilized natural resource.
North Portland Greenway Trail (3532)	Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail
North Portland Greenway Trail (3532)	5 system and connect Metro residents to nature, recreation and jobs!"
North Portland Greenway Trail (3532)	This is a great step. It needs to address how George Park neighbors north of Columbia Blvd. can safely connect with the trails. Currently, there are deadend sidewalks on Columbia Blvd. that make it unsafe to
North Portland Greenway Trail (3532)	5 easily connect with current or planned trails/sidewalks.
North Portland Greenway Trail (3532)	The last (and only 2nd) time I biked out to St Johns was stressful, even if not traumatic. This area is starting to hop, and deserves good connection to the rest of the city for those using active
North Portland Greenway Trail (3532)	5 transportation.
North Portland Greenway Trail (3532)	As a North Portland resident, this trail will provide crucial connectivity to the rest of the city for work and
North Portland Greenway Trail (3532)	5 play.
North Portland Greenway Trail (3532)	Please fund the North Portland Greenway Trail. North Portland has lower income populations that use alternative transportation. Extending and closing the gap on this trail would provide cyclists much needed safe route to other parts of Portland and would enhance access to the Metro's transportation system.
North Portland Greenway Trail (3532)	5 Thank you!

River, our River! Already on Swan Island over a mile of Trail provides spectacular views of the city, Forest Park and the working River.

More importantly, the WGT will connect residents of all the city to over 50,000 family wage jobs between Rivergate and Lower Albina; already Swan Island's 10,000 plus jobs may be accessed via Going to the River and Waud Bluff Trail.

And when workers are able to safely get to work by bike, by transit, even by walking from adjacent neighborhoods, more critical roadway capacity is available for moving freight...parts and products essential to Portland's strong manufacturing economy.

Last, nothing addresses the equity issue better than access to well paying jobs; a good paycheck makes rent, childcare, medical care all more affordable and accessible.

We wish we were discussing a \$40M grant to build the entire N. Willamette Greenway Trail alignment from Kelly Point Park to the Esplanade, but as that is not the case, we are determined to get the job done piece by piece.

The segment for your consideration provides a multiuse path between Cathedral Park at the Willamette River and Pier Park on the northern edge of the St Johns community. Combined with the funded project to bridge Columbia Blvd, this project will make it possible for Portland residents to safely travel on foot or by bike from the Willamette to a view point overlooking the St Johns Prairie/Smith & Bybee Lakes natural area.

No community in our region is as impacted by freight as St. Johns; no other community hosted for decades a landfill for our garbage. No community is more deserving!

North Portland Greenway Trail (3532)

5

North Portland Greenway Trail (3532)

I strongly support on-going efforts to complete the North Portland Greenway. When complete, this route 5 will connect thousands of people to employment centers and to other pedestrian and bicycle facilities.

St Johns needs the Trail to include Baltimore Wood. As we grow in density the buffer this provides between the residential community and the industrial waterfront is essential to our quality of life.

North Portland Greenway Trail (3532)

Additionally the transportation corridor is a great option for non-motorized transit. Please prioritize this 5 project!

North Portland Greenway Trail (3532)	<p>Please fund the North Portland Greenway Trail Proposal to close an important gap in the 40 Mile Loop Trail and the regional trail system. It is important to connect this community to jobs, recreation and nature - and this project will help with those goals.</p>
North Portland Greenway Trail (3532)	<p>I marked NoPo Greenway trail high because many of my friends, both young and old, are moving to North Portland as one of the last, fairly affordable, parts of Portland, not too far out. A walkable, bike able, Greenway would be a realistic way for them to get to other parts of Portland and for me to get up there to see them. I couldn't get the demo survey to work for me, but I am a 68 Yr old white woman homeowner who was in inner NW and now am in inner NE. Here's my email if you want it: bdowpdx@gmail.com. Thanks.</p>
North Portland Greenway Trail (3532)	<p>Please improve bike-ability from the growing St. Johns area!</p>
North Portland Greenway Trail (3532)	<p>Please fund the North Portland Greenway Trail proposal to close an important gap in the regional trail system and connect Metro residents to nature, recreation and jobs!</p>
North Portland Greenway Trail (3532)	<p>I think this is a wonderful idea and should be implemented. I do want a plan in place that will address what had happened at the Springwater Corridor Trail that basically made the trail unusable because of the transient population living along the trail.</p>
	<p>This is a low cost / high value solution to increase the ability of people in east Portland to use these two important arterials for active transportation. There is an opportunity here to expand the "livable" parts of the city well beyond the historic 82nd Avenue boundary.</p>
Outer Stark/Halsey complete streets (3538)	<p>These improvements would also increase the value of improvements currently planned and funded to increase safety on 122nd Avenue, and the Gateway-Halsey project.</p>
Outer Stark/Halsey complete streets (3538)	<p>An important step to continue a pre-existing network. It's easy to ride on Halsey out to 122nd but difficult to go further east past there</p>
Outer Stark/Halsey complete streets (3538)	<p>For me, the big priority here is crosswalks across Stark & Halsey on a regular basis.</p>
Outer Stark/Halsey complete streets (3538)	<p>4</p>
Outer Stark/Halsey complete streets (3538)	<p>Please try for physically separated bike lanes as these streets are very fast and stressful to many riders.</p>
Outer Stark/Halsey complete streets (3538)	<p>This is an underserved area where it is difficult to get around. If you drive through here you see lots of people on foot and using transit but it isn't easy to do either. I ride a bike and would like more options.</p>

