

Engagement report

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

October 2019

APPENDIX E: COMMENTS RECEIVED, LETTERS

Willamette Water Supply

Our Reliable Water

June 17, 2019

JPACT and Metro Council
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Sherwood Regional Flexible fund request for Blake Street design

Dear JPACT members and Metro Council,

I am writing to express support for the City of Sherwood's request for project development funding to plan and design Blake Street in the Tonquin Employment Area. As you may know, the Willamette Water Supply Program is a \$1.3 billion effort to design and construct water supply infrastructure for the Tualatin Valley Water District, and the cities of Hillsboro and Beaverton. It will include an expanded intake on the Willamette River in Wilsonville, 32-miles of pipeline stretching from the intake up to Highway 26, and a new water treatment plant within the Tonquin Employment Area at the southern intersection of the future Blake Street and SW 124th Avenue. 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.

While the timing is such that the design of our portion of Blake Street will be complete in 2020, we believe that we would benefit from the City proceeding with design work, as this would also include the design of other City infrastructure elements, such as water and sewer, that may better serve our project over time. In addition, when ultimately constructed, Blake Street will provide additional connections for our employees and delivery trucks to access the area. It will provide a much needed parallel route to Tualatin-Sherwood Road, which will improve access to the Tonquin Employment Area and help solve the area's congestion problems – a good return on Metro's investment.

The Willamette Water Supply Program team is fully supportive of the City of Sherwood's request and hopes that you fund their request.

Sincerely,



David Kraska, P.E.
Willamette Water Supply Program Director



September 17, 2019

Pamela Blackhorse
RFFA Program Administration
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: 2022-2024 Regional Flexible Funds Application – Bike/Ped Bridge Crossing of US 26 at Cornelius Pass Road

Dear Selection Committee,

On behalf of the City of Hillsboro, I am writing to support Washington County's application to the 2022-2024 Metro Regional Flexible Funds for the Bicycle and Pedestrian Bridge Crossing of US 26 at Cornelius Pass Road.

The City of Hillsboro is committed to providing multi-modal transportation options for our community. This proposed crossing of US 26 at Cornelius Pass Road presents a unique opportunity to create a separated, low-stress pedestrian and bicycle connection across US 26. It serves as a critical link at the junction of the recently completed Cornelius Pass Road two-way cycle track and three current or proposed trails—THPRD's Rock Creek Trail (sometimes referred to as the "Power Line Trail"), the city's planned Crescent Park Greenway Trail, and the future "Oregon Electric Railway Trail" north of US 26.

The proposed crossing is in the fast-growing North Hillsboro area with significant high tech and traded sector employment to the west and residential areas to the east. This area is expected to grow rapidly in the coming years. To serve the transportation and mobility needs for this growing area, the city and our partners are investing in transportation solutions across all travel modes. A network of connected and comfortable facilities for pedestrian and bicyclists is part of that transportation solution, and this proposed crossing will be a key piece of the active transportation network.

The City of Hillsboro fully supports Washington County's grant application for this bridge crossing and we appreciate the selection committee's support and consideration in this exciting opportunity.

Sincerely,

CITY OF HILLSBORO

A handwritten signature in blue ink, appearing to read 'Daniel L. Dias', is written over the typed name.

Daniel L. Dias
Economic and Community Development Director



The Soul District Business Association

PO Box 11565

Portland, Oregon 97211

www.Souldistrictbiz.org

503-841-5032

September 19, 2019

To Whom It May Concern;

We are writing in support of Portland Bureau of Transportations' grant request for Regional Flexible Funds to use to bring long overdue and much needed safety improvements and access to transit on MLK Jr. Blvd.

As our district continues to expand the number of door knobs built to accommodate more housing and commercial properties, safety and environmental health for community members living and traveling within this major traffic thoroughfare is of top concern.

A number of culturally specific organizations have worked diligently over the past decade to ensure that the African American and low-income demographics of this community aren't being pushed out, and or are being welcomed back through affordable housing and commercial investments. In addition to our organization they include Portland Community Investment Initiatives Inc., N/NE Community Development Initiative oversight committee, Russell / Williams Committee, Albina Head Start, Urban League, SEI and more. 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. Designing the landscape for this is exactly what PBOT is helping us to achieve.

We hope you consider funding this worthy project that not only improves roadways and sidewalks so that MLK Jr. Blvd works better for all who travel it, but also because it accentuates the deeply committed community investment that is currently in the works.

Much Respect,

A handwritten signature in black ink that reads "John Washington". The signature is written in a cursive style with a large, sweeping "J" and "W".

John Washington, SDBA Chair



CRESTWOOD

Neighborhood Association

September 16, 2019

Metro
Transportation Planning
600 NE Grand Avenue
Portland, OR 97232

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

Dear Metro:

The Crestwood Neighborhood Association enthusiastically supports the Portland Bureau of Transportation (PBOT)'s proposal to fund much-needed improvements to SW Taylors Ferry Road between SW Capitol Highway and SW 49th through Metro's 2022-2024 Regional Flexible Fund Grant program.

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. Alternative routes to access West Portland from the west require a 1.7 mile detour via SW 45th and Carson, or 3.1 mile detour via SW 62nd-SW 64th and Barbur Blvd. This project also ties in with PBOT's Fixing Our Streets projects along SW Capitol Highway (Multnomah to West Portland, and Huber to Stephenson), and Washington County's improvements at SW 80th and SW Taylors Ferry.

