

## Engagement report

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

October 2019

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



**From:** [Marianne Fitzgerald](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [Commissioner Chloe Eudaly](#); [Bob Stacey](#); [Chris Warner](#); [Nick Falbo](#); [Mark Lear](#); [Sylvia Bogert](#); [Tony Hansen](#); [John Tappero](#); [David Martin](#); [Marianne Fitzgerald](#)  
**Subject:** [External sender]RFFA Project M10 Support SW Taylors Ferry Road Transit Access and Safety Project  
**Date:** Tuesday, September 17, 2019 11:43:50 AM  
**Attachments:** [Crestwood Ltr RFFA TFR 09 2019.pdf](#)

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Please enter the attached letter from the Crestwood Neighborhood Association into the record in strong and enthusiastic support of RFFA candidate Project M10, the SW Taylors Ferry Road Transit Access and Safety Project. 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.

Sincerely,  
Marianne Fitzgerald  
Vice President  
Crestwood Neighborhood Association

**From:** [Rose Mary Colorafi](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Comments - Flex fund for transportation  
**Date:** Tuesday, September 17, 2019 12:23:33 PM

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Hello. As a non-driver who often walks and uses public transit, I was excited to read my e-mail about "Regional flexible funding for transportation projects".

Unfortunately, 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. Here are the facts about those blocks:

1. They are filled with many potholes, uneven sized rocks and gravel, and mostly no sidewalks.
2. The result is that, in the dark during the winter evening rush hour, it is impossible to see what is under the muddy dark water in the potholes, increasing the likelihood of tripping, falling and spraining or breaking an ankle or foot.
3. Using a wheelchair, stroller, bike, walker is even more difficult.
4. Wearing any kind of nice shoes to and from an office or professional job is untenable.
5. It is a route where children walk to and from school.
6. It is on a bus route - #10.
7. It is close to other buses - #14, 72, and one or two more that I haven't yet used.
8. It is just a few blocks from the SE Foster Road/Lents Max light rail station, making it harder to get to and from that station.
9. Lack of sidewalks there seems not to be in keeping with the area's commitment to equity, since there are low income and working class people in the area.
10. It also seems not to be consistent with the spirit and purpose of access via the Americans With Disabilities Act of 1990 - 29 years ago!
11. It does not give sufficient access to the businesses that continue to come in to Lents Town Center, a significant local investment by Prosper Portland.

Thank you for reading my comments in their entirety. If individual responses are possible, it would be welcome.

Rose Mary  
Rose Mary A. Colorafi  
Lents resident

**From:** [Jan-godaddy](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Tuesday, September 17, 2019 10:09:06 PM

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I have lived off of SW 53 rd and Taylors Ferry Rd. for close to 40 years. I have seen huge increases in use of Taylors Ferry as we have seen infill in our community and people using Taylors Ferry to try and avoid traffic on I5, Barbur , and Multnomah. In the morning rush hour I frequently see traffic in a solid line all the way to my street (SW 53rd) trying to get to S W Capitol Hwy. I no longer have children attending Wilson High School but when I did, I would try to drive them to SW Capitol to catch the bus to Wilson so that they would not be walking along the side of Taylors Ferry. It was simply too dangerous. There is a dirt pathway running right next to cars speeding down the street. I try to walk my dog in the neighborhood several times a week and try to stay off Taylors Ferry due to traffic volume and speed AND a huge number of distracted drivers who are clealy using their phones to check text messages. I have had many cars swerve dangeously close to me. Young high school students are not as attentive to the cars as an older adult and are frequently distracted by their own phone use. When my kids were at Wilson I made several calls to Trimet to alter the bus service times on Taylors Ferry to coincide with Wilson HS start times, but was met with resistance every single time. 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.

**From:** [Bill Lazar](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment: Bull Mountain Road Biking and Walking  
**Date:** Thursday, September 19, 2019 9:38:03 AM

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- - Bull Mountain Road is unsafe for walkers and bikers (and for cars when walkers/bikers need to cross)
- There are no crosswalks
- Parks are inaccessible
- The school is inaccessible to all walkers and bikers North or West of the ARE campus.
- The traffic speed is 40MPH
- Nearly 2,000 River Terrace homes and a new school being built on Bull Mountain Road in the near future will only increase traffic.
- 
- William and Vivian Lazar
- 13623 SW Tarleton Ct, Portland, OR 97224

**From:** [Leslie Nies](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]SW Taylors Ferry Road Transit Access and Safety Project  
**Date:** Thursday, September 19, 2019 12:39:03 PM

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Hello,

I live at 62nd and Taylor's Ferry and it was recently brought to my attention that there is a project being discussed to improve the sidewalks/bike paths along Taylor's Ferry.

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.

I look forward to hearing how this project progresses.

Thank you,  
Leslie Nies

**From:** [Sylvia Bogert](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [Leslie Hammond](#); [David Martin](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Thursday, September 19, 2019 5:33:32 PM  
**Attachments:** [SWNI Taylors Fy Rd 09-19-2019.pdf](#)  
[ATT00001.htm](#)

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Metro

Re: RFFA Grant, M10, SW Taylors Ferry Road Transit Access and Safety Project

Dear Metro:

Southwest Neighborhoods, Inc. (SWNI), a coalition of 17-member neighborhood associations, unanimously supports the Portland Bureau of Transportation (PBOT)'s application for Metro's 2022-2024 Regional Flexible Fund Allocation (RFFA) grant to fund high-priority walking and biking connections on SW Taylors Ferry Road between SW 49<sup>th</sup> and SW Capitol Highway.

SW Taylors Ferry Road is a busy street that lacks sidewalks or bike paths, and this project would allow people to walk and bike more safely to transit, shops and services in West Portland Crossroads/West Portland Town Center. 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.

Please fund this extremely important project that provides an essential link to the SW Capitol Highway sidewalk and bike paths that will be constructed next year, and the future SW Corridor light rail project station at Barbur Transit Center.

Sincerely,

Leslie Hammond  
President  
Southwest Neighborhoods, Inc.

Sylvia Bogert  
Executive Director  
Southwest Neighborhoods, Inc.  
7688 SW Capitol Hwy., Room 5  
Portland, OR 97219  
503-823-4592  
[sylvia@swni.org](mailto:sylvia@swni.org)

**From:** [Michael Antonelli](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Thursday, September 19, 2019 8:11:58 PM

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These improvements along Bull Mountain in Tigard are necessary, important and most of all Improvements for safety of citizens.

Please approve and execute them.

Sincerely

From my iPad Air 2

**From:** [Monique Sevy](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Dangerous School Crossing  
**Date:** Friday, September 20, 2019 12:53:42 PM

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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. Drivers are not aware of the crosswalk as it is not at a true intersection and they are looking further ahead to the intersection. My daughter is in the Fourth grade at Richmond and many mornings over the years we have almost been hit by drivers who are slowing down for the intersection, but roll through the school crosswalk. A child could easily think the car intends to stop. Please add lights or safety features to this well used school crosswalk.

Thank you for your consideration.

All best,  
Monique Sevy  
5229 SE 52nd Ave  
Portland, OR 97206

Sent from my iPhone

**From:** [Vanessa Arozamena](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]MLK & Sacramento  
**Date:** Friday, September 20, 2019 11:32:28 AM

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Hello PBOT -

I am writing to comment on “MLK Boulevard safety and access to transit” proposal in Multnomah County posted at <https://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/proposed-projects>

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. Our last request met with the response that city is out of money. Now that you have some money, it 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.

Due to Trimet’s Bus 6 southbound stop, high density apartments and low-income housing tenants, restaurants (Ox restaurant, Billy Rays Tavern, Brick & Motor food truck), Volunteers of America (who walk in large groups every day), there are pedestrians crossing without any protection while vehicles speed. The bus stop is often used in the mornings and evenings by people transiting to work. Please make it safe for us to get to the bus stop.