Outer Stark/Halsey complete streets (3538)	5	Not super walkable and safe currently, so this is great!
Outer Stark/Halsey complete streets (3538)	5	The existing conditions are brutal. This part of Portland has been underinvested for a generations. This is our opportunity. This could be a game changer. Please fund this project.
Outer Stark/Halsey complete streets (3538)	5	Great to see this project on a street and in a part of Portland that really needs it. Extra bonus points for including separated bike lanes, this will be a good project for people of all ages.
Outer Stark/Halsey complete streets (3538)	4	
Outer Stark/Halsey complete streets (3538)	5	We need to move ahead with improving East Portland.
Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	1	
Outer Stark/Halsey complete streets (3538)	5	No brainer
Outer Stark/Halsey complete streets (3538)	4	
Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	5	Halsey is a major east-west route, but has been 45mph east of 137th for at least 25 years. As a kid, I used to choose it because it was where I could drive fast. Now that my kids cross Halsey to get to Elementary school (NE 167th to Wilkes) on foot, I see the impact of that speed-surge first hand. It is dangerous. In conjunction with the awesome work you've proposed, PLEASE consider lowering the speed limit to 35MPH from NE 137th to NE 181st. ☑
Outer Stark/Halsey complete streets (3538)	5	Thanks for all you folks do. It might not be voiced as loudly as it should, but you are appreciated.
Outer Stark/Halsey complete streets (3538)	5	#VisionZero
Outer Stark/Halsey complete streets (3538)	3	
Outer Stark/Halsey complete streets (3538)	4	

Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	5	Stop slowing down traffic! I drive these streets every morning to get to work and people don't even use the crosswalks half the time anyway. I constantly see people crossing the street one block or even closer
Outer Stark/Halsey complete streets (3538)	1	to the designated crosswalks without using them.
Outer Stark/Halsey complete streets (3538)	5	This looks great!
Outer Stark/Halsey complete streets (3538)	5	Important to concentrate on long ignored outer SE
Outer Stark/Halsey complete streets (3538)	4	
Outer Stark/Halsey complete streets (3538)	4	
Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	5	please prioritize transit time for Trimet Buses (especially Line 20), install more bus shelters at prime
Outer Stark/Halsey complete streets (3538)	5	locations (e.g. stops adjacent to Mt Hood Medical Center and MHCC), and consider protected bike lanes
Outer Stark/Halsey complete streets (3538)	5	glisan sucks by that golfcourse.☹
Outer Stark/Halsey complete streets (3538)	5	☹ its 1/10th the price and think its a good investment in the area
Outer Stark/Halsey complete streets (3538)	5	This would serve low opportunity areas and enable future safety improvements to the area increasing
Outer Stark/Halsey complete streets (3538)	4	quality of life in an area with many folks displaced from areas with higher quality of life indicators. Great opportunity for an extremely low-cost and high-value option to strengthen bike/ped connections in an auto-centric area where few options exist. This bolsters the transportation options for neighborhoods, creates community connections, supports neighborhood health/well-being, and benefits children and lower income community members.
Outer Stark/Halsey complete streets (3538)	4	

Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	5	Please consider additional pedestrian crossing of Halsey at about 125th to facilitate crossing from 5 apartments and Goodwill on south side to Bi-Mart and church with community garden on north side. PBOT needs to finish the 102nd Ave streetscape project between Burnside and Stark/Washington -- at least the addition of pedestrian level lighting, so motorists can actually see if there is a pedestrian trying to cross the street! They completed Phase I and Phase II, but never did Phase III (because much of the potential sidewalk widening was done as individual projects were developed. But the new street lights are needed -- and it would be nice to have the kinetic art (which attaches to the street light poles)
Outer Stark/Halsey complete streets (3538)	5	extended the full length of 102nd.
Outer Stark/Halsey complete streets (3538)	5	Useful and valuable, as Gateway Regional Center redevelops and becomes more bicycle friendly,
Outer Stark/Halsey complete streets (3538)	5	expedited by the construction start of Gateway Green
Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	5	I said the same thing about inner Halsey: this is a dangerous stretch of road, and we should do what we can to support East Portland.
Outer Stark/Halsey complete streets (3538)	5	This is a very necessary and worthwhile project. This is quite a dangerous area for bikes or pedestrians and is undeserved for these facilities. Cars are also going too fast. Traffic calming effects of this will help everyone.
Outer Stark/Halsey complete streets (3538)	5	
Outer Stark/Halsey complete streets (3538)	5	I used to bike this daily, and protected bike lanes will be great in this diverse area.
Outer Stark/Halsey complete streets (3538)	5	It is a small grant, but Portland should be able to find thee studies themselves.
Outer Stark/Halsey complete streets (3538)	5	

Outer Stark/Halsey complete streets (3538)	5 Outer East Portland has been neglected for decades and that neglect has taken a profound toll on this area and its residents. That being said, this area represents an enormous opportunity for Portland to walk its talk and be the truly forward thinking and equitable city we have the reputation of being. Sidewalks are not a luxury; they encourage walking, help create human interaction and build community.
Outer Stark/Halsey complete streets (3538)	5 A very high cost to provide mediocre improvement for walking along a stretch of road that will still not be connected to significant trails or paths. This would be like building an "island" of sidewalks in a not-very-heavily populated area. If the goal is to "enhance the area for local businesses" it seems this would be the perfect place to ask developers, NOT the public to provide system improvements.
Sandy Boulevard walking and biking improvements (3540)	1 Do we even know if there is demand for walking along this portion of Sandy Blvd? Or is are we hoping that IF we improve the streetscape, business MIGHT be attracted, and THEN people will use the sidewalks?
Sandy Boulevard walking and biking improvements (3540)	5 The improvement here needs to connect to the Fairview-Gresham trail. Right now, that connection between Sandy and the Trail is too dangerous on bike.
Sandy Boulevard walking and biking improvements (3540)	1 We should not be building unprotected bicycle lanes in our region in 2016. Roadways that are designated freight routes and at 40mph, as indicated, should be required to separate people riding bicycles with a 1 buffer, in the same way that sidewalks would be separated.
Sandy Boulevard walking and biking improvements (3540)	4 Looks like a good project and this area is crazy dangerous
Sandy Boulevard walking and biking improvements (3540)	1
Sandy Boulevard walking and biking improvements (3540)	5

Sandy Boulevard walking and biking improvements (3540)	5	Better bus stops and sidewalks would be much appreciated!
Sandy Boulevard walking and biking improvements (3540)	4	
Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	5	This part of town needs to be safe for residents to consider walking and biking instead of driving along the boulevard. We need to get people out of their cars .
Sandy Boulevard walking and biking improvements (3540)	4	
Sandy Boulevard walking and biking improvements (3540)	5	I would love to see this project happen. As a runner, I know how unsafe it is to travel this corridor with very fast, heavy traffic. It's even worse for cyclists. Will this project improve the Fairview Ave. underpass below I-84? That is also a problem.
Sandy Boulevard walking and biking improvements (3540)	1	
Sandy Boulevard walking and biking improvements (3540)	3	
Sandy Boulevard walking and biking improvements (3540)	5	Should be priority to make bike safe and complete area to travel to Marine Drive and North/South Corridors.

Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	5	This seems like a great project.
Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	4	Bikes lanes needed.
Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	2	The bike facilities should be seprated cycletracks. This is a large amount if money for little safety benefit.
Sandy Boulevard walking and biking improvements (3540)	5	
Sandy Boulevard walking and biking improvements (3540)	5	This project will serve to increase pedestrian and bicycle safety along this stretch of Sandy Boulevard in Fairview which serves manufactured home park for senior, one of the area's largest RV parks, and higher density housing. Sandy at 223rd connects to Fairview Elementary School, and other important amenities such as the Wood Village Town Center and to the east Townsend Business Park. The bus stops in the project area are not connected by sidewalks or crosswalks at this time. The county has already invested in a preliminary design for this section of roadway. This is an underserved area in east Multnomah County that will benefit from the proposed improvements.

Sandy Boulevard walking and biking improvements (3540)

This project will help improve bike and pedestrian accessibility along a stretch of roadway where facilities are sorely lacking but are already utilized by both modes of transportation. This corridor has been identified in several city, county, and regional plans as one where upgrades ought to occur, and this particular funding source provides an obvious solution to get the project going.

Sandy Boulevard walking and biking improvements (3540)

This project fills an significant gap providing multi-modal and active transportation in east Multnomah County, including access to and from transit, emerging job centers, Title 1 schools, active recreation and dense affordable housing. These improvements will additionally significantly improve pedestrian and bicycle safety.

Sandy Boulevard walking and biking improvements (3540)

This aspect of the local transportation network is key to maintaining livability and increasing economic development

Sandy Boulevard walking and biking improvements (3540)

There is a high concentration of underserved and underrepresented youth served by the critical infrastructure improvements in this high population density region of Sandy Boulevard. Let's prioritize safety and livability for CHILDREN FIRST this time. Thank you.

Sandy Boulevard walking and biking improvements (3540)

The Sandy Boulevard project has been in the Port of Portland Transportation Improvement Plan for a number of years. It is also included in the Columbia Cascades River District Public Facility plan as a project that would support economic development for East Multnomah County. The project would increase safety for active transportation modes and would reduce conflicts with freight and commercial traffic. For these reasons the Port of Portland supports this project.

Sandy Boulevard walking and biking improvements (3540)

Not only does this project make a significant contribution to freight reliability, it enhances safe pedestrian and bicycle access to significant regional under served populations.

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

In the Gresham, Fairview and Wood Village segment, significant improvements have been authorized in Gresham to permit improvement of the roadway up to the Fairview Parkway (207th). This project will complete the street for the segment from 207 to 223. Work in 2017 is completing the pedestrian and roadway improvements on Sandy from 242nd westerly to near the creek crossing for No Name Creek. When complete, this portion of project 10399 will leave the gap from 223 to No Name Creek as the final segment to complete this project.

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

Sandy Boulevard walking and biking improvements (3540)

Sandy has taken decades of improvement expenditures to date, and it will take additional funding to bring the roadway to full pedestrian, bicycle and freight reliability standards. Each of our jurisdictions has indicated Sandy is a major priority for our communities, and we are dedicated to working together to achieve this goal. Serious gaps remain in the system even when this project is complete. The pedestrian East County needs this improvement. This section of Sandy Boulevard serves as an important connector for the residents and businesses of Fairview and neighboring Gresham, Wood Village, and Troutdale in addition to its regional importance. There is a high concentration of historically underserved and underrepresented populations that will benefit from completion of this gap in the pedestrian and bicycling network.

Sandy Boulevard walking and biking improvements (3540)

5 Doug Daoust, Mayor of Troutdale

The Sandy Blvd Project between Fairview Parkway and 223rd is extremely important to Fairview because of the gap in pedestrian and bicycle facilities along Sandy Blvd. There needs to be sidewalk connections and bike paths as the current conditions are unsafe for pedestrians and bicyclists to walk and ride without having to go into traffic. Sandy Boulevard is designated in the Regional Active Transportation Plan as a Pedestrian Parkway and a Bicycle Parkway. Sandy Boulevard is also designated as a Regional Freight Route. Completing active transportation facilities on Sandy Boulevard is a priority project in the Fairview Transportation System Plan, Multnomah County Capital Improvements Plan and Program, and the Regional Transportation Plan.