SW Taylors Ferry Road is the main walking and biking route from our neighborhood to Barbur World Foods grocery store, our children's schools (Markham Elementary, Jackson Middle and Wilson High as well as the Islamic School of Portland and Portland Community College Sylvania Campus), Capitol Hill Library, and the dozens of restaurants, shops and services within the West Portland Town Center. This project serves as a key connection to transit along SW Capitol Highway and SW Barbur, and employment within the West Portland Town Center, PCC Sylvania, OHSU, Washington Square and Downtown Portland. It is a key Station Access Project for the proposed Southwest Corridor Light Rail Transit Project.

PBOT's Vision Zero map shows numerous serious crashes along this segment of SW Taylors Ferry over the last few years. Traffic counts show a heavy volume of motor vehicles heading to and from Washington County and the Washington Square Regional Center.

We especially support improvements to the Woods Creek culvert that goes underneath SW Taylors Ferry Road. Woods Creek is a polluted waterway that has virtually no stormwater conveyance or management system as it travels toward Fanno Creek. The culvert is within a ravine that is quite steep and there is a broken cyclone fence that makes walking and biking between the vehicle traffic and ravine quite dangerous today. We hope that the Bureau of Environmental Services will become a partner on this project to enhance water quality within the Woods Creek/Fanno Creek watershed.

One of the major safety issues within this segment of SW Taylors Ferry Road is the presence of an Interstate-5 off-ramp (SB Exit 295) that directs thousands of motor vehicles onto Taylors Ferry Road in this segment. There is only a “yield” sign where the freeway ramp intersects with eastbound Taylors Ferry and it is a very scary place to walk or bike safely. Crestwood Neighborhood would prefer that ODOT close the off-ramp and/or study potential changes to the location of all of the freeway ramps within the West Portland Town Center.

Today, most people in the neighborhood drive to the Barbur Transit Center because transit service on bus #43, Taylors Ferry, is so poor. We hope TriMet partners with PBOT to improve service for bus #43 to encourage more riders between the neighborhood and the regional and town centers. In our neighborhood there are no sidewalks anywhere near any of the transit stops, the bus does not run very often, and the bus does not directly connect with more frequent transit service on Capitol Highway or Barbur. The proposed sidewalk and bicycle facility improvements on Taylors Ferry will encourage many people in the neighborhood to leave their car at home and walk or bike to transit, work or school.

Please fund the SW Taylors Ferry Road Transit Access and Safety project! If you have any questions, please contact me at CrestwoodNABoard@gmail.com, or Crestwood’s Vice President, Marianne Fitzgerald, at fitzgerald.marianne@gmail.com.

Sincerely,

/s/

Tony Hansen

President, Crestwood Neighborhood Association

Cc: Commissioner Chloe Eudaly, Portland City Council

Councilor Bob Stacey, Metro Council

Chris Warner, PBOT Director

Nick Falbo, PBOT staff

Sylvia Bogert, SWNI Executive Director

John Tappero, SWNI Program Coordinator

David Martin, SWNI Transportation Committee Chair



Metro
600 NE Grand Ave
Portland, OR 97232

September 19, 2019

2019 Board

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – The Willamette Falls Shared Use Path & 99E Corridor Enhancement Project

President
Zach Stokes

Vice President
Mike Mitchell

Treasurer
Craig Morrow

Secretary
Brian Slack

Board Members
Ray Stobie (non-voting)
Gene Gligorea
Erik Orton
Andy Spicer
Denyse McGriff (non-voting)

Executive Director
Liz Hannum

Dear Metro Council:

Downtown Oregon City Association 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 (Highway 99E Biking and Walking Program – Oregon City).

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. The first phase of the Riverwalk will restore public access to Willamette Falls. This portion of Highway 99E, in its current condition, creates a perceived barrier to that connection.

This project helps to implement the Oregon City Transportation Demand Management “park once” philosophy, where vehicle drivers will feel comfortable with parking within the Regional Center and walking multiple blocks to their destinations. This disperses the need for parking throughout the district and reduces the perception of reduced parking options in any one particular area.

Thank you for your time and consideration.

Sincerely,
Downtown Oregon City Association

814 Main Street, Oregon City, OR 97045 | info@downtownoregoncity.org | p 503.802.1640
Taxpayer ID: 26-2907232

Downtown Oregon City Association is a 501(c)(3) non-profit that leads revitalization efforts of Oregon City's 175r-old downtown.



September 23, 2019

Metro – Regional Flexible Fund Selection Committee
600 NE Grand Avenue
Portland, Oregon 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – Trolley Bridge

Dear Grant Selection Committee:

I am writing to express The Street Trust's support for the City of Gladstone's request for Regional Flexible Funds for final design, engineering, environmental, and permitting for the Trolley Bridge.

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. The proposed bridge will connect across the Clackamas River to mixed use development in Oregon City, providing bike and pedestrian connections to the Willamette Falls Legacy site, the Willamette Falls RiverWalk (slated for construction start in 2020), West Linn, and points beyond.

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.

The McLoughlin Corridor suffers from domination by motorized vehicles – cars and trucks. This is reflected in auto-dominant uses and built forms along McLoughlin and other commercial areas. The Trolley Trail represents an opportunity re-balance transportation options and support higher density, mixed use development, transit, and walkability. 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.