I request that you include a Sacramento pedestrian crossing in your MLK Blvd improvement proposal.

Thank you,

Vanessa

**From:** [Pamela Markowitz](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]PLEASE fill the potholes on West Burnside and NW Cornell Rd!  
**Date:** Friday, September 20, 2019 12:04:19 PM

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That's why we approved the gas tax. We didn't approve the gas tax so you could make more bike lanes. Please pay attention to how people are using the roads, not how you want them to use the roads.

*Pamela Markowitz*  
*8425 NW HAWKINS BLVD*  
*PORTLAND, OR 97229*

**From:** [Kristina Browning](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Friday, September 20, 2019 7:02:33 PM

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I sincerely hope you choose to fund the Highway 99E biking and walking project in Oregon City. 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 furthering its attraction to residents who prefer a more active lifestyle. We are moving forward with the Willamette Falls Legacy project and the more people that attracts, the more they will see how bike friendly our community is (or isn't).

*Cheers,*

**~Kristina Browning, SRS**

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*2016, 2017, 2018 Masters Circle Realtor*

**From:** [Jay Gopalakrishnan](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Friday, September 20, 2019 10:06:10 AM

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Hello PBOT -

I am writing to comment on “MLK Boulevard safety and access to transit” proposal in Multnomah County posted at <https://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/proposed-projects>

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. Our last request met with the response that city is out of money. Now that you have some money, it 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.

Due to Trimet’s Bus 6 southbound stop, high density apartments and low-income housing tenants, restaurants (Ox restaurant, Billy Rays Tavern, Brick & Motor food truck), Volunteers of America (who walk in large groups every day), there are pedestrians crossing without any protection while vehicles are speed. The bus stop is often used in the mornings and evenings by people transiting to work. Please make it safe for us to get to the bus stop.

I request that you include a Sacramento pedestrian crossing in your MLK Blvd improvement proposal.

Thank you,  
- Jay

**From:** [urimportant90](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Friday, September 20, 2019 9:59:47 AM

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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. ‘

Lauree Carlsen  
Gilbert Park Association.

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**From:** [DARYL GRENZ](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds projects 2022-24  
**Date:** Friday, September 20, 2019 10:15:08 AM

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Thank You for the opportunity to weigh in on the regional flexible funds projects for 2024. 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.

Daryl Grenz  
1930 SW River Road, #404  
Portland, OR 97201

**From:** [LORI GLAD](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional Fund  
**Date:** Friday, September 20, 2019 11:44:07 AM

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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. The addicts need to go. They have garbage everywhere and hit you up for money every time I'm at the grocery store. Put them to work, or get rid of them.

Thank you.

**From:** [Jan Marie French](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [minusthedragon21@hotmail.com](mailto:minusthedragon21@hotmail.com)  
**Subject:** [External sender]Share my views. - Glisan St.  
**Date:** Friday, September 20, 2019 10:25:15 AM  
**Attachments:** [image001.jpg](#)

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To Whom it may Concern.

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. Thank you for your time.

**Good morning Mr. Ender. 8/27/2019**

Allow me to introduce myself. I own the house at 14222 NE Glisan St., Portland. With three paint stripes you have effectively devalued my home, NO ONE will want to purchase a house where they are unable have curbside parking. And any guests will be parking on the next street! This is an untenable situation.

After review of the plans I find this planning to be asinine at best. Did ANYONE discuss this plan with the homeowners? Did anyone think this through for the people who actually use the road for driving? **Does anyone care?**

I have read all the reasons of safety for bicyclists and pedestrians. NOW what about the vehicle drivers? I think protecting these individuals has gone a little further than they should have causing less protection to drivers and home owners – my problems are:

- 1 My grandson has a car seat and exits the car on the right – safety by getting out at curbside. He is no longer safe as bicyclists now ride on his right as he exits. Bicyclists are notorious for disobeying road rules, they often ride two abreast, with ear plugs in and sometimes NO HANDS on the bike at all. They don't have insurance and rarely wear a helmet. This is a tragedy waiting to happen, and believe me if my family are hurt - heads will roll.
2. Did anyone think of safety during snow and ice? With four lanes, during an ice storm, cars have a little more leeway to maneuver during a skid. NOT ANY MORE. They will skid straight into the parked cars that are precariously perched almost in the middle of the road. Wait until winter arrives.
3. In the same vein as #1, getting groceries/luggage etc. from a car parked on the street also causes a hazard to the vehicle owner. Now they will need to CROSS the bike lane to get to their house (see my thoughts on compliance by most bicycle riders of road rules.)
4. Protecting of property now becomes a problem. Thieves on bikes can now review the inside of vehicles in relative safety. Great! And if you think cars will slow down you are dead wrong. Cars will use the center lane as an overtake lane – look for accidents there too. Because we actually are ON GLISAN we can give input that is REAL because we see it every day. DID ANYONE DO A STUDY of actual vehicle movement?

My daughter in law (Nicole) who lives in 14222 with my son and grandson was promised a parking spot in front of 14222 **BY YOU**. This did not happen, see the attached photos **WHAT IS THE TRIANGLE FOR?** The worker who painted it didn't know. What is the difference between putting a parking spot there (as promised by you)? As a disabled senior, I visit my family every 14 days and park in front of the house because I am unable to walk far. I shall be looking into how this affects disabled drivers on this road. Again DID ANYONE THINK OF THE VEHICLE DRIVERS?

**9/11/2019- Thank** you for getting back to me regarding this issue. I have seen for myself the

outcome of these changes. I have video of a cyclist coming the wrong way in the bike lane with a phone in his hand and ear buds in, almost knocking me over as I was getting my bags from the car upon my arrival at the house. I have video of the cars continuing to speed past the house and moving into the middle lane as I try to get to my car. They think I'm heading into the street. Stressing both the drivers and myself to the limit.

The new poles are a joke and you will no doubt be hearing from USPS and the garbage companies who can no longer get to the curb for pick up and drop off. I have photos of parked cars in front of mailboxes, parked cars in spots other than parking. Cars overtaking using the center lane and I'm not going to go on about how a lot of cyclists ignore road rules altogether! I appreciate you trying to help with safety, but you have gone too far the other way. I discussed this plan with a personal injury attorney and he agreed the plan is flawed and accidents are going to happen and the city will be liable. What works for area with businesses does NOT work in neighborhoods. Your "protection" of cyclists is putting the home owners at risk. I have photos of my daughter and grandson trying to get into my car which had to be parked halfway down the block until the revised parking is completed. That photos scared me to death. Why the bicycle lane is on the inside makes no sense at all. People are used to the bike lane being on the other side of the parking area. I have no doubt that in a couple of years, when it is clear this plan is not working, everything will be re-thought with the view to making the street safe for ALL who use it.

Regards, Jan French

To TV station: 9/11/2019

I own a house and my son, daughter in law and grandson live on Glisan St. The mess that the new "safety" restructure has caused needs to be looked into. I have sent many emails to many people about the flawed design of this now 2 lane street. In my opinion the plan caters to the bicyclists at the expense of the people who live there. I spoke to a personal injury lawyer who clearly pointed out the safety issues and stated that the city would be liable.

It is now dangerous for homeowners to get into and out of their cars as the bike lane is on the inside, closest to the curb. I was almost ran over last week by a cyclist coming the wrong way with a phone in his hand and ear buds in, as I was getting groceries out of the car. I have that video.

What works for the business area of Portland doesn't work for neighborhoods.

The postal service and garbage people can no longer get to the curb for pick-ups and drop off. The safety plan is not making cars slow down, they just overtake using the center lane. It is a mess. Homeowners are up in arms.

If you are interested in helping the people who actually live on Glisan please respond and I will give you my family's number.

9/16/2019-

Hello Timor.