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

Tri-Met Bus Line #21 provides frequent transit service that connects residents to major commercial

Sandy Boulevard walking and biking improvements (3540)

Westside Trail walking and biking bridge design (3520)

5

Westside Trail walking and biking bridge design (3520)

5 We really need this bridge so that people can walk and bike to school and to work.

The population North of Hwy 26 is growing at a rapid pace. There are many people who like to ride bikes in this area, but 26 is a great barrier for active transportation. This connection would create a really good connection for people looking to walk and bike to jobs and shopping in the Tanasbourne area. Plus, commuters looking to connect with Max stations to the south. Currently, the only connections heading south in this area are 185th, Bethany Blvd, and Murray Blvd. This would create a convenient and safe connection.

Westside Trail walking and biking bridge design (3520)

5

Westside Trail walking and biking bridge design (3520)	5	This bridge sounds like a great idea for this high population area that would create many new opportunities for residents.
Westside Trail walking and biking bridge design (3520)	5	Absolutely!!! Desperately need a safe passage over 26 for bikes and peds!!!
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	Quiet walking areas outside of our busy roads are always a pleasure.
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	With all the new developments and increased traffic in the area, this would be a great project!
Westside Trail walking and biking bridge design (3520)	5	This is important to me. In order to be most effective, however, a bike path and sidewalk needs to be installed along Bronson Road from 185th to the point of crossing (some of that section is OK now).
Westside Trail walking and biking bridge design (3520)	4	

Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	1	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	Absolutely and do consider making it a,wildlife corridor as well. There is precedence for this and the concept has been highly successfull in other jurisdictions. s.nolte @frontier.com
Westside Trail walking and biking bridge design (3520)	4	A better crossing point would be the power line crossing on Bronson between Bethany and 174th (North of 26), and Cornell road (South of 26). About half way between this project and the Cornealius Pass project, it would handle the VERY many new homes and connect to the Tannesborne shopping area.
Westside Trail walking and biking bridge design (3520)	5	There should be an equal amount money devoted to walking and bike projects as to vehicular transportation. Also all the vegetation that was destroyed with the over expansion of Cornelius Pass road should be replaced and mitigated with development of a wildlife corridor to be included in this plan.
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	

Westside Trail walking and biking bridge design (3520)		This is an absolute no-brainer! Let's make this happen NOW! If this were literally ANY other big city I've visited in the past 10 years (I've visited over 100 cities in that time frame), it would have been done YEARS ago. Let's stop resting on our DECADES-old laurels and make some people-friendly progress at 5 long, long, LONG last!!
Westside Trail walking and biking bridge design (3520)		Very badly needed. Crossing Hwy. 26 by either bike or walking is just not safe. Would open up a whole 5 new set of cycling trails for us to use.
Westside Trail walking and biking bridge design (3520)	4	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	1	Have Intel sponsor, or maybe raise property taxes.
Westside Trail walking and biking bridge design (3520)	5	Anything to improve walkability in Beaverton area is appreciated
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)		Hwy 26 is a major barrier for walking & biking. There are very few safe ways to get across it.
Westside Trail walking and biking bridge design (3520)	4	
Westside Trail walking and biking bridge design (3520)	3	

Westside Trail walking and biking bridge design (3520)	1	
Westside Trail walking and biking bridge design (3520)	4	The planning for this bridge is needed so that we are ready to apply for federal funding in the future.
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	This would definitely provide a safe crossing over Hwy 26 for the non-motorized people. Especially needed now that all the surface street overcrossings are turning into multilane behemoths.
Westside Trail walking and biking bridge design (3520)	5	
Westside Trail walking and biking bridge design (3520)	5	A pedestrian and bicycle only crossing is greatly needed over Hwy 26. Pedestrians and cyclist always have to use the very busy existing over crossing. This would project would provide a much needed and welcomed relief.
Westside Trail walking and biking bridge design (3520)	4	While under construction, what transportation options, or alternate routes, will be made available to help mitigate increased traffic congestion in the area? This project appears to have the potential to affect Cornell Rd and Hwy 26; which are major traffic arteries in the area. Construction traffic will push out to Murray, Cedar Hills and Barnes road, as well as Burnside - all of which are at capacity during rush hours and also major transportation arteries, as well.
Westside Trail walking and biking bridge design (3520)	5	Allows pedestrian and bike traffic to cross Sunset Hwy without using a main arterial road. Currently, this is not possible. Both sides of Sunset Hwy have heavily used pathways that are currently not connected.
Westside Trail walking and biking bridge design (3520)	3	
Westside Trail walking and biking bridge design (3520)	1	