Sincerely,

Jillian Detweiler
Executive Director

cc: Jacque Betz, Gladstone City Administrator

**2022-2024 Regional Flexible Fund Allocation (RFFA) Program:
Comments to Metro Council in Support of Application
M10 SW Taylors Ferry Road Transit Access and Safety**

Philip M. Barrett
6230 SW Wilbard
Portland, OR 97219
philipmbarrett@gmail.com

September 24, 2019

Thank you for giving me this opportunity to comment on the grant applications submitted to Metro's 2022-2024 Regional Flexible Fund Allocation (RFFA) program. I want to express my strong support for project M10 SW Taylors Ferry Road Transit Access and Safety.

I have been a homeowner in outer southwest Portland since 1990. Comments submitted to Metro Council by the Crestwood Neighborhood Association, of which I am a member, will provide detailed analysis of project M10.

1) With leadership from the City of Portland's Bureau of Planning and Sustainability and a diverse Community Advisory Group, work is underway to create a development plan for West Portland Town Center (WPTC). The local community is excited about the prospect of making WPTC a national model for rejuvenation of peripheral urban centers. Improving access and safety on Taylors Ferry Road will be critical to the success of the WPTC development plan.

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 WPTC development plan will be sufficiently robust to accommodate any outcome for SW Corridor light rail.

2) The proposed access and safety project reflects close coordination among Portland's Bureau of Transportation, Bureau of Environmental Services and Bureau of Planning and Sustainability. Leveraging access and safety objectives, culvert replacement and stormwater management objectives and community development objectives will increase the cost effectiveness of every program element. I greatly appreciate the top-quality program development work the City of Portland has provided for the project.

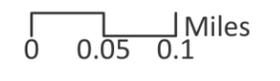
3) The application characterizes the Taylors Ferry Road project as a "last-mile" solution, which makes perfect sense from a downtown Portland perspective. From my WPTC-centric perspective, however, it looks like a "first-mile" solution. As you can see in the exhibit attached to my comments, most of outer southwest Portland was built without curbs and sidewalks, and commonly with inadequate stormwater management infrastructure. Although it may take centuries to redress this fateful policy choice, clearly we must start by fixing the arterials to which the neighborhood streets will eventually connect. For WPTC, the key trunk routes are

Barbur Boulevard, Capitol Highway, Taylors Ferry Road and Huber Street. With the reconstruction of Capitol Highway from Taylors Ferry Road to Multnomah about to break ground, Taylors Ferry Road now rises to the top of the community's transportation investment priorities.

West Portland Town Center - Existing Conditions Sidewalk Presence

Legend

-  Proposed Light Rail Station
-  West Portland Town Center study area
-  Sidewalks



The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.





7688 Capitol Hwy, Portland, OR 97219

“We envision that the Multnomah Neighborhood will remain a place defined by conscientious decision about the preservation of our canopy of trees, open space, and natural areas; limited and thoughtful residential and commercial development; small businesses; and safe streets. It is our vision that the Neighborhood will retain and judiciously improve on its small-town historic charms and small-scale main street Village character. The [Plan’s] policies and objectives were formulated to help realize our vision for Multnomah’s future.”

(Multnomah Neighborhood Plan 1995)

September 24, 2019

Mr. Chris Warner, Director, PBOT
1120 SW Fifth Ave, Suite 800
Portland, OR 97204

Dear Mr. Warner,

Let this letter be Multnomah Neighborhood Association’s enthusiastic support for Metro’s 2022-2024 Regional Flexible Fund Grant, SW Taylors Ferry Road Transit Access and Safety Project. This letter accompanies the Crestwood Neighborhood Association’s support. Specifically, the project is located on SW Taylors Ferry Road between SW Capitol Highway and SW 49th Avenue.

Funding this project would increase safety for pedestrians and bicyclists accessing transit service and key destinations in the West Portland Town Center (aka “Crossroads”). This project also compliments PBOT’s “Fixing Our Streets” projects along SW Capitol Highway (Multnomah to West Portland, and Huber to Stephenson), and Washington County’s improvements at SW 80th and SW Taylors Ferry.

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.

Additionally, PBOT’s Vision Zero map identifies several serious crashes where the I-5 ramp intersects with eastbound Taylors Ferry.

We encourage PBOT to collaborate with BES to enhance water quality within Woods and Fanno Creek. Stormwater improvements are also critical specifically improvements to the Woods Creek culvert that flows underneath SW Taylors Ferry Road. Woods Creek is polluted and has virtually no stormwater conveyance or management system. The polluted runoff detrimentally impacts the Tryon and Fanno Creek Watersheds.

Board Chair--Maria Thi Mai * Vice Chair—Vacant * Secretary—Laura Herbst * Treasurer--Sim Hyde*
Committee Chairs: Land Use--Jim Peterson * Transportation--Katherine Christensen * Watershed--
Murphy Terrell * SW Capitol Hwy Project Subcommittee--Chris Lyons

In summary, we encourage the following:

- Support for Metro's Please fund the SW Taylors Ferry Road Transit Access and Safety project
- Partnership with your colleagues at BES to manage the stormwater and watershed issues related to this project
- Collaboration with Tri-Met to construct sidewalks and bicycle paths on Taylors Ferry and increase bus service (#43).
- Coordinate with ODOT to close off the ramp or study potential changes to the location of all of the freeway ramps within the West Portland Town Center.