Thank you for the update on Glisan St.. I was up at my property this weekend and did not see any change to the front of the house ie: the parking space that was promised to Nicole within two weeks. What I did see is the cars flying by with no reduced speed at all. I took video. Two young people on motorized scooters were riding the wrong way up Glisan and kicking the cones as they went – very safe. This is only a part of your changed area –between NE 130-142, I am sure other home owners will be documenting their accounts of this mess.

Your email, and I appreciate the update, reads like back pedaling to me. And I hope it is. The street is a nightmare to navigate, I am sure the parents of the kids at Menlo School, who already had a hard time parking when picking up their kids are not on board with this plan. I continue to believe that when winter arrives, the parked cars in the middle of the road now, will be hit.

As far as garbage and mail: The garbage people picked up the bins at my sons' home by

dragging them into the street (holding up traffic), and then leaving the empty ones in the bike lane. Very safe for bicyclists.

I called the TV station and they were already working on a segment on the Glisan changes. Mr. Enders, it's not working! The people who live there are seeing it a thousand times a day. When I visit my son, I cannot even see my car from his house, it's a magnet for thieves, the sooner the promised parking spot arrives in front of his house the better and more secure we will be.

What happens to all this when, as it will, the area grows? Will you re-installing two lanes? Did anyone discuss this? Portland is growing at an alarming rate and Glisan St. is a main artery in the city, I'm sure two lanes each way would make traffic run a lot smoother.

I laughed when I saw all the parking spaces across the road, by the golf course – which has a parking lot. Cars were using the space as a second lane because no-one parks there – there is a parking lot. Again, I ask, did anyone even think of this? And do you REALLY need to put a sign up at each end of the parking space? REALLY! What a waste of my tax dollars.

As I have said before what works in the business district does NOT work in a neighborhood, and this whole plan is severely flawed. I suggest you do some serious re-thinking. Regards, Jan French

**9/18/2019- Response to Liz Tillstrom:**

Thank you for your reply Liz.

Your responses were exactly what I expected. I look forward to the parking space in front of my property, that will help and not de-value it by 13-15%. I continue to disagree about this bike lane being curbside and I will tell you and anyone else who listens – should any of my family get hurt while crossing the gap whilst trying to enter our parked car or in the middle of the road on the driver's side there will be litigation. There is enough warnings sent to warrant this, the city is responsible. That plan is seriously dangerous to people trying to get to their car, it is unsafe and will cause damages to both people and vehicles by the cycles, scooters and homeless carts going past, usually the wrong way. I have video. The first weekend I arrived I was trying to get my luggage out of the car, a bicyclist going the wrong way with head phones on and a cell phone in his hand almost knocked me down.

As far as your answer:

Garbage haulers often stop fully or partially in the travel lane elsewhere throughout the city when they cannot pull up to the curb. While this may present a change to their operations along NE Glisan, this isn't a new thing to their drivers or the traveling public. The same thing holds true for other large vehicles on our roadways such as freight, transit, etc. where they're operating in constrained areas.

**It wasn't constricted prior to the new plan! There were 2 lanes!**

I read two reports last night on the meetings that were attended on this matter. Both stated that although the meetings were supposed to solicit information from the home owners, that the decision had already been made. Someone's "pet project"

One gentleman commented that only one person in the room was in favor. I cannot say whether this is true or not, all I know that home owners, and parents of children at Menlo are not happy.

May I suggest that instead of using "travel demand and traffic modeling software to analyze current and forecasted traffic" someone actually spends some time on Glisan watching PEOPLE. The traffic HAS NOT SLOWED one iota. I know I am there. Cars are using the yellow line for overtaking and swerving to avoid what they think are pedestrians entering the road when in fact they are drivers trying to get to their cars that are parked in these bays; Cars are parked in the triangles and other "no parking areas", as I said bikes and scooters and skateboards are all going up and down – usually the wrong way. If you are trying to turn left into a driveway, you are sitting in the middle of the road for 10-20 minutes as the traffic flies

by – ONE LANE. Nightmare.

I fear that the winter weather and darkness will cause more havoc as the paint lines are covered by ice and snow or even heavy rain. Cars will be hitting the parked cars – I'm sure of it, it is an accident waiting to happen. Whoever thought of this bike lane next to the curb instead of where every other city has it on the other side of the parked cars needs to seriously look at his reasoning. It may work for business areas but not for areas where small children are getting in and out of cars. I am all for safety for all road users, but when the pendulum swings too far in favor of one area (is: bikes and scooters etc.), something must be done.

I shall continue my monitoring of the street and send you photos and videos of exactly what goes on there. Enter them into your software!

As Nicole pointed out in her email in order to secure the safety of my son's work van, I had to have a tree cut down and gravel installed so he could park safely and sleep at night knowing it was not getting broken into or hit by traffic while being stuck half a block away in a parking bay. I do not think that the cost of this should be on the home owner, when prior to this wonderful design the van was safe and secure in front of the house and well lit. Please let me know who the bill can go to. Thank you

**From:** [Carolyn Kemple](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]  
**Date:** Saturday, September 21, 2019 8:08:51 AM

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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. Talk about all the emissions we are putting into the air. It's quiet obvious none of the decision makers live in east county. And all those lines on the streets. How cluttered can the streets appear. Corners onto busy streets are hard to make , infact its hard to even get on one form a side street. Portland gets an F for the streets in E Portland. Why don't you let your neighborhoods be the guiny pigs!!!?,

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**From:** [Darryl Koistinen](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional Flexible Funds  
**Date:** Saturday, September 21, 2019 11:17:13 AM

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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. If repairs are done when hole and crack are small and the whole road resealed it is a lot cheaper then redoing the street!!!!

**Darryl Koistinen**  
**CELL 360-903-9314**

**From:** [Christina Scarzello](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional Flex Fund Allocation Grant  
**Date:** Sunday, September 22, 2019 10:20:00 PM

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September 23, 2019

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

Dear JPACT and Metro Council,

I am writing to express support for the City of Portland's funding request for project M10, the Taylors Ferry Road Transit Access and Safety Project. I have lived 1 block off of Taylors Ferry Road for 23 years and have walked and biked Taylors Ferry (and other local streets) for as many years, as an alternative to driving (to the transit center, to shopping on Capitol Hwy and in Multnomah Village) and for exercise. It is a very unpleasant and unsafe experience.

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.

I am retired now, but when I was working I rode the #43 bus, Taylors Ferry Road, downtown to work. I had to allow extra time in the morning to cross Taylors Ferry Road to catch the bus because of the non-stop parade of cars from 6:30 am to 8:30/9 am every day. I can't imagine how school children manage to cross the street safely! (I think parents actually drive to the school bus stops to wait with their children). Last Thursday 9/19, I sat at the West Portland United Methodist Church front parking area (corner of Taylors Ferry and 49th) and counted cars westbound and eastbound for 5 minutes (4:47- 5:02pm). There were 70 cars going west (1 car every 4.3 seconds), about 1/3 turned right onto 49th, and 39 cars eastbound, about 1/3 turned left onto 49th. There was also 1 biker and 2 pedestrians westbound. No wonder it is so challenging to cross the street!

While project M10 won't do anything about the number of cars on Taylors Ferry Road, it will go a long way towards making the road from Capitol Highway to 49th safer. I'm sure that more people would ride and bike if it were safer to do so - and help reduce carbon emissions and climate change in the process. And with related improvements around the corner for Capitol Highway (bike lanes and a sidewalk into Multnomah Village) project M10 would be a wonderful addition to the West Portland Town Center improvements.

Please consider funding project M10, Taylors Ferry Road Transit Access and Safety Project. Thank you!

-Christina  
Scarzello 6130  
SW Brugger ST  
Portland, OR 97219

**From:** [Aaron Wolf](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Flexible Funding notes  
**Date:** Monday, September 23, 2019 11:13:18 AM

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Hi, I just filled out the survey (hope it went through, I wrote lots of details).

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.

