

Engagement report

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

October 2019

**APPENDIX C: INDEX AND KEY QUOTES FROM EMAILS, LETTERS,
TESTIMONIES AND PHONE CALLS**

Ackerman, Ken	40-Mile Loop Land Trust	E, p. 9	testimony	M8: Springwater Trail to 17th Avenue Trail	"This will complete that gap. It is the final piece... It doesn't score well on equity, but if you look at it as an overall tying in from downtown Portland to Gresham and into Milwaukie and Gladstone and reaching the diversity of neighborhoods as a whole, it provides a lot of key services Metro is looking to provide."
Agarwal, Maya	City of Portland Parks and Recreation	E, p.5	testimony	M8: Springwater Trail to 17th Avenue Trail	"This trail is one of the most heavily used trails in the Portland metro region, connecting thousands of residents across the region to employment and recreation... Completion of this project will provide a safe and comfortable route connecting downtown Portland to East Portland and other communities."
Antonelli, Michael		C, p. 7	email	W3: Bull Mountain Road biking and walking	"These improvements along Bull Mountain in Tigard are necessary, important and most of all Improvements for safety of citizens."
Argraves Huey, Kim		D, p. 21	letter	C6: Trolley Trail Bridge replacement	"While providing a safe means of travel to pedestrians and bicyclists over the scenic Clackamas River, the Trolley Trail and Trolley Bridge, combined, can be honored for the part they played in our nation's quest for a 'better means of transportation', a goal so in keeping with today's vision."
Arozamena, Vanesa		C, p. 9	email	M6: MLK Boulevard safety and access to transit	"Several of us near the south intersection of NE Sacramento St and NE MLK Blvd have repeatedly requested a marked or enhanced pedestrian crosswalk on MLK at or near this location... [I]t should not have to come to someone dying there before the city takes action. This intersection is just a few blocks south of the boundary of your current MLK proposal."
Austin, Jim	Oregon's Mt. Hood Territory	D, p. 13	letter	C6: Trolley Trail Bridge replacement	"We believe increasing connectivity to the Trolley Trail represents an opportunity to catalyze positive changes that will spur future development patterns in the area that will better align with the region's values of promoting higher density, mixed use development, transit supportiveness, and walkability."

Barker, Janice		C, p. 52	email	M10: Taylors Ferry Road transit access safety	"The number of times I have gotten in the car to drive to Barbur Foods is in the hundreds. Many, many of these times I would have walked if I had felt safe along Taylor's Ferry. Multiply this by the number of people in this area who would also have not driven their car along this route due to safety concerns and you would have cut down considerably on gas consumption and gas causing pollution."
Barrett, Philip		D, p. 8	letter	M10: Taylors Ferry Road transit access safety	"It is important for Metro Council to understand that access and safety improvements proposed for Taylors Ferry Road are essential to the local community whether or not SW Corridor light rail is built in the near term. The [West Portland Town Center] development plan will be sufficiently robust to accommodate any outcome for SW Corridor light rail."
Batey, Lisa	City of Milwaukie	E, p. 14	testimony	C5: Monroe Greenway	"Once complete, it will serve as the spine of Milwaukie's active transportation network, connecting users to the MAX Orange and Green lines, Trolley Trail, 17th Avenue bike path, I-205 multiuse path, neighborhood school and parks... Highway 224 cleaves Milwaukie in half. It is one of the complaints I hear most from citizens over the five years I have been on the council."
Black, Colin	Rotary Club of Gladstone/Oak Lodge	D, p. 29	letter	C6: Trolley Trail Bridge replacement	"The Trolley Bridge will serve as more than a vital link in the Trolley Trail, it will provide an economic and cultural connection for the residents of Clackamas County."
Bogert, Sylvia and Leslie Hammond	Southwest Neighborhood, Inc.	C, p. 6	email	M10: Taylors Ferry Road transit access safety	"This project has strong community support and meets the funding criteria of advancing equity, improving safety, implementing the region's Climate Smart Strategy, and managing congestion."
Brotherton, Christina		C, p. 56	email	M11: Willamette Boulevard active transportation (opposition)	"I realize that you need to balance many different group's needs. Please take into consideration the safety of the people that live on Willamette Blvd. Once again, I cannot understate how the on street parking helps me feel safe getting in and out of my driveway as well as it helps to keep my house safe."