Regards,

Maria Thi Mai

/s/ Maria Thi Mai, President
Multnomah Neighborhood Association
7688 SW Captiol Hwy Portland OR 97219
503.539.4966
mnachair@gmail.com
<https://swni.org/multnomah>

cc:

Multnomah Neighborhood Board Members and Committee Chairs
Crestwood Neighborhood Association, Tony Hansen
Mayor Ted Wheeler
Portland Commissioner Chloe Eudaly
Portland Commissioner Nick Fish
Metro Councilor Bob Stacey
PBOT Senior Planner, Nick Falbo
TriMet Planner, Libby Winter
ODOT Region 1 Manager, Rian Windshiemer
SWNI Executive Director, Sylvia Bogert
SWNI Program Coordinator, John Tappero
SWNI Transportation Committee Chair, David Martin



September 24, 2019

Metro – Regional Flexible Fund Selection Committee
600 NE Grand Avenue
Portland, Oregon 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – Trolley Bridge

Dear Grant Review Committee Members,

Oregon's Mt. Hood Territory (OMHT), the destination management organization (DMO) for Clackamas County, wishes to express its support of the City of Gladstone's request for Regional Flexible Funds for final design, engineering, environmental, and permitting work to replace the now non-existent "Trolley Bridge" over the Clackamas River. OMHT is happy to endorse this project because it advances our goals of increasing alternative modes of transportation and recreation within the Territory.

When completed, this project will link in the Trolley Trail, which "dead ends" in Gladstone, to the Springwater Corridor Trail, Downtown Milwaukie, and the MAX Orange line with Downtown Gladstone and Downtown Oregon City. It will also serve as a bike/ped connection across the Clackamas River to new mixed use developments in Oregon City. As well as providing additional access options to the Willamette Falls Legacy site, the Willamette Falls RiverWalk (when completed), West Linn, and points beyond.

Currently, the best and only real option for connecting these trails, sites and destinations for non-motorized travelers is to use the McLoughlin Boulevard/Highway 99 Bridge. This however is a more treacherous and circuitous route for walkers and cyclists, which is a major impediment to facilitating alternative modes of transportation.

The McLoughlin Corridor has long suffered from the domination of motorized vehicles. This is reflected in the proliferation auto-dominant uses and commercial areas along the corridor. 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. It will also elevate Metro's priorities for transportation investments such as safety, equity, climate smart initiatives and addressing congestion issues. All of which are values and priorities deeply shared by OMHT.

We respectfully encourage your support of this project and thank the committee for its consideration of this request.

Sincerely,

Jim Austin
Community Relations Coordinator
Oregon's Mt. Hood Territory

cc: Jacque Betz, Gladstone City Administrator

Appendix E: Comments received, letters, engagement report for 2022-24 regional flexible funds | October 2019 13

Gladstone Planning Commission
525 Portland Avenue
Gladstone Oregon
97027-2115

September 25, 2019

Metro – Regional Flexible Fund Selection Committee
600 NE Grand Avenue
Portland, Oregon 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – Trolley Bridge

Dear Grant Selection Committee:

On behalf of the September 2019 Gladstone Planning Commission, I am writing in support of the City of Gladstone’s request for Regional Flexible Funds. Gladstone is seeking funding for final design, engineering, environmental, and permitting work for the Bridge.

The Trolley Bridge will serve as a vital link in the Trolley Trail, which is envisioned to connect the Springwater Corridor Trail, Downtown Milwaukie, and the Orange line MAX with Downtown Gladstone, Downtown Oregon City, and points in-between. Currently, this trail “dead ends” in Gladstone. 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 construction start in 2020), West Linn, and points beyond.

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.

The Planning Commission consists of seven (7) residents who are appointed by the City Council based on their qualifications. The Commission meets on most third Tuesday evenings of a month, which are usually attended by the City Attorney who offers legal and procedural advice on relatively complex matters.

We, the Planning Commission, all agree that the connection to Oregon City, via Portland Avenue, is vital both economically, and historically.

As a child, myself, family and friends “walked the trestle” frequently. Please also see the image of my Grandmother, Ila M Nealeigh (Kelly), we think taken in the late teens, or early 1920’s, walking to the Gladstone side from Oregon City.



The McLoughlin Corridor has long suffered from the domination of motorized vehicles – cars and trucks. This is reflected in auto-dominant uses and built forms along McLoughlin and other commercial areas. We believe that the Trolley Trail represents an opportunity to catalyze positive change in the area, spurring patterns of development that better align with our region’s growth principles – higher density, mixed use development, transit supportiveness, and walkability. 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.

Respectfully Submitted,

Randy D. Rowlette, Chair
Gladstone Planning Commission
525 Portland Avenue
Gladstone Oregon
97027-2115

cc: Jacque Betz, Gladstone City Administrator

Metro Regional Flexible Fund Allocation - Transportation Projects
Pacific Avenue/Baseline Street, Tualatin Valley Highway Corridors

Council Creek Regional Trail

Mitch Taylor
September 26, 2019

I believe in active transportation. I am a member of the Council Creek Regional Trail Working Group, a collection of staff representatives from Metro, Washington County, Forest Grove, Cornelius, Hillsboro and ODOT that has been meeting since adopting a Master Plan in 2015. Our communities will greatly benefit by putting this trail on the ground, not just on a map of potential projects.

Why the Council Creek Regional Trail? It provides for alternative transportation choices to motorized travel that enhance ethnic and economic equity in our communities, reduce congestion and improve mobility, provide for public safety, reduce transportation costs for residents, improve mobility and safety to a variety of destinations including job access and services, develop and enrich local economic opportunities, provide recreational opportunities, and improve personal health and well-being.