Westside Trail walking and biking bridge design (3520)	5 Safer way to get to schools, parks, work, grocery store
Westside Trail walking and biking bridge design (3520)	3 I strongly support the strengthening of bike/ped connections across car centric corridors like Hwy 26 where few options exist. This bolsters the transportation options for neighborhoods, creates community connections, supports neighborhood health/well-being, and benefits children and lower income
Westside Trail walking and biking bridge design (3520)	5 community members. This is a low-cost high-reward investment.
Westside Trail walking and biking bridge design (3520)	4 I extend my full support to this project since this will connect places where people live (Bethany) to places people usually travel to (the recreation complex). This will certainly help improve the adoption of modes of travel other than personal cars and help the younger generation be more independent and
Westside Trail walking and biking bridge design (3520)	5 mobile.
Westside Trail walking and biking bridge design (3520)	1 I'd like to see SW Portland become more bike & pedestrian friendly in general! The roads are unsafe for pedestrians and there aren't many bike lanes so when I moved to a SW Portland neighborhood (97225), I had to stop riding my bike to work , which is also in SW but nearly impossible to reach outside of bus or
Westside Trail walking and biking bridge design (3520)	4 car. It's a long distance between Murray Rd and Cornell on a bike. A bridge can make the difference between having a commute option or a dangerous ride. Freeway interchanges are notoriously dangerous for people not driving because of inattentive drivers rushing to squeeze onto a freeway onramp at high rates of speed. Freeway onramps are generally designed for high-speed access and automobile throughput
Westside Trail walking and biking bridge design (3520)	5 rather than safety which makes them dangerous for people on foot or on bike.
Westside Trail walking and biking bridge design (3520)	5 I'm for any project that creates a safe connection for bicyclists and pedestrians across US 26.

Westside Trail walking and biking bridge design (3520)

4

Westside Trail walking and biking bridge design (3520)

2

Westside Trail walking and biking bridge design (3520)

4

Westside Trail walking and biking bridge design (3520)

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

Westside Trail walking and biking bridge design (3520)

I am a retired senior who walks several miles each day for my health. This pedestrian crossing over hwy 26 would be EXTREMELY beneficial to me, increasing my access to restaurants, retailers, friends' homes, and meetings that I attend weekly. The alternative hwy crossings that I currently use have many serious limitations due to noise, heavy traffic, and difficult or dangerous (or lacking) pedestrian walk ways.

This overpass and trail connection would connect the areas north of Hwy 26 with those to the south with a pedestrian/bicycle bridge. I highly support this bridge and trail construction, as a senior citizen living just south of Hwy 26 who enjoys bicycling (and am a member of the City of Beaverton Bicycle Advisory Committee). This is a very much needed avenue to get to the north areas of Beaverton and Washington County without the hassle of riding on highways/bridges made for automobiles and trucks. I would be using this bridge, as would many others to get to destinations such as the THPRD competitive swimming pool to the south at the Howard M. Terrpening Recreation Complex via bicycle. Right now, to get there from the north is not easy, and could be dangerous. As a member of the THPRD Nature and Trails Committee, I fully support this crossing of the Hwy 26, and the connection it will provide to the Rock Creek Regional Trail, as well as the connection (to be built) between this and the Portland trails.

John C. Ratliff

Westside Trail walking and biking bridge design (3520)

5 Cell: (503) 707-XXXX

Westside Trail walking and biking bridge design (3520)	5 This bridge will drastically improve connections in the area.
Westside Trail walking and biking bridge design (3520)	5 This is a critical piece of infrastructure that needs to be built asap.
Westside Trail walking and biking bridge design (3520)	5 Mitigation of a huge man-made barrier.
Westside Trail walking and biking bridge design (3520)	5
Westside Trail walking and biking bridge design (3520)	4 This bridge would fill an important gap in the THPRD trail system. There is no convenient on-street alternative. It makes good sense have this project "shovel ready", so that it will be an attractive project for a construction grant proposal when funding for becomes available someday.
Westside Trail walking and biking bridge design (3520)	5 Please build this bridge! thanks
Westside Trail walking and biking bridge design (3520)	5 much needed
Westside Trail walking and biking bridge design (3520)	5 Thanks for considering this project.
Westside Trail walking and biking bridge design (3520)	5