Browning, Kristina		C, p. 11	email	C4: Highway 99E biking and walking	"We have so many people living in such a close proximity to grocery stores, gyms, restaurants etc but they are forced to drive because there are no sidewalks or bike lanes to keep them safe. This project would change the lives of thousands of people and I look forward to seeing this lift up the city of Oregon City..."
Bucley, Amy		C, p. 45	email	M10: Taylors Ferry Road transit access safety	"The area is too dangerous today to be a Safe Route to the schools that my children attend - Markham Elementary, Jackson Middle School, and Wilson High School. My middle school child has to cross the busy SW Taylors Ferry Road to get to her bus stop. And my high school child must walk 3/4 of a mile along SW Taylors Ferry Road to get to a bus that heads towards the high school."
Callistini, Steve		C, p. 24	email	other (Oregon City, ODOT)	"We need a long term solution to OR213 & Beavercreek intersection. This intersection is top 5% most risky in the state of Oregon. Let's get serious about a long term solution for this dangerous intersection! "
Carlsen, Lauree	Gilbert Park Association	C, p. 13	email	M1: 122nd Avenue active transportation	"I would like to see funding continue to help the unincorporated area from SE 122nd and Foster rd towards SE 138th and beyond. 1) upkeep of gravel streets. One time through lasts one or two years. 2)sidewalks for safety 3) these before bike lanes for livability and quality of life, and safety."
Cloutier, Heath		C, p. 42	email	M10: Taylors Ferry Road transit access safety	"I live on SW 46th Ave and walk that stretch of Taylor's Ferry every day to catch the bus to work. It is completely unsafe/impossible to walk on the north side of the street, and the south side has a dilapidated fence that's fallen over and is being claimed by ivy. We have 10 and 11 year old children who cannot even walk down the block to visit neighbors or Walgreens because it's too unsafe..."
Cohen, Scott	Portland Bureau of Transportation	C, p. 59	email	M11: Willamette Boulevard active transportation (response)	<i>Response to resident emails regarding Willamette Boulevard.</i>

Colorafi, Rose Mary		C, p. 2	email	other (Portland)	"I was disappointed to see that, once again, SE 84th Avenue to SE 92nd Avenue, along SE Ellis Street in Portland, Multnomah County, was left of the list"
Detweiler, Jillian	The Street Trust	D, p. 7	letter	C6: Trolley Trail Bridge replacement	"The Trolley Bridge will serve as a vital link in the Trolley Trail connecting the Springwater Corridor Trail, downtown Milwaukie, the MAX Orange line, downtown Gladstone and downtown Oregon City. Today, this trail "dead ends" in Gladstone."
Dias, Daniel	City of Hillsboro	D, p. 2	letter	W4: Cornelius Pass biking and walking bridge	"This area is expected to grow rapidly in the coming years... A network of connected and comfortable facilities for pedestrians and bicyclists is part of that transportation solution, and this proposed crossing will be a key piece of the active transportation network."
Downtown Oregon City Association		D, p. 6	letter	C4: Highway 99E biking and walking	"The need to close this identified gap in safe pedestrian and bike access is vital for our community and provides design solutions to our current pedestrian and bike access problem along 99E."
E, Jeremy		C, p. 34	email	M10: Taylors Ferry Road transit access safety	"I commute to work daily. To get to the bus I have to walk alongside Taylor's Ferry Road, roughly from 46th Ave to Capitol Hyw. This path is unsafe, and when it rains the whole path floods because the road drains into it. In these circumstances I have to walk alongside a very busy road."
Fetherston, Jay	Harsch Investment Properties	D, p. 35	letter	M5: Division Street biking and walking	"The City of Gresham's request to fund new sidewalk and bicycle facilities between Birdsdale and Wallula will undoubtedly support safe and equitable access to one of the region's most prominent and fastest growing communities - the Civic Neighborhood."
Fitzgerald, Marianne	Crestwood Neighborhood Association	C, p. 1	email	M10: Taylors Ferry Road transit access safety	"Please fund these much-needed sidewalks and bicycle facilities that will encourage people to walk and bike to transit, shops, schools and services in the West Portland Town Center."
		E, p. 12	testimony	M10: Taylors Ferry Road transit access safety	"There are no alternative routes, no grid because I-5 is on one side and Woods Creek is on the other... It is a key connector to the West Portland town center, the elementary school, middle schools and high schools. It is too dangerous to be a safe route to school, half a mile away."