Equity

The area served by the Council Creek Regional Trail is ethnically diverse including the bulk of the County's 1 in 3 non-white population, residents with limited English language proficiency and seniors. Median household income is among the region's lowest and transportation cost is a higher percentage of household income. Yet, there is no Max Line connection west of Hillsboro and there is no express bus line. There is certainly good reason for investment.

Congestion and Mobility

I ride in the bike lane on TV Highway from Forest Grove to Beaverton. I see a handful of pedestrians and the rare cyclist along the route. It is no wonder people choose not to be there. It is littered with shattered glass, broken pavement, and other hazards and the vehicle traffic is continuous, by the thousands. Dodging the obstacles while riding or walking adjacent to traffic that travels at 45-60 miles per hour makes one... uneasy. Imagine the impact of providing an express bus with a bike and pedestrian trail on Council Creek.

Safety

The experience is vastly different when I cycle the last leg of my journey on Fanno Creek Trail. People of all ages and persuasions frequent every stretch, walking or on bikes. Providing a secure and relaxed alternative reduces the need to drive for access to similar conditions or desired destinations. People feel safe and enjoy the experience.

Enrich Local Economies, Provide Recreational Opportunity

The Council Creek Regional Trail is strategically located in the Regional Trail System to bridge the gap connecting the Rock Creek, Banks-Vernonia, Yamhelas and Salmonberry Trails. 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. I have cycled in many parts of the world, drawn by the accommodation of cycling and local attractions. I'm always happy to come home realizing our region is equally attractive. We just don't accommodate it well.

Conclusion

Population projections and the need to address transportation infrastructure in this part of the region is at a cross roads. Other funding sources (i.e. the gas tax) are not available, especially in the near term, while momentum is building for the Council Creek Regional Trail. Now is the time to prioritize its funding.

Mitch Taylor
Community Member, Council Creek Regional Trail Work Group
Volunteer for Non-Profit WASHCOBIKES (Mission: to promote bicycle transportation, protect bicyclists' rights and improve bicycling conditions throughout Washington County, Oregon through education, advocacy and community.) Instructor, Summer Youth Bike Camps, (Rules of the Road, Safety, Maintenance, FUN)
Forest Grove Resident and avid cyclist

September 26, 2019



Attn: Metro Council
600 NE Grand Ave
Portland, OR
97232

Re: Tigard City Council support for the Bull Mountain Complete Street RFFA Grant Application

Dear President Peterson and Metro Councilors,

On behalf of the Tigard City Council, I would like to convey our enthusiastic support for the City of Tigard's application for a 2022-2024 Regional Flexible Funds Allocation (RFFA) grant to design and construct a complete sidewalk and bike lanes on Bull Mountain Road from Pacific Highway to Benchview Terrace.

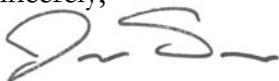
If awarded funding and constructed, this project would provide safe walking and bicycling options on an important roadway in our community. The new walking and cycling facilities would provide safer and more comfortable non-motorized transportation options for the multi-family and single-family residences abutting Bull Mountain Road while also serving several nearby schools and commercial areas. A contiguous sidewalk would also provide first and last mile connectivity to transit service on Pacific Highway.

The Washington County Coordinating Committee (WCCC), of which I am a member, voted unanimously to commit \$513,500 in matching funds from the Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund for this project. This financial commitment from Washington County demonstrates strong regional support for this complete street project.

Further community support for this project is evident in the letters of support already submitted by the Tigard Transportation Advisory Committee (TTAC), Alberta Rider Elementary School, and from numerous individual residents living on or taking access via Bull Mountain Road. The completion of this project aligns well with Tigard's Strategic Plan of becoming the most walkable community in the Pacific Northwest and is supported by Tigard's recently adopted Complete Streets Policy.

In closing, we strongly endorse this proposal and project to make this important roadway safe and comfortable for all users of all ages and abilities.

Sincerely,



Jason B. Snider, Mayor
City of Tigard, OR



September 26, 2019

Attn: Metro Council
600 NE Grand Ave
Portland, OR 97232

Re: Tigard City Council support for the Red Rock Creek Trail-Alignment Study RFFA Grant Application

Dear President Peterson and Metro Councilors,

On behalf of the Tigard City Council, I am pleased to support the City of Tigard's application for a 2022-2024 Regional Flexible Funds Allocation (RFFA) Project Development grant for development of the Red Rock Creek Trail Implementation Plan- Alignment Study.

If awarded grant funding, this 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.

As a member of the WCCC, we voted unanimously to commit \$35,945 in matching funds from the countywide Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund for this project. The WCCC is encouraged this grant opportunity will help expand the regional trail network in Washington County, supporting a safe and seasonally reliable multimodal transportation solution, improving access to jobs and households, and connecting key destinations.

The City of Tigard is a project partner for the development of the Southwest Corridor Light Rail Project, a critical transit investment for the Portland Metro region. In addition to light rail infrastructure, the project team is dedicated to supporting multi-modal and active transportation connections to station areas throughout the corridor. Specifically, the City of Tigard has identified a multi-use path over Highway 217, part of the proposed Red Rock Creek trail alignment, as an important connection linking the Tigard Triangle and Downtown Tigard. In a Memorandum of Understanding, TriMet and the City of Tigard agreed that the Southwest Corridor Light Rail Project will pursue designs to accommodate bicycle and pedestrian travel, establishing an active transportation connection over Highway 217.