Furthermore, I'm someone working to minimize my own car driving, commute by bike, and think a lot about how to improve the overall system. Although I won't be able to get to the public hearing, I'd be happy to weigh in with my thoughts about anything relevant to the areas around Oregon City and the routes between Oregon City and Portland (such as 43 in West Linn and the Trolley Trail to Sellwood areas).

Thanks for all Metro is doing to build toward a sustainable future!

--

Aaron Wolf  
[wolftune.com](http://wolftune.com)

**From:** [Steve Callistini](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Metro transportation projects  
**Date:** Monday, September 23, 2019 9:25:40 PM

---

Yes,

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!

Sincerely,

Steve Callistini

PO Box 1990

Oregon City, OR

97045

**From:** [Gretchen Sabo](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Monday, September 23, 2019 11:02:40 AM

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My input is that none of the listed projects affect or improve anything in my city (Lake Oswego) or anywhere I usually travel (mostly on the west side). Most of the projects seem to be on the east side. 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. That would cut down on the accident problem and the congestion problem. But where to put such a road and what the cost would be, those are the million dollar questions. Best of luck.

**From:** [Ann Tompkins](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Monday, September 23, 2019 4:19:01 PM

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I'd love to see bike paths on Carman Drive and Bonita in the Lake Grove area.

Sent from my iPad

**From:** [Pat/Laurie Murphy](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Thursday, September 26, 2019 10:05:48 AM

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My name is Laurie Murphy. My husband and I live at 6121 SW Brugger St, Portland, Or. I am writing regarding the Regional Flexible Fund Allocation grant, specifically regarding the SW Taylors Ferry Road Transit Access and Safety Project. I am obviously writing to support improvements on that roadway. With the new plans to upgrade mass transit to this side of town Taylor's Ferry Road will continue to become an increasingly important connection point for commuters, bikers and walkers. 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. The intersection at 62nd and Taylor's Ferry has had numerous traffic accidents. Walking along the road poses many risks due to the narrow nature of the road.

Thank you for your consideration.

Laurie Murphy

**From:** [Kem Marks](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]RFFA 2022 - 2024  
**Date:** Monday, September 23, 2019 11:20:46 AM

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TO: Metro Council  
FR: Kem Marks, Dir. Of Transportation Equity, Rosewood Initiative  
RE: Regional Flexible Funds Allocation, 2022 -2024  
DT: Sept. 23, 2019

The Rosewood Initiative is a non-profit organization working to elevate the voices of East Portland and West Gresham residents. Our community members comprise some of the highest concentrations of People of Color, seniors, low income individuals, and immigrants/refugees in the State of Oregon. These communities, as well as the geographic area has long been neglected by the region.

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:

- 122nd Avenue: Sandy Boulevard to Burnside Street
- 223rd Avenue: UPRR undercrossing to Sandy Boulevard
- Division Street: Birdsdale Avenue to Wallula Avenue
- Sandy Boulevard: 201st Avenue to 230th Avenue

Each of the projects listed above have their own set of needs, but they have a few things in common. They are legacy roads from a time when vehicular needs were prioritized above exclusively to other needs. Thus, they are extremely dangerous roads for an area that is becoming more dense, and a population that is more reliant on public transit. In addition, more and more people are demanding safer places to walk and ride bikes to access transit as well as other destinations.

We encourage you to include the projects listed above to create a safer and more

equitable transportation network for our community.

Respectfully,

Kem A. Marks, J.D  
Dir. of Transportation Equity  
16126 SE Stark St.  
Portland, OR 97233  
Office: 503-208-2562

**From:** [LE Tobkin](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]transportation projects  
**Date:** Tuesday, September 24, 2019 10:34:41 AM

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The problem I see is metro is not doing enough to improve the congestion created by an ever increasing influx of vehicles on the city streets and arterial streets. There is a lack of balance tilted toward public transportation, in a manner that only causes more congestion. What metro needs to do for the Portland area is to design in a couple of parkways that move high volumes of traffic swiftly to make up for the increased congestion that's been created. It seems to me, the current so called street improvements are based more on emotion rather than logic reason and taking all facets of transportation into account. As a matter of fact, there are streets that are in real need of improvement, but only get speed change signs. 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.

Sincerely,  
Larry Tobkin

**From:** [Richard Leonetti](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]\$ 43 million in Fed. Funds  
**Date:** Wednesday, September 25, 2019 3:09:57 PM

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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.

Richard Leonetti  
97201

--

Richard Leonetti [rleo@alum.mit.edu](mailto:rleo@alum.mit.edu) 503-219-9445

**From:** [Surja Tjahaja](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]The most value to West Linn transportation  
**Date:** Wednesday, September 25, 2019 10:59:25 PM

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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.

Thank you,  
Surja Tjahaja  
5036568910

**From:** [Jen Lestaht](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]97219 - M10  
**Date:** Thursday, September 26, 2019 2:45:32 PM

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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.

I oppose this for Taylor's Ferry and hope that you take in account that a church is also voting and those people don't actually live here and will not feel the impact it will cause.

Thank you.

**From:** [Jeremy E](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Funding for SW Taylor's Ferry Road Transit Access and Safety Project  
**Date:** Thursday, September 26, 2019 8:22:13 AM

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Hello,

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. Additionally the fence alongside a deep canyon is about to collapse under the weight of vines. The whole situation is very unsafe.

Thanks for your consideration. I hope that you will fund the SW Taylor's Ferry Road Transit Access and Safety Project.

-Jeremy

**From:** [Mike Mitchell](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Highway 99E Biking and Walking Project  
**Date:** Thursday, September 26, 2019 10:56:04 AM

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I wish to express my full support and encouragement to Metro to fully fund the **Highway 99E Biking and Walking Project. 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.

It would provide additional safety for walkers and bikers, and would be a great help for traffic and parking issues at the falls site, as it would allow visitors to park in the Clackamette Park/cove area and walk or : to the Falls site.

I encourage your support.

Sincerely,  
Mike Mitchell  
Oregon City

**From:** [Nancy Hedrick](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Re Willamette Blvd.  
**Date:** Thursday, September 26, 2019 10:58:22 AM

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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. Nancy Hedrick, 6902 N Villard Av, Ptld 97217

**From:** [Helen Weaver](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Thursday, September 26, 2019 9:51:37 AM

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Please fund the sidewalk & bike lanes on S.W. Taylors Ferry Rd.  
thank you.

**From:** [Gerald S. Lenzen](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]SW Taylors Ferry project  
**Date:** Thursday, September 26, 2019 11:22:48 AM

---

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.

Gerry Lenzen

--

Gerald S. Lenzen  
10411 SW 41st Ave.  
Portland, OR 97219-6984  
Phone: 503-244-4357  
Cell: 971-227-0087

“Generosity is giving more than you can, and pride is taking less than you need.”  
— Kahlil Gibran

**From:** [Marianne Fitzgerald](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [Marianne Fitzgerald](#); [Mark Lear](#); [Nick Falbo](#); [Joan Frederiksen](#); [John Gillam](#); [Tony Hansen](#)  
**Subject:** [External sender]RFFA Support for M10 SW Taylors Ferry Road Transit Access and Safety Project  
**Date:** Friday, September 27, 2019 5:06:16 PM  
**Attachments:** [WPTC Map 04 2019.pdf](#)

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Dear Metro Council:

**I urge you to support funding RFFA Project M10, SW Taylors Ferry Road Transit Access and Safety**, to construct high-priority walking and biking connections on SW Taylors Ferry Road between SW Capitol Highway and SW 49th in the City of Portland.

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.

There are essentially no facilities today--the narrow asphalt strip on one side of the road was built about 40 years ago and is not safe (see map). There is a cyclone fence where the asphalt crosses Woods Creek that was crashed by a car many years ago and neighbors have tried but failed to get the fence fixed because it is in an environmental zone. The broken fence creates an unsafe condition where anyone using the asphalt strip could easily fall over the cliff into the ravine below.