		C, p. 39	email	M10: Taylors Ferry Road transit access safety	"These improvements are along a relatively short segment of SW Taylors Ferry Road, but they are key to encouraging people to get out of their cars and walk, bike and take transit in our neighborhood."
Fox, Lisa		C, p. 55	email	M11: Willamette Boulevard active transportation (opposition)	"I never had any negative interactions before the restriping, now I have a couple a week! This is where I live, and I need to access my property. Cyclists and Commuters don't seem to care, won't slow down, and seem really angry if they have to wait 5 seconds for me to pull in. Also, many are ignorant of law allowing egress. Do we need signs telling commuters to watch for residents using driveways?"
French, Jean Marie		C, p. 16	email	other (Portland)	"I have been sharing my views on the Glisan St. project since they removed the parking from in front of my property. I am attaching several emails that were sent to many people for your review. Please review this project very carefully and put a stop to it before someone is killed trying to get to their car. "
Glad, Lori		C, p. 15	email	other	"Who wants to bike or walk with all of the homeless? I don't feel safe in my own neighborhood. Get rid of the problem then you have done something. Those that are truly homeless due to unforeseen circumstances we should help. "
Gopalakrishnan, Jay		C, p. 12	email	M6: MLK Boulevard safety and access to transit	"Several of us near the south intersection of NE Sacramento St and NE MLK Blvd have repeatedly requested a marked or enhanced pedestrian crosswalk on MLK at or near this location... [I]t should not have to come to someone dying there before the city takes action. This intersection is just a few blocks south of the boundary of your current MLK proposal."
Grenz, Daryl		C, p. 14	email	M3: Belmont/Morrison biking and walking	"Please fund the Morrison/Belmont biking and walking project. This will help minimize vehicle and pedestrian conflicts in this very busy corridor. I have personally been the recipient of many close calls in this corridor."
Hafner, Jed	Oregon Walks	D, p. 32	letter	other	"We strongly encourage you to follow through on your evaluation by funding those projects that score highest in their impact on equity, safety, and climate."

Haggenmiller, Thelma	Friends of the Trolley Trail	D, p. 26	letter	C6: Trolley Trail Bridge replacement	"The proposed bridge will connect across the Clackamas River to mixed-use development in Oregon City, providing alternative transportation modes to the Willamette Falls Legacy site, the Willamette Falls Riverwalk (slated for a 2020 construction start), West Linn, and points beyond. This bridge will help strengthen the regional trail network including the (Portland) waterfront trail and the Springwater Corridor Trail."
Hansen, Tony	Crestwood Neighborhood Association	D, p. 4	letter	M10: Taylors Ferry Road transit access safety	"The project would construct a sidewalk and bicycle facilities to allow people to safely access transit service and key destinations in the West Portland Town Center (aka "Crossroads"). This segment of roadway is key because it is the only way to access these destinations due to the presence of the I-5 freeway, Woods Creek and topography."
Hedrick, Nancy		C, p. 36	email	M11: Willamette Boulevard active transportation	"I read briefly your discussion of Willamette Blvd project. I have always had a hard time crossing as bicyclist...so if there are at least a few better defined crossing options, which help regulate the ongoing rush of traffic, then I'll feel safer being on a bike."
Hideghety, Mike		C, p. 43	email	W3: Bull Mountain Road biking and walking	"I feel it is vital for the safety of walkers/bikers and drivers alike. With increased construction near Mountainside high school and increased traffic on Bull Mtn Rd, it has become difficult and dangerous to cross the busy road with kids and pets. "
Jan		C, p. 3	email	M10: Taylors Ferry Road transit access safety	"My kids and a lot of other students walked along side traffic on Taylors Ferry... in jeopardy. We desperately need sidewalks on Taylors Ferry to increase safe walking options. I am afraid it is simply a matter of time before someone loses their life."
Johnson, Gail		C, p. 46	email	other (Gresham)	"I would like to encourage you to fill in gaps in the sidewalks in our area. Theoretically, we could walk down Salquist to get a bus, but that is a long walk and a significant part of it is on a narrow street without even a shoulder to walk on. This would be a suitable addition to developing the park on Salquist also."