Property owners and affordable housing developers within the Red Rock Creek watershed understand the importance of active green space and connectivity for residents and workers. Their letters of support for the application attest that residents in apartment communities nearby would benefit from the trail in addition to residents of those projects currently under development in the Triangle and Hunziker Core adding over 313 units this coming year.

In conclusion, we believe that this endeavor is important for Tigard's continued and future livability,

and strongly endorse the grant application to invest in well-designed active transportation improvements within the urbanizing Red Rock Creek watershed.

The RRCTIP-Alignment Study supports the City's Strategic Plan to become the most walkable city in the Northwest in support of interconnected and healthy lives.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Snider', with a stylized flourish at the end.

Jason B. Snider, Mayor
City of Tigard, OR



September 26, 2019

Metro
600 NE Grand Ave
Portland, OR 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – The Willamette Falls Shared Use Path & 99E Corridor Enhancement Project

Dear Metro Council:

Willamette Falls Trust strongly 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 (Highway 99E Biking and Walking Program – Oregon City).

Our mission is to champion and sustain a world-class Willamette Falls Riverwalk experience that offers year-round access to the grandeur of the Falls, historic and cultural interpretation, healthy habitat, public open spaces, and that showcases the hospitality of historic Oregon City. Willamette Falls Trust is the organization bringing people and communities together to make the new vision for a world-class public space along the Willamette River in Oregon City, Oregon a reality.

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. The first phase of the Riverwalk will restore public access to Willamette Falls. This portion of Highway 99E, in its current condition, creates a perceived barrier to that connection.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "AM", with a long horizontal flourish extending to the right.

Andrew Mason
Executive Director
Willamette Falls Trust

Kim Argraves Huey
Gladstone Historical Society
c/o 525 Portland Ave.
Gladstone, OR 97027

September 26, 2019

Metro – Regional Flexible Fund Selection Committee
600 NE Grand Avenue
Portland, Oregon 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – Trolley Bridge

Dear Grant Selection Committee:

As a member of the Gladstone Historical Society, I am writing in support of the City of Gladstone's request for Regional Flexible Funds for the final design, engineering, environmental, and permitting work of the Trolley Bridge.

The Trolley Bridge is a much needed addition to the Trolley Trail because the Trolley Trail is incomplete. It "dead ends" in Gladstone at the Clackamas River. Anyone wishing to use the Trolley Trail to access Oregon City from the Springwater Corridor Trail and the Orange line MAX, or go from Milwaukie to Oregon City, must divert at Gladstone and continue by way of McLaughlin Boulevard/Highway 99, a heavily trafficked main thoroughfare that is extremely dangerous to pedestrians and bicyclists. Because of the risks involved, many pedestrians and bicyclists choose not to continue south of the Clackamas River. The Trolley Bridge would give pedestrians and bicyclists a safer route for travel into the Oregon City area.

It goes without saying, the Gladstone Historical Society has a special interest in the Trolley Bridge project because of its historical significance. In 1893, the Oregon Eastside Railway Company achieved transportation greatness when it constructed and put into operation the first Interurban Trolley line in the United States. By connecting Portland to Oregon City, via a trolley, the nation's first mass transit system was born; and in turn, the 1893 Gladstone trolley bridge became the nation's first interurban trolley/mass transit bridge across a river. A most significant milestone in U.S. transportation history.

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. Visitors to the Gladstone and Oregon City area should have the opportunity to be enlightened and enriched by the Trolley Trail and Trolley Bridge's unique place in U.S. history.

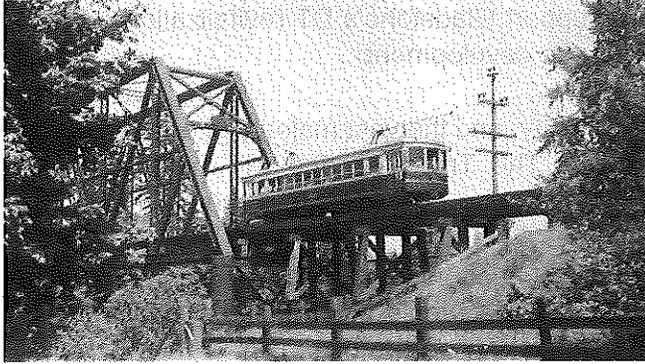
In closing, construction of the Trolley Bridge is good for so many reasons. It will protect lives; serve the public; omit current boundaries; showcase the wild beauty of the Clackamas River; and educate, enrich, and promote today's transportation vision. The Trolley Bridge, in completing the Trolley Trail, will create a new historical milestone. Not only will it link the past to the present in a relevant way, but also serve as a reminder of the direction we must go in the future.

Thank-you for your consideration in funding this project.