Westbound bicyclists are particularly at risk because the section over Woods Creek is a difficult uphill climb with little more than a fog line to ride on, and motorists cannot pass them safely although they are tempted to.

There are no alternative routes anywhere nearby because of the presence of the I-5 freeway on one side and Woods Creek on the other side of the project area.

SW Taylors Ferry Road is a key connector with the Barbur Transit Center and the future SW Corridor light rail station. The Walkshed on the attached map is pinched because of the lack of safe walking paths to get there from the project area.

SW Taylors Ferry Road is a key connector between the neighborhoods and the West Portland Town Center; local elementary, middle and high schools; Portland Community College's Sylvania campus; the Capitol Hill library; the Islamic Center (Masjed As-Saber) and Islamic School of Portland; Barbur World Foods grocery store; Woods Park; and the community

garden at the West Portland United Methodist Church (WPUMC). WPUMC also serves as a BEECN site and Neighborhood Emergency Team meeting site that helps our neighbors plan for and respond to future emergencies.

Project M10 connects with upcoming sidewalk and bicycle improvements on SW Capitol Highway between Multnomah Village and West Portland.

Project M10 will help prevent crashes that are most severe near the freeway ramp in the project area (I-5 SB Exit 295) but also occur at other intersections (see map).

Project M10 will help improve water quality in Woods Creek by reconstructing the culvert near its headwaters.

Project M10 on SW Taylors Ferry Road is on a key east-west connector between the West Portland Town Center and the Washington Square Regional Center. This creates a large volume of motor vehicle traffic and speeds that frequently exceed the posted 35 mph speed limit. These conditions make it unsafe for walking and biking today. The presence of the I-5 freeway ramp and volume of traffic using this ramp to access PCC Sylvania creates a significant amount of congestion. Encouraging more use of walking and biking to transit and other destinations supports the City of Portland's Vision Zero and both the City's and Metro's safety and climate goals, and will help alleviate motor vehicle congestion at the intersection of SW Taylors Ferry and SW Capitol Highway.

The City of Portland is undergoing a planning process to add more affordable housing units in the West Portland Town Center. It will be very important for these residents to be able to safely walk within the Town Center and to amenities in the neighborhood such as Woods Park and the community garden at the West Portland United Methodist Church. WPUMC also hosts a preschool that could serve the West Portland Town Center residents. This supports the City of Portland and Metro's equity and safety goals.

Project M10 is within the boundaries of the West Portland Town Center planning area and needs to be more people friendly if we are to truly create a town center that is safe for people to walk and bike in, and take transit. This supports the City of Portland and Metro's climate goals and the project could have a transformative effect of encouraging alternatives to single person motor vehicle trips.

**Please help us be less dependent on motor vehicles and fund Project M10 to encourage people to walk, bike and take transit on SW Taylors Ferry Road.**

Sincerely,  
Marianne Fitzgerald

10537 SW 64th Drive  
Portland, Oregon 97219

**From:** [Heath Cloutier](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Support for the SW Taylors Ferry Road Transit Access and Safety Project  
**Date:** Friday, September 27, 2019 10:25:23 AM

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Hello Metro,

I understand that the SW Taylors Ferry Road Transit Access and Safety Project is one of 23 proposed projects competing for a Regional Flexible Fund Allocation (RFFA) grant. I'm writing to urge you to prioritize the Taylors Ferry Road project for funding.

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 to cross Taylor's Ferry and no crosswalk exists to get to the south side of the street and the north side is impassable. We're literally trapped, as pedestrians.

Please invest in making our neighborhood even minimally walkable.

Thank you for listening and for your consideration.

Thanks,

Heath Cloutier  
503-302-0444

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**From:** Hideghety, Mike [mailto:Mike.Hideghety@nike.com]

**Sent:** Friday, September 27, 2019 3:02 PM

**To:** Trans System Accounts

**Subject:** [External sender]Bull Mountain Road Biking and Walking

Hello,

I'm writing in regards to the Bull Mountain Road Biking and Walking (between HWY 99 & 141st) proposed project to add crosswalks for pedestrians. 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. We moved to the area for a variety of reasons, including walkability to parks and schools, however it has become increasingly difficult to do so on Bull Mtn Road. Hopefully the funding can be secured, and crosswalks implemented, before anyone gets seriously injured or killed. Thank you for the consideration.

**MIKE HIDEGHETY**

**Margin Planning|Global|JORDAN**

c: 503 504 4507

One Bowerman Drive, MJ3

Beaverton OR 97005

**From:** [Kathy Roberts](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Regional flexible funds comment  
**Date:** Saturday, September 28, 2019 9:47:16 AM

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The City of Portland and Metro have proposed to fund sidewalk and bicycle improvements to SW Taylors Ferry Road between SW Capitol Highway and SW 49th. If funded, they will build a sidewalk on one side and bike lanes on both sides. This two lane road adjacent to the road I live on is already very dangerous to walk along due to the speed of traffic and the volume of traffic. I would like to support this action for the following reasons:

- This project will make it safer to walk, bike and take transit to Barbur World Foods and other destinations in West Portland, and access bus service on SW Capitol Highway and SW Barbur Blvd., and the future light rail station at the Barbur Transit Center; and
- 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.

Thank you, Kathy Roberts-

**From:** [Amy Buckley](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]M10 Project  
**Date:** Saturday, September 28, 2019 4:44:53 PM

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I strongly support funding the City of Portland's grant project M10, the Taylors Ferry Road Transit Access and Safety Project.

The City of Portland and Metro have proposed to fund sidewalk and bicycle improvements to SW Taylors Ferry Road between SW Capitol Highway and SW 49th. There is extra traffic due to this area being at the Capitol Hwy exit off of I-5. And 2 entrances onto I-5 (south and north).

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. Funding these improvements will allow my family to safely walk down SW Taylors Ferry Road .

This project ties directly into the West Portland Town Center and the upcoming sidewalk and bike improvements on SW Capitol Highway.

**Please approve these needed improvements.**

**Thank you,  
-Amy**

---

Amy Buckley  
E-mail: [toddandamy@yahoo.com](mailto:toddandamy@yahoo.com)  
Address: 5310 SW Brugger Street  
Portland, OR 97219

From: Gail Johnson [<mailto:gail@singingcolors-studio.com>]  
Sent: Monday, September 30, 2019 12:59 PM  
To: Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>  
Subject: [External sender]projects

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

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.

There is also a section on Chase that is missing near Kelly Creek School. We like to walk for exercise, but this area always feels dangerous. If we were 50, it might not be a concern, but at 70+, walking on uneven pavement, close to the street is more of an issue. It can't be good for kids either.

I would like to see more sidewalks in general, even if they are just an asphalt path. It makes sense to claim the land before people plant more trees or add fences and walls.

Gail Johnson

4899 SE Salquist Rd

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This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

**From:** [Mark Weggeland](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Bull Mountain Road Biking and Walking  
**Date:** Tuesday, October 01, 2019 11:04:50 AM

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I would like to express my support for the proposed improvements to Bull Mtn Road in this project. These improvements are sorely needed, particularly near the summit of Bull Mtn, where there is a blind corner on the eastbound side just past Peachtree. 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.

Sincerely,  
Mark Weggeland  
13590 SW Tarleton Ct  
Tigard, OR. 97224

**From:** DEAN S SMITH [mailto:smithd1111@comcast.net]  
**Sent:** Wednesday, October 2, 2019 7:55 PM  
**To:** Trans System Accounts  
**Cc:** Jerry Rundorff ; marianne.fitzgerald@gmail.com  
**Subject:** [External sender]Taylors Ferry Road access and safety project

Hello,

I am writing in support of funding for the Taylors Ferry Road (TFR) access and safety project. I have lived in the immediate area of the proposed project, typically traveling by car through the project area multiple times a day. I also am an active bicycle rider and periodically ride TFR in the project area in my commute to/from downtown.