Kemple, Carolyn		C, p. 20	email	other (Portland)	"What Portland has been doing to E Portland streets isn't accomplishing getting from one place to the other easily. I live there, shop there, and go to church there. What used to be fairly busy intersections to now have to sit 2 or 3 lights to get through. "
Kennedy, Cheryle	Confederated Tribes of Grand Ronde Council Chairwoman	D, p. 28	letter	C4: Highway 99E biking and walking	"The Confederated Tribes of Grand Ronde Community of Oregon supports the 2022-2024 Regional Flexible Funds Allocation (RFFA) grant application for complete streets and pedestrian and bicycle and design improvements along 99E from the tunnel to 10th Street in Oregon City."
Koistinen, Darryl		C, p. 21	email	other	"the Regional Flexible Funds need to go to fixing all the pothole and rough spot on the roads. before the hole and cracks get larger and the complete street needs to be repaved. "
Kraska, David	Willamette Water Supply	D, p. 1	letter	W2: Blake Street design	"With a project that has so much regional benefit and touches so many jurisdictions, there are and have been many opportunities to partner and leverage resources to benefit all. Sherwood's request is yet another example."
Kraxberger, Fallon	Historic Downtown Oak Grove	D, p. 24	letter	C6: Trolley Trail Bridge replacement	"It also will promote Metro's priorities for transportation investment – safety, equity, climate smart, and addressing congestion. As the proposed Trolley Bridge is a vital link in the trail, we urge funding for this project."
Larson, Dennis		C, p. 51	email	M11: Willamette Boulevard active transportation (opposition)	"You have pushed N. Lombard traffic onto Willamette Blvd. due to bike lanes, that makes Willamette Blvd. almost the only route into & out of N. Portland. And as stated below the daily use of N. Willamette Blvd. as become dangerous to all who use it. (driver, biker, and walker)"
Lazar, William and Viivian		C, p. 4	email	W3: Bull Mountain Road biking and walking	"Bull Mountain Road is unsafe for walkers and bikers (and for cars when walkers/bikers need to cross)"
Lenzen, Gerald		C, p. 38	email	M10: Taylors Ferry Road transit access safety	"I fully support the improvements on north side of SW Taylors Ferry road from Barbur Blvd to SW 49th Ave. This is a very dangerous stretch of road for autos much less bicycles and pedestrians."