Respectfully Submitted,

Kim Argraves Huey,
Historian: Gladstone Historical Society
Author: "Images of America – Gladstone"; Arcadia Publishing and History Press - 04/2019

cc: Jacque Betz, Gladstone City Administrator



Trolley Trail Bridge – Talking Points

- Our request is for final design, engineering, and permitting for the Trolley Bridge. The Bridge would be located where the original trolley bridge was situated. The old bridge collapsed in 2014.
- Our total budget for this effort is \$1,375,800. We propose a match of \$147,000; our RFF request is therefore \$1,228,8000. Our match is included in the current City budget.
- The project is ready to go – we will have a concept/feasibility plan completed by the end of 2019. The City's match of \$147,000 is in place now. Clackamas County is willing to provide project manager services, as a federal "certified local agency". There are no foreseeable impediments to initiating and completing the work if we are funded. We are also aware of funding sources for the future construction phase of the bridge, including possible State dollars, or T2020 dollars and Metro Open Space bond dollars, if these bonds are approved by the voters in 2020 and 2019, respectively.
- The bridge will be a vital link in the Trolley Trail, which connects with the regional trail system (including the Portland Eastbank Waterfront Trail and the Springwater Corridor). The Trolley Bridge is at the foot of Portland Avenue, Downtown Gladstone's "Main Street", which serves as the Gladstone alignment of the Trolley Trail.
- 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.
- Our proposal received a high technical ranking by the Metro staff team, with strong scoring in almost all categories of evaluation – safety, equity, climate, and congestion.
- Congestion and safety issues – by providing a safe and convenient alternative to McLoughlin, this project has the potential to significantly reduce fatal/serious accidents between motorized vehicles and alternative modes.

- Climate issues – this project will support Gladstone's DT revitalization efforts, related to promotion of higher density mixed use development.
- Equity – Gladstone is a poor community, and the vast majority of adults have to commute to other jurisdictions for their jobs. The Trolley Bridge will make it easier to utilize alternative modes to get to work, diminishing their reliance on cars.
- Resilience – the rebuilt Trolley Bridge would comply with current seismic standards. As such it would be the only bridge in the area that would provide emergency vehicle and other vehicle access in the event of a catastrophic occurrence.
- Even in the ordinary course of events, the bridge will provide an option for Emergency Vehicles – if for instance McLoughlin is clogged or shut down due to a major accident or congestion.
- The Trolley Bridge would, with related City initiatives, serve as a major catalyst for DT Gladstone redevelopment which would align with the region's aspirations related to equity, sustainability, climate-smart, walkable centers and corridors. With Metro funding assistance, the City completed a Downtown Revitalization Plan calling for the Bridge, multi-modal upgrades to Portland Avenue, and revisions to the zoning code supporting higher density/mixed use development. The City also recently completed a Housing Code Audit, which reinforced the need for zoning more supportive of mixed use/medium density development in our downtown. We are seeking DLCD funding to implement the Housing Code Audit.



HDOG
PO Box 67061
Oak Grove, OR 97268

September 29, 2019

Metro – Regional Flexible Fund Selection Committee
600 NE Grand Avenue
Portland, Oregon 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – Trolley Bridge

Dear Grant Selection Committee:

On behalf of Historic Downtown Oak Grove (HDOG), I am writing in support of the City of Gladstone's request for Regional Flexible Funds. Gladstone is seeking funding for final design, engineering, environmental, and permitting work for the Bridge.

HDOG is a 501c3 non-profit and program of Oregon Main Street. Our work focuses on revitalizing our historic downtown and creating a sense of place in the community. A part of that work is done by making the area a more walkable and bikeable destination along the Trolley Trail. Most recently we partnered with Clackamas County Transportation Department and were awarded funding to install bike racks in multiple locations in our downtown. We support Gladstone's proposal as it aligns with our work on the Trolley Trail and will greatly benefit the bike/ped communities in the surrounding area.

The Trolley Bridge will serve as a vital link in the Trolley Trail, which is envisioned to connect the Springwater Corridor Trail, Downtown Milwaukie, and the Orange line MAX with Downtown Gladstone, Downtown Oregon City, and points in-between. Currently, this trail "dead ends" in Gladstone. 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 construction start in 2020), West Linn, and points beyond.

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.

We believe that the Trolley Trail represents an opportunity to catalyze positive change in the area, spurring patterns of development that better align with our region's growth principles – higher density, mixed use development, transit supportiveness, and walkability. 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.

Respectfully,
Fallon Kraxberger, President
Historic Downtown Oak Grove
PO Box 67061
Oak Grove, OR 97267

cc: Jacque Betz, Gladstone City Administrator

10/1/19

Metro
600 NE Grand Ave
Portland, OR 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – The Willamette Falls Shared Use Path & 99E Corridor Enhancement Project

Dear Metro:

I, Brian Shaw, support 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 (Highway 99E Biking and Walking Program – Oregon City).

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. The first phase of the Riverwalk will restore public access to Willamette Falls. This portion of Highway 99E, in its current condition, creates a perceived barrier to that connection.

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.

This project helps to implement the Oregon City Transportation Demand Management “park once” philosophy, where vehicle drivers will feel comfortable with parking within the Regional Center and walking multiple blocks to their destinations. This disperses the need for parking throughout the district and reduces the perception of reduced parking options in any one particular area.

Thank you for your time and consideration.

Sincerely,

Brian Shaw, Oregon City

Friends of the Trolley Trail
3405 SE Westview Ave.
Oak Grove, OR 97267-4636

October 2, 2019

Metro – Regional Flexible Fund Selection Committee
600 NE Grand Avenue
Portland, OR 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – Trolley Bridge

Dear Grant Selection Committee:

I am writing on behalf of the Friends of the Trolley Trail in support of the City of Gladstone's request for Regional Flexible Funds for final design, engineering, environmental, and permitting work for the Trolley Bridge.

The Trolley Bridge will serve as a vital link to the Trolley Trail, which connects the Springwater Corridor Trail, Downtown Milwaukie, and the MAX Orange line with Downtown Gladstone, Downtown Oregon City, and points in-between. Currently, this trail “dead ends” in Gladstone. 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.