I strongly support this project for the following reasons:

1. Taylors Ferry Road is a vital link to the regional transportation system, and this section, which is the last link in the chain, warrants improvements to improve overall connectivity and safety.
2. 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.
3. In particular, the project improves safety for pedestrians and bicyclists, and will increase use of TRF as a safe transportation route for these modes of transportation.
4. Planned projects along SW Capitol Highway and light rail along the SW Barbur corridor, both of which have implications on the SW 49th to Capitol Highway section of TFR and vice versa, will further leverage the TFR project.
5. With a dearth of through streets in the nearby neighborhoods, which impedes internal circulation and access to the rest of the metro area, both neighborhoods have developed and maintain a network of trails. Proposed improvements to this section TRF will strengthen the pedestrian linkage to the local trails network, Woods Creek Natural Area and the Barbur transit corridor.
6. The project also will create a safer crossing for pedestrians at the end of the southbound I-5 ramp,

I applaud the inclusion of this project in the region's long-range transportation system improvement plans, and encourage its funding. Although a relatively small project -- in size -- it is a large project in abetting multi-modal transportation options and safety for our corner of Portland. Thank you!

Dean Smith

5720 SW 52nd Avenue

Portland, OR 97221

**From:** Julee Ryan [<mailto:pauljulee@gmail.com>]

**Sent:** Friday, October 4, 2019 11:25 AM

**To:** Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>; [mike.serritella@portlandoregon.gov](mailto:mike.serritella@portlandoregon.gov); Cohen, Scott <[scott.cohen@portlandoregon.gov](mailto:scott.cohen@portlandoregon.gov)>; [zef.wagner@portlandoregon.gov](mailto:zef.wagner@portlandoregon.gov); Commissioner Eudaly <[chloe@portlandoregon.gov](mailto:chloe@portlandoregon.gov)>; [Art.Pearce@portlandoregon.gov](mailto:Art.Pearce@portlandoregon.gov); [steve.townsen@portlandoregon.gov](mailto:steve.townsen@portlandoregon.gov); [Chris.Warner@portlandoregon.gov](mailto:Chris.Warner@portlandoregon.gov)

**Subject:** [External sender]Please restore safety on Willamette Blvd (Rosa Parks to Woolsey)

Hello,

I live at 3239 N Willamette Blvd and work at 5000 N Willamette Blvd. Between mid-September and mid-May, I commute by car. And between mid-May to mid-September, I commute by bike. On the rare snowy/icy days, I walk. I have commuted this way since I started working at the University of Portland in June 2015. In addition to my daily commute on Willamette Blvd, I have been an avid runner and walker of Arbor Lodge and University Park neighborhoods, year round, for almost 29 years.

In November 2017, the 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. I have observed and encountered the following situations several times in the past two years on the restriped section of Willamette Blvd.

- Since a parking lane is nonexistent, autos have no choice but to block the northbound bike lane for loading, unloading, package deliveries, ride drop-offs or pick-ups, contractors, and sometimes an unfortunate broken down car for an extended period of time (upto 16 hours). When this happens bicycle riders have to merge into the moving car lane to continue their travel. This is not a safe maneuver and I am not comfortable doing it when I ride my bike. Having a parking lane in addition to the bike lane avoided this type of conflict.
- Cyclists get angry and confrontational with residents for temporarily blocking the bike lane while accessing their driveways. Bicycle road rage was not a problem here before November 2017 because bikes and cars had designated space to stay out of each other's way. In one incident, a cyclist stopped three feet behind a car in the process of backing into their own driveway on the 3400 block of Willamette Blvd. I was running by and stopped to tell the cyclist that the driver lived there, and was just parking in their own driveway. The cyclist then proceeded to aggressively yell at me, stating that the car was blocking the bike lane. Had the parking lane still been there, this cyclist could have continued traveling past the resident car without conflict.
- The pedestrian path in the street next to the bluff is 99% unutilized because no one should walk next to moving bikes and cars. A pedestrian path in the street will never be a safer option than a sidewalk.
- The bike and pedestrian lane combo next to the bluff created a wide open field for cars pass other cars waiting to turn left onto perpendicular neighborhood streets. I have seen several close calls with cars nearly hitting a bike while passing a stationary car. I am no longer comfortable riding my bike in the southbound bike lane of Willamette due to possible conflict here.
- Although the posted speed limit is 30 mph, the restriping created a wider field for cars to move at higher speeds in both directions. Auto speeds naturally decrease a little between Woolsey and Ida. The narrower field makes people pay attention.
- Lastly, accessibility to houses have become difficult, especially for seniors and individuals with physical challenges. Decreasing accessibility reduced equity.

Instead of making bike travel safer, the restriped lanes allow more opportunity for car-bicycle conflict in both directions. The bike lanes prior to November 2017 had ample space for riding a bike. The post-November '17 bike lanes are wider but riding in them is more stressful. Having BOTH a parking lane AND a bike lane on the east side gave everyone their own designated space, therefore reducing the probability of a car-bicycle conflict. The parking lane allowed for bicycles to have their own designated space, separate from a "loading zone." On the west side, removing the unutilized pedestrian path and putting the bike lane next to the curb as it was before would eliminate just enough space so that cars cannot pass other cars waiting to turn left. Restriping Willamette Blvd back to the pre-November '17 configuration would restore safety in both directions of travel for both bikes and cars.

All of the points presented in this email were presented to PBOT before the restriping in November 2017, with 395 signatures opposing the project. The project was completed without neighborhood consideration and we are now living with the stressful consequences. Please restore the striping on Willamette Blvd as they were prior to November 2017 for the safety and comfort of all of us who spend our daily lives here.

Please contact me if you have any questions or would like to discuss any of the points presented. Please listen to folks who spend their daily lives living and traveling on Willamette Blvd. Proposals and diagrams on paper cannot fully represent real living experiences. Thank you for your time.

Julee Ryan

Sat 10/5/2019 11:43 AM

denny@larsonslife.com

[External sender][FWD: Please restore safety on Willamette Blvd (Rosa Parks to Woolsey)]

Trans System Accounts <transportation@oregonmetro.gov>; mike.serritella@portlandoregon.gov;  
Cohen, Scott <scott.cohen@portlandoregon.gov>; zef.wagner@portlandoregon.gov; Commissioner  
Eudaly <chloe@portlandoregon.gov>; Art.Pearce@portlandoregon.gov;  
steve.townsen@portlandoregon.gov; Chris.Warner@portlandoregon.gov

Hello

I also have lived on N. Willamette Blvd. since 1989 and seen many changes to the population of North Portland, and the traffic flow into & out of North Portland Even the number of vehicles that use N. Willamette Blvd. as a commuter route Such as auto's with Washington state plates headed to Hillsboro & Beaverton area business. ( St. Johns Bridge to Interstate Bridge )

The other impact is from the University of Portland

***#1. the UoP has always been and is a Great Neighbor to all of North Portland !~***

but as it has grown in popularity, status, and size the traffic has increased as well. If you had really done any studies of Traffic Flow with commuter traffic, UoP traffic, Addis traffic, Swan Island business, and increased neighborhood traffic you should be asking for a 4-Lane's system for cars on N. Willamette Blvd. ( Please don't !~ )

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 )

Please talk to any Police, Fire & Rescue, US Mail, FedEx, UPS, Garbage & Recycling, and other local deliveries in & for the area & they'll tell you how difficult & dangerous you have already made it, and now you want to ADD to it ?

The other issue as stated below is CONFLICT between bike's & traffic from who has the Right of Way and lane use ( bike lane vs. they'll use all lanes )

I have no idea how many times I have been cussed out, spit on, my auto kicked, over exiting or entering my driveway

( I am very careful of this conflict / because they know where I live )

Please Stop serving a "few" and start serving the area residents and what & how impacts them & their lives !