Leonetti, Richard		C, p. 31	email	other	"\$ 43 million in Fed. Funds: 1. Put into stopping SW Corridor train and plan and start a project to improve surface roads in the same corridor. The bulk of us drive, and have not moved to MAX. 2. Put into planning, maybe even a start, on a new Columbia Bridge downstream, to connect to a West Side Bypass and also eliminate the dangerous traffic on Cornell Rd."
Lestaht, Jen		C, p. 33	email	M10: Taylors Ferry Road transit access safety (opposition)	"I am a neighboring resident and am AGAINST any road work or sidewalks on Taylor's Ferry. This is not priority area for this project. We love our greenery and space away from the road, adding sidewalks would just cause more hassle and destruction of our lawns, space, and add unwanted trash because people will litter."
Markowitz, Pamela		C, p. 10	email	other (Portland)	"PLEASE fill the potholes on West Burnside and NW Cornell Rd!... That's why we approved the gas tax. "
Marks, Kem	Rosewood Initiative	C, p. 28	email	M1: 122nd Avenue active transportation	"Given the historical neglect that our part of the region and the diverse communities that make it up, we are excited to see and support the following projects being proposed for funding in the 2022 - 2024 RFFA:"
		C, p. 28	email	M2: 223rd Avenue biking and walking	"Given the historical neglect that our part of the region and the diverse communities that make it up, we are excited to see and support the following projects being proposed for funding in the 2022 - 2024 RFFA:"
		C, p. 28	email	M5: Division Street biking and walking	"Given the historical neglect that our part of the region and the diverse communities that make it up, we are excited to see and support the following projects being proposed for funding in the 2022 - 2024 RFFA:"
		C, p. 28	email	M7: Sandy Boulevard biking and walking	"Given the historical neglect that our part of the region and the diverse communities that make it up, we are excited to see and support the following projects being proposed for funding in the 2022 - 2024 RFFA:"
Mason, Andrew	Willamette Falls Trust	D, p. 20	letter	C4: Highway 99E biking and walking	"The need to close this identified gap in safe pedestrian and bike access is vital for our community and provides design solutions to our current pedestrian and bike access problems along 99E."

Menely, Matt	Bike Milwaukie	E, p. 11	testimony	C5: Monroe Greenway	"I would like you to imagine, go back in time, and imagine that you are a sixth grader who wants to ride your bike from your house to your friend's house. But there is a busy state highway and other larger streets that you need to cross in order to get there. Are your parents comfortable allowing you to ride your bike? Or are they going to let you get in the car and drive you a mile?"
Michaelson, Stacy	East Multnomah County Schools	D, p. 31	letter	other	"While the region's policy aims are all worthwhile, I encourage you to particularly prioritize equity and safety... As you plan for the near-term future of our region, the safety and livability of our communities for children and families should be at the top of the list. Children should be able to walk to school or a bus stop safely and parents should be able to take their family for a walk without fear that they will find themselves walking along the shoulder of a road after the sidewalk ends."
Mitchell, Mike		C, p. 35	email	C4: Highway 99E biking and walking	"There is no greater opportunity in the Portland metro area than the Willamette Falls Riverwalk project. This 99E project would effectively extend the Riverwalk from the mill site all the way along the river in Oregon City, all the way to the Gladstone border and beyond."
Morrison, Jane		D, p. 27	letter	C6: Trolley Trail Bridge replacement	"The role of the interurban trolley was paramount in the development of northern Clackamas County, including and especially Gladstone. You can see the influence of the interurban in the nodes of early 20th century development from Portland to Oregon City, including my neighborhood of Jennings Lodge. Recognizing the interurban trolley line and those residential, commercial and social buildings whose placement and use were inextricably tied to the trolley line is long overdue."
Murphy, Laurie		C, p. 27	email	M10: Taylors Ferry Road transit access safety	"It is a heavily used two lane road with no bike lanes and few traffic lights. The ditching on the sides in many areas create risks to all. While bike riding along a section of that road a few years back I fell in to one of the ditches and was seriously injured."

Nies, Leslie		C, p. 5	email	M10: Taylors Ferry Road transit access safety	"This is a great idea and I strongly support it. I am a runner and any improvement in sidewalks in my neighborhood greatly encourages me to stay local for my runs and to feel safe in exploring larger areas."
Pagenstecher, Gary	City of Tigard	E, p. 13	testimony	W6: Red Rock Creek Trail biking and walking	"[The Tigard Triangle and downtown district] have urban renewal areas associated with them, and the alignment threads through both of them and connects them in ways that are very important with an area that is very chopped up by railroads and limited access freeways."
Power, Karin	State Representative, House District 41	E, p. 4	testimony	C5: Monroe Greenway	"This application, along with other sources of funding procured, those in the works, will allow the city to complete 2.2 miles of greenway, making a significant difference in addressing this gap in the next five years."
Reiter, Aaron		E, P. 12	testimony	W3: Bull Mountain Road biking and walking	"We have a school less than a quarter mile away I cannot safely walk to during times of school are basically rush hour, early morning or late afternoon, because the traffic is so heavy. We have to play frogger across the street. We have to come out, go across the street, walk two blocks of sidewalk, cross the street again in a blind corner in order to access the school."
Roberts, Kathy		C, p. 44	email	M10: Taylors Ferry Road transit access safety	"The area is too dangerous today to be a Safe Route to Schools that my children attend (Markham Elementary and Jackson Middle School, Portland Community College Sylvania Campus, etc). Funding these improvements will encourage my family to walk or bike to school."
Rowlette, Randy	Gladstone Planning Commission	D, p. 14	letter	C6: Trolley Trail Bridge replacement	"Currently, pedestrians' and bicyclists' best option for connecting to these important destinations is McLoughlin Boulevard/Highway 99. This connection is treacherous for people walking or biking – serving as a major deterrent to these alternative modes."
Ryan, Jules		C, p. 49	email	M11: Willamette Boulevard active transportation (opposition)	"...Portland Bureau of Transportation restriped Willamette Blvd between Rosa Parks and Woolsey. The parking lane was removed for what was intended to create safer bike lanes. The consequence, however, is increased opportunities for car-bicycle conflict in both directions of Willamette, and decreased accessibility to the neighborhood. "

Sabo, Gretchen	C, p. 25	email	other (Lake Osewgo)	"So in the future you should make sure the improvement projects are spread around geographically to benefit the west side as well as the rest of the metro area... The best thing you can do for truck and car highway travel is to build a separate highway that is only for freight trucks, local commercial trucks and buses. "
Scarzello, Christina	C, p. 22	email	M10: Taylors Ferry Road transit access safety	"There are enough small hills to compromise sightlines for drivers, and at dawn and dusk it's even more dangerous. The westbound roadway has no shoulder for bikes so they are forced to ride in the auto lane, a death-defying act between Capitol Highway and 49th with a short but steep hill. If there were alternative walking/biking routes to get me to my various destinations I would gladly take them."
Schlosshauer, Kari	Safe Routes Partnership	D, p. 33	letter	"We are ever mindful that new or improved transportation opportunities must not negatively impact the health and wellbeing of the most vulnerable people in our communities, but rather seek ways to improve lives and opportunities through transportation... While we recognize the project criteria were equally ranked, in future RFFA cycles, we strongly support a greater weighting of racial equity in ranking projects."
			other	"With the exception of the M4 Cully-Columbia project, we have deep concerns about how poorly freight projects scored in this process. With a target of 25% of the RFFA funding available, it seems likely that all of these projects will be funded, despite their low rating on Safety, Equity, Climate, and in some cases even Congestion benefit. This does not appear to be a good outcome for the region, nor even for the freight community."
			M1: 122nd Avenue active transportation	1 of 14, Safe Routes Partnership prioitization
			M5: Division Street biking and walking	10 of 14, Safe Routes Partnership prioitization

C5: Monroe Greenway	11 of 14, Safe Routes Partnership prioitization
C6: Trolley Trail Bridge replacement	12 of 14, Safe Routes Partnership prioitization
M3: Belmont/Morrison biking and walking	13 of 14, Safe Routes Partnership prioitization
W4: Cornelius Pass biking and walking bridge	14 of 14, Safe Routes Partnership prioitization
M6: MLK Boulevard safety and access to transit	2 of 14, Safe Routes Partnership prioitization
W1: Aloha safe access to transit	3 of 14, Safe Routes Partnership prioitization
M9: Stark/Washington biking and walking	4 of 14, Safe Routes Partnership prioitization
M11: Willamette Boulevard active transportation	5 of 14, Safe Routes Partnership prioitization
C2: Courtney Avenue biking and walking	6 of 14, Safe Routes Partnership prioitization
W5: Council Creek Trail biking and walking	7 of 14, Safe Routes Partnership prioitization
C4: Highway 99E biking and walking	8 of 14, Safe Routes Partnership prioitization