***Dennis Larson***

4419 N. Willamette Blvd  
Portland , Oregon 97203  
(503) 522-3765

Sun 10/6/2019 6:30 PM

Janis Barker <cyberduckette@yahoo.com>

Trans System Accounts <transportation@oregonmetro.gov>

[External sender]In support of RTP Project ID # 10284

To whom it may concern,

I have lived on 49th Avenue, near the intersection of 49th and Taylor's Ferry, for over 25 years.

I heartily support the project referenced above that would bring safety and accessibility to Taylor's Ferry along the stretch proposed in the project.

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.

For this and numerous other reasons, I urge you to fund this project.

Respectfully,

Janis Barker  
9447 SW 49th Ave  
Portland, OR 97219

Sun 10/6/2019 6:37 PM

Greg Soriano [greg@sorianofamlaw.com](mailto:greg@sorianofamlaw.com)

[External sender] Please restore safety on Willamette Blvd (Rosa Parks to Woolsey)

Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>; [mike.serritella@portlandoregon.gov](mailto:mike.serritella@portlandoregon.gov);  
[zef.wagner@portlandoregon.gov](mailto:zef.wagner@portlandoregon.gov); Commissioner Eudaly <[chloe@portlandoregon.gov](mailto:chloe@portlandoregon.gov)>;  
[Art.Pearce@portlandoregon.gov](mailto:Art.Pearce@portlandoregon.gov); [steve.townsen@portlandoregon.gov](mailto:steve.townsen@portlandoregon.gov); [Chris.Warner@portlandoregon.gov](mailto:Chris.Warner@portlandoregon.gov)

Julee Ryan <[pauljulee@gmail.com](mailto:pauljulee@gmail.com)>; [gucci4@comcast.net](mailto:gucci4@comcast.net)>

Hello,

My wife and I have lived on Willamette Blvd for thirty-five (35) years. We have raised two children and now have three grandchildren. I commute daily to work in Beaverton, Oregon. We have witnessed the City take away our parking strip in front of our house for a bike lane in 2017. Our access to Willamette Blvd is from our driveway. 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. Deliveries to our home have also caused issues with bicyclists and motor vehicle traffic.

As a result, we built a parking pad which allows for us and our visitors to back up and go on Willamette Blvd with the front of the vehicles thus avoid backing on to Willamette Blvd.

At the same time we also repaired the side walk removing toe stumpers as an aid to the runners and walkers who use the sidewalk not your walking path to the southside of Willamette Blvd which by the way is seldom used.

This was at a cost of Nine Thousand (\$9,000) dollars. I requested to remove the tree east of the drive way and replant a smaller tree for view of oncoming traffic both motor vehicles and bicycles. This was denied by the City. So now vehicles leaving our property still have to edge out to view traffic thus blocking the bicycle lane again causing the angry ire of bicyclists and a danger to themselves. It is only a matter of

time until there is an accident causing injury or even death, which I will blame the City and the City Department of Transportation for. the local residents or more importantly the bikers' safety or traffic on Willamette Blvd. If anything the animosity by bikers has increased and residents are yelled at least once or twice a day by the angry bikers just for pulling out of their own driveways.

There has been no accountability for individuals with disabilities, which could create further and serious problems for the City.

To extend the bike lane to North Richmond, will only create more problems. Simple solution is to return to pre 2017 striping on Willamette Blvd.

I hope the letters you receive on this issue will cause you to pause and reconsider the mistakes that you have made. But based on your prior actions I am not optimistic about your concerns for safety on Willamette Blvd, or the quality of life for the people who reside in North Portland. I hope to have a positive response.  
Sincerely, Greg and Roselle Soriano

**Gregory B. Soriano**

*Attorney at Law*

Soriano & Associates, LLC

**\*\*WE HAVE MOVED\*\***

Creekside Five – Suite 230

8705 SW Nimbus

Beaverton, OR 97008

Phone: (503) 924-3090

Fax: (503) 924-3094

**From:** lisa fox [[mailto:lisa\\_jetta@hotmail.com](mailto:lisa_jetta@hotmail.com)]

**Sent:** Monday, October 7, 2019 9:07 AM

**To:** Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>; [mike.serritella@portlandoregon.gov](mailto:mike.serritella@portlandoregon.gov); [chloe@portlandoregon.gov](mailto:chloe@portlandoregon.gov); [scott.cohen@portlandoregon.gov](mailto:scott.cohen@portlandoregon.gov); [zef.wagner@portlandoregon.gov](mailto:zef.wagner@portlandoregon.gov); [steve.townsen@portlandoregon.gov](mailto:steve.townsen@portlandoregon.gov); [Chris.Warner@portlandoregon.gov](mailto:Chris.Warner@portlandoregon.gov); [Art.Pearce@portlandoregon.gov](mailto:Art.Pearce@portlandoregon.gov)

**Subject:** [External sender]Please restore safety to N. Willamette Blvd.

Good Morning,

As a resident of Arbor Lodge, living at 3451 N. Willamette Blvd., I wanted to share my experiences since the PBOT restriping has taken place from Rosa Parks to Wabash. Since the restriping, there have been a number of unintended consequences:

1. The street is more easily blocked when a car breaks down or needs to access a driveway, causing cyclist to swerve around blockages and quickly merge into traffic, which is dangerous.
2. Cyclists yell at me, pound on my windows, or flip me off when I try to back into my driveway - this never happened before restriping. I had a car lane to utilize.
3. Cyclist now ride two abreast when using the bike lane, further crowding traffic.
4. Cyclists argue with me that I have no right to be in the bike line for any amount of time, even to use my own driveway or be dropped off - they seem ignorant of the laws allowing egress.
5. Some cyclists seem to feel unsafe enough to now be using the sidewalks as well! I have nowhere to walk.
6. Cars are now driving faster! There's a bit more room, so they speed up.

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? Or citing statutes for egress? I have PTSD, and cyclists and joggers screaming at me on a regular basis for accessing my property is unbelievably stressful.

In one incident, a cyclist came right up behind my car as I waited for traffic to clear to back in. He was LIVID, gesticulating and screaming at me and that I was "blocking the lane," and to "get out of the way." My neighbors were screamed at as well by a jogger to "get out of my way," why they attempted to help her elderly mother and a toddler exit a car. I am amazed at the entitlement and anger of non-residents passing by. This bad behavior has become the norm.

We are working people who want to enjoy where we live, too. Everyone should be able to enjoy and use this street, but it shouldn't be at our expense. Restriping has not made anyone safer, just made made everyone angrier. And I have yet to see anyone walking in the designated area in the street (which was a bad idea to begin with). Everything worked so much better before this change... cyclists had lanes, we had parking, and people walked on the grass of the bluff. And no one ever yelled at me! I know that in 2011, few cars used street parking, but so many people have sold their homes since then and the demographic is completely different from 7 years ago. Why not have timed parking, where residents get parking back at night?

I understand you want to make this corridor more useful for a variety of individuals, but this new plan has been anything but positive for current residents.

Thank you for your time, and you are welcome to contact me to discuss!

Lisa Fox  
3451 N. Willamette Blvd.  
Portland OR 97217

Mon 10/7/2019 10:51 AM

Christina Brotherton <csbrotherton@gmail.com>

[External sender]Safety of Willamette Blvd.

Trans System Accounts <transportation@oregonmetro.gov>; mike.serritella@portlandoregon.gov; scott.cohen@portlandoregon.gov; zef.wagner@portlandoregon.gov; chloe@portlandoregon.gov; Art.Pearce@portlandoregon.gov; steve.townsen@portlandoregon.gov; [Chris.Warner@portlandoregon.gov](mailto:Chris.Warner@portlandoregon.gov)

Hello,

I live at 4713 N. Willamette Blvd. I would like to address the work that is proposed for N. Willamette Blvd. I am all for the safety of the neighborhood – be it home owners, bikers, walkers, runners and vehicles. I, like you, would like to avoid confrontations/collisions between all of the aforementioned groups.

The restriping of Willamette Blvd. in November of 2017 was not good for the neighborhood or any of the groups where you are trying to provide enhance safety. I want the part of Willamette Blvd. that was restriped in November of 2017 to be restriped to pre November 2017 conditions. I do not want the rest of Willamette Blvd. to lose the street parking area.

The street parking area allows home owners to pull out of the traffic and bike lanes when we are backing into our driveways. While most motorists are patient as we slow down to get into our driveways we still get honked at – especially if we are waiting for a bike to pass us. The on street parking area allows us to safely let bikers, walkers and runners go by our property as we wait to pull into the driveway. If the street parking area is taken away we will be waiting in traffic as the bikers, walkers and runners pass by our driveway. I am fearful that traffic will not have the patience to wait and we will have confrontations by drivers who try to pull around us as we back into the driveway. Vehicles pulling around us only increase the possibility of head on collisions. Living on Willamette Blvd., we have learned the safest way in and out of the driveway is to back in. If you pull in head first you cannot see walkers and runners on the sidewalk as you back out of the driveway. I have also found that most walkers and runners on Willamette Blvd wear earbuds and do not hear the car honk as a warning to them as you pull out. Once again for the safety of all do not take away the on street parking on Willamette Blvd.

The on street parking allows for delivery vehicles to pull completely out of traffic and the bike lane to deliver packages.

The on street parking on Willamette Blvd. offers a hidden protection for the houses – it helps to keep them from being hit by cars. Our next door neighbor who parks on the street has had several cars hit and totaled while they were parked in front of his and my house. If the cars were not parked where they were, the houses would have been hit. My daughter’s bedroom is on the front of the house. It is my greatest fear that if we lose the on street parking, someone who is drunk or high will jump the curb and hit her bedroom. This is not an overreaction. Just in the last couple of years we had a berm and a fence get taken out by a drunk driver 6 houses from us. The homeowners were told that if the berm hadn’t been there the car would have hit their front door. Both houses on either side of my house have been hit by cars, this happens only when no one is parked in front of the houses.

I was told that the November 2017 striping was done because it affected 7 homeowners. The houses affected were the ones that don’t have easy access to the side streets because they are not on a corner. Once you get past Columbia Annex Park the blocks get longer. More homeowners would need to park on the side and back streets. This makes parking harder for everyone. This will affect the entire neighborhood making visibility in the surrounding area harder and causing more of the neighborhood streets to become one way streets. It is already difficult for children walking to school to see oncoming

walking into the traffic lane to see if cars are coming. Removing the on street parking on Willamette Blvd. would only make this worse.

If the true goal is to avoid potential conflicts between bikers and vehicles I feel that biker education should be funded. The education that should be done immediately is teaching bikers about visibility with lights. It is the law the bikes have lights and use them! Although the bikes may be in the bike lane, if they do not have lights it is extremely hard to see them as we are pulling into the bike lane to get into or out of our driveways. If they have a back reflector or light the driver can see the light as they pass, but if the bikes don't have a front light it is hard to see where they are as we back into the driveway. Also, bikers need to stay in their designated bike lane and not go into the traffic lane. There is room on most of the bluff for the bikers to pass and still stay in their lane.

Although the speed limit was lowered 2 years ago, Willamette Blvd. feels more unsafe when I drive. I have noticed over the past 2 years that more people are driving in the bike lane. This may be because the travel lanes feel smaller or because the road is curvier. I think the city of Portland has also noticed this as there has been several times it has been restriped. The walking path on the far side of the bluff is underutilized and needs to be reverted back to allow for larger travel lanes for cars. With larger travel lanes for cars fewer vehicles would feel the need to be in the bike lane so as to avoid oncoming traffic.

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.

Christina Brotherton

Mon 10/7/2019 2:51 PM

Nolan Young <youngn@ci.fairview.or.us>

[External sender]Comment on Regional Flexible Funds projects

Trans System Accounts [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)

Brian Cooper <cooperb@ci.fairview.or.us>; Nathan Clark <nathan.clark@multco.us>; Lori Stegmann <Lori.stegmann@Multco.us>; Shirley Craddick <Shirley.Craddick@oregonmetro.gov>; Allan Berry <berrya@ci.fairview.or.us>; Jessica Berry [jessica.berry@multco.us](mailto:jessica.berry@multco.us)

The City of Fairview is submitting the following comments in support of two East Multnomah County projects currently up for consideration of Regional Flexible Funds through Metro. One of the City Council's seven goals is "Improve pedestrian and bicycle access and safety". Both of these projects are top priorities in the City's Transportation System Plan (TSP), were identified by residents in our 2017 Community Vision Plan survey and have been included as projects in that plan, and were listed as potential projects in the City's 2018 Fairview Urban Renewal Plan.

- 1) **NE 223<sup>rd</sup> Avenue Access For Freight and Active Transportation**: One of the City's top goal objectives for 2019 –20 is "Complete design and pursue construction of narrow Railroad Bridge undercrossing on NE 223<sup>rd</sup> Avenue north of Sandy Boulevard". The current collaboration between Multnomah County and City of Fairview to achieve this objective, along with this Regional Flexible Funding project, will provide needed bicycle and pedestrian access from Marine Drive and Metro's Blue Lake Regional Park to Sandy Boulevard where transit stops are available. Recent job creating projects in the Troutdale Reynolds Industrial Park and congestion on Interstate 84 are increasing traffic on Marine Drive and NE 223<sup>rd</sup> Avenue, a primary east-west connection. This increased traffic when combined with the lack of adequate pedestrian and bicycle facilities on NE 223<sup>rd</sup> is creating a growing unsafe condition.
  
- 2) **Completing the Sandy Boulevard Transportation Gap: Sandy Boulevard Freight and Active Transportation Improvements from Gresham City Limits to NE 230<sup>th</sup>**: This project will serve a large number of middle housing facilities on the west end of the project. For example the 136 unit Quail Hollow Adult Home Park's residents have long requested a crosswalk across Sandy to the bus stop. Without adequate sidewalk facilities a crosswalk cannot be installed. This is just one example of many of the unsafe conditions residents of this area experience. This project should be considered a high equity project. 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.

We respectfully request that our comments be placed in the record in support of these two projects.

Nolan Young  
City Administrator  
City of Fairview  
503.674.6221



Mon 10/7/2019 3:27 PM  
Cohen, Scott <Scott.Cohen@portlandoregon.gov>

**[External sender]RE: N Willamette Blvd**

Christina Brotherton <csbrotherton@gmail.com>; Trans System Accounts <transportation@oregonmetro.gov>; Serritella, Michael <Mike.Serritella@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>; Townsen, Steve <Steve.Townsen@portlandoregon.gov>; Warner, Chris <Chris.Warner@portlandoregon.gov>; lisa fox <lisa\_jetta@hotmail.com>; denny@larsonslife.com; Julee Ryan <pauljulee@gmail.com>; Roselle [gucci4@comcast.net](mailto:gucci4@comcast.net)

North Willamette Blvd Residents,

Thank you for your emails describing your experiences using N Willamette Blvd. We appreciate hearing from neighbors and users of the corridor to better understand how the street is operating. The City has recently applied for a [Metro Regional Flexible Fund grant](#) to improve the safety and active transportation options for people using N Willamette. The preliminary design in the grant application would address many of the concerns voiced in your emails. If the project is selected from this competitive grant process, we will launch a full capital project with a public involvement component that will allow people to shape the final design.

Feel free to reach out directly to me if you have any questions about the grant proposal.

Thanks again,

**Scott Cohen** | Program Coordinator, Neighborhood Greenways & Bikeway Missing Links  
Portland Bureau of Transportation  
1120 SW 5<sup>th</sup> Avenue, Suite 800  
Portland, OR 97204  
Phone: 503.823.5345  
[scott.cohen@portlandoregon.gov](mailto:scott.cohen@portlandoregon.gov)  
[www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)  
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