				M4: Columbia/Cully freight	9 of 14, Safe Routes Partnership prioritization
Scott, Deb	40-Mile Loop Land Trust	E, p. 9	testimony	M4: Columbia/Cully freight	"Recognizing these regionally significant trail systems are poorly connected to adjacent neighbors, Safe Routes to the Slough... calls for improving connections across barriers such as Columbia Boulevard... [This project] is what is needed to improve safety for all transportation modes moving through the intersection."
Sevy, Monique		C, p. 8	email	M5: Division Street biking and walking	"Please improve the crosswalk at SE 41st and SE Division. Many Richmond Elementary children cross here by foot or by bike every morning and put themselves in danger. Cars creep through the crosswalk and almost hit kids daily."
Shaw, Brian		D, p. 25	letter	C4: Highway 99E biking and walking	"These design improvements also support transit services to living wage jobs both in downtown and via the transit center. Lack of proper lighting, crumbling sidewalks not wide enough to provide a barrier from adjacent fast-moving traffic, and dilapidated railings make people taking transit or walking to their destination feel unsafe or unwilling to take transit."
Smith, Dean		C, p. 48	email	M10: Taylors Ferry Road transit access safety	"Residents of the Ashcreek and Crestwood neighborhoods have limited transportation routes to access business, schools and other destinations to the east and south. This project will improve access and reduce the current bottlenecks that occur, particularly in rush-hour periods... [T]he project improves safety for pedestrians and bicyclists, and will increase use of TRF as a safe transportation route for these modes of transportation."
Snider, Jason	City of Tigard Mayor	D, p. 18	letter	W6: Red Rock Creek Trail biking and walking	"[T]his project will provide the necessary planning and design development readiness for the trail's implementation through related planning and development activities underway within the Red Rock Creek watershed, including the Tigard Triangle Equitable Urban Renewal Plan, SW Corridor Light Rail Transit, Red Rock Creek Stormwater Capital Improvement Plan and private development within the Tigard Triangle District and the Hunziker Core industrial area."

		D, p. 17	letter	W3: Bull Mountain Road biking and walking	"The new walking and cycling facilities would provide safer and more comfortable non-motorized transportation options for the multi-family and single-family residences abutting Bull Mountain Road while also serving several nearby schools and commercial areas."
Soriano, Greg		C, p. 53	email	M11: Willamette Boulevard active transportation (opposition)	"Because of the change in the bike lane removing our parking strip, I have watched visitors trying to leave our home try to back out on Willamette Blvd and several near misses with not only bicycles but automobiles. There is a large tree to the east of driveway which necessitated backing into the bike lane for a clear view, causing near misses with angry bicyclists."
Southgate, John		D, p. 22	letter	C6: Trolley Trail Bridge replacement	"Currently, pedestrians and bicyclists traveling in the McLoughlin Corridor have poor options for crossing the Clackamas River to Oregon City - either McLoughlin itself (treacherous for non-motorized modes), or the 82nd Ave bridge which is out of direction and is subject to closure."
Southgate, John		E, p. 10	testimony	C6: Trolley Trail Bridge replacement	"This would serve as the major pedestrian/bicycle alternative mode link for people instead of McLaughlin, which its current condition and for the foreseeable future is not a good place for bicyclists and pedestrians... This is an essential ingredient for the larger Gladstone downtown revitalization project."
Stout, Bernie		E, p. 6	testimony	C5: Monroe Greenway	"I think it will play a vital role in Milwaukie's growth and is very important."
Taylor, Mitch		D, p. 16	letter	W5: Council Creek Trail biking and walking	"A continuous trail system that links Portland to the coast will be a regional attraction and a national and international draw bringing development and tourist dollars to the area. It will also connect the metro area to the Willamette Valley's wine region, enhancing an already established industry and the local economies of adjacent communities."
Thi Mai, Maria	Multnomah Neighborhood Association	D, p. 11	letter	M10: Taylors Ferry Road transit access safety	"Funding this project is key because it is the only access to area institutions including several schools and dozens of businesses. It's also a primary connector to OHSU, Washington Square, and downtown Portland. Alternative routes require either a 1.7-mile detour or 3.1-mile detour."

Tjahaja, Surja		C, p. 32	email	C3: Highway 43 biking and walking (opposition)	"The most value that any money that can be spend for West Linn is to provide a local within its neighborhood a transportation system that can be connected to the larger MAX system to allow access to the downtown Portland and Beaverton areas."
Tobkin, Larry		C, p. 30	email	other	"Speed reduction signs do not repair potholes, smooth pavement or add sidewalks. S.E. 174th is a good example of what I'm talking about. In closing, it seems to me that Metro and PBOTs goal is to bring traffic to a virtual stand still, and you all are doing a good job of accomplishing this goal."
Tompkins, Ann		C, p. 26	email	other (Lake Oswego, Washington County)	"I'd love to see bike paths on Carman Drive and Bonita in the Lake Grove area."
Tschersich, Hans		F, p.1	voicemail	other (Multnomah County, Clackamas County)	"I have one urgent request. There is a – traveling south on a bicycle – there is a very dangerous area where an a curb, an old curb reaches out into the end of a bicycle path which lies on Highway 213, or 82nd Avenue. It's at the junction, or the border, between Multnomah County and Clackamas County. With poor visibility, you can run into this curb and make a [unclear] –head over heels on your bicycle, because the bicycle path coming from the north abruptly ends there, and the bicycle path continues until you come into Clackamas County where then you have a bicycle strip again on 82nd. Please, take this into consideration to make a minor repair. It's not a very expensive project, but it can be lifesaving."
Washington, John	Soul District Business Association	E, p.7	testimony	M6: MLK Boulevard safety and access to transit	"The history of MLK has been dark. It has been all kinds of things. Dangerous... We are simply asking to improve the safety features and aspects of the street so young people can cross streets and be safe and have a number of opportunities to live a healthy life."

Washington, John	Soul District Business Association	D, p. 3	letter	M6: MLK Boulevard safety and access to transit	"Together we are working collectively to make the diverse Soul District a more user friendly, walkable and workable neighborhood. Encouraging more foot traffic means more commerce, and thus a more sustainable and thriving community for a demographic of people who have long been marginalized and divested of prosperity."
Weaver, Helen		C, p. 37	email	M10: Taylors Ferry Road transit access safety	"Please fund the sidewalk & bike lanes on S.W. Taylors Ferry Rd. "
Weggeland, Mark		C, p. 47	email	W3: Bull Mountain Road biking and walking	"It is virtually impossible for children to safely walk to school along this road. There are no crosswalks for access to sidewalks on the other side of the road, and the speed limit is 40 mph. I consider this project to be one of the most important safety projects on your list – I fully support it, and strongly encourage your approval."
Wolf, Aaron		C, p. 23	email	C4: Highway 99E biking and walking	"I'm just writing to further emphasize that the Highway 99E Biking and Walking Project seems the most deserving to me because of the combination of low-cost and high-value."
Young, Nolan	City of Fairview	C, p. 58	email	M7: Sandy Boulevard biking and walking	"Current conditions on Sandy Boulevard results in barriers to transit for those who need it the most. The proposed project also helps connect the housing on the west end of the project to jobs at the Townsend Farms industrial Park to the east."
		C, p. 58	email	M2: 223rd Avenue biking and walking	"Recent job creating projects in the Troutdale Reynolds Industrial Park and congestion on Interstate 84 are increasing traffic on Marine Drive and NE 223rd Avenue, a primary east-west connection. This increased traffic when combined with the lack of adequate pedestrian and bicycle facilities on NE 223rd is creating a growing unsafe condition."