Currently, pedestrians' and bicyclists' best option for connecting to these important destinations is McLoughlin Boulevard/Highway 99E. This connection is treacherous for people walking or biking – serving as a major deterrent to these alternative modes. Another bridge option is 82nd Drive; but it is at some distance from the Trolley Trail alignment of Portland Avenue in Gladstone; moreover, this bridge is subject to occasional closure by its owner, WES.

The McLoughlin Corridor has long been dominated by motorized vehicles – cars and trucks. This is reflected in auto-dominant uses and built forms along McLoughlin and neighboring commercial areas. We believe the Trolley Trail represents an opportunity to catalyze positive change in the area, spurring patterns of development that better align with our region's growth principles – higher density, mixed-use development, transit supportiveness, and walkability. 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.

The “Friends of the Trolley Trail” was formed prior to December 2001 when Metro purchased the existing Union Pacific Rail right-of-way with our Green Spaces Bond Measure money. One of our lobbying points for the purchase of the former Trolley right-of-way was, and still is, that it is a great “link” in the Regional Trail System now known as the Intertwine. Several other connections, such as the Trolley Trail through Milwaukie to the Springwater Trail, have been completed since then, making this an even more valuable connector in the envisioned Intertwine. The bridge over the Clackamas River connecting Gladstone and Oregon City was to be another critical link in the envisioned Intertwine. We strongly support replacement of the Trolley Bridge.

Respectfully Submitted,

Thelma Haggemiller, Logistics Coordinator
Friends of the Trolley Trail
Thelma.Haggemiller@gmail.com
503-659-5590 Office/Voice Mail
3405 SE Westview Ave., Oak Grove OR 97267-4636

cc: Jacque Betz, Gladstone City Administrator

October 2, 2019

RE METRO Regional Flexible Funds – Gladstone Bridge

To the Selection Committee,

Today, I write in support of the City of Gladstone's application related to the engineering, etc., of a bridge over the Clackamas River. I am writing as an individual, who is also the Chair of the Jennings Lodge Community Planning Organization (CPO). Unfortunately, the CPO will not have a business meeting prior to the comment deadline.

The reasons I support Gladstone's efforts are multi-fold.

As a land use planner in the 1980's, I was hired by Clackamas County as one of two historic resource specialists to conduct a cultural resource inventory throughout the County, including Gladstone. It was our assumption – now proved to be quite erroneous – that historic resources would continue to be identified, researched and recognized as part of regular and periodic comprehensive plan updates. (Silly us!)

HISTORIC RESOURCE 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. (The trolley right-of-way should be nominated to the National Register of Historic Places. Further, with a little more documentation, individual owners whose properties were related to the trolley, could easily nominate their homes, etc. to the National Register. All of which could lead to more benefits to the region.)

RECREATION As a resident of Jennings Lodge, an area that was deemed "park deficient" over 25 years ago, looking for ways to create recreation opportunities are extremely limited. While our area may see few parks of large or even smaller acreage in the future, we can take advantage of the Trolley Trail and create what was coined "a string of pearls" along the Trolley Trail. With the construction of the proposed bridge, the Clackamas River would be accessible to more people throughout the seasons.

TRANSPORTATION + ECONOMIC DEVELOPMENT Today, as a bike/ped resource, the Trolley Trail is an asset that has only partially realized its full value for the Gladstone community and the surrounding region. The construction of said bridge at the southern terminus of Portland Avenue (connecting the Gladstone and the Trolley Trail to the Oregon City lagoon development, the Oregon City Shopping Center and Downtown Oregon) would be quite an attractor and serve as a strong incentive in the realm of multi-modal transportation. And, visa versa, having the connector over the Clackamas should drive traffic (figuratively and literally) to Gladstone and points north and south. This can only be a good – perhaps great – thing for downtown Gladstone, which appears stagnant to the casual observer. (I think of the butcher shop I used to frequent at the southern end of Portland Avenue at Arlington. It seems the fence surrounding the charred basement is a sad monument to a building that burned a long, long time ago.)

Over the past 30+ years, I have worked closely with members of business community and had the pleasure of participating in a tour of the area with staff and members of the County's Economic Development Commission in March 2019r. The proposed bridge was an important point on the tour; several members noted its unique potential.

The construction of the proposed bridge in Gladstone and the stimulus this should cause in redevelopment of the Gladstone "main street" will undoubtedly generate a significant impact to Gladstone and surrounding area if focused in a timely manner.

So, for the recognition of our collective history, for future economic development and maximizing transportation and recreational opportunities, I hope that METRO will fund this request and support of the building of this bridge across the Clackamas River as proposed by the City of Gladstone.

For our community,

Jane Morrison
971-666-1153
Janem97211@gmail.com



The Confederated Tribes of the Grand Ronde Community of Oregon
Umpqua Molalla Rogue River Kalapuya Chasta

Tribal Council
Phone (503) 879-2301
Fax (503) 879-5964

1-800-422-0232
9615 Grand Ronde Road
Grand Ronde, OR 97347

October 3, 2019

Christina Robertson-Gardiner, Senior Planner
698 Warner Parrott Rd
Oregon City, OR 97045

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – The Willamette Falls Shared Use Path & 99E Corridor Enhancement Project

Dear Christina:

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 (Highway 99E Biking and Walking Program – Oregon City).

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. The first phase of the Riverwalk will restore public access to Willamette Falls. This portion of Highway 99E, in its current condition, creates a perceived barrier to that connection.

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.

This project helps to implement the Oregon City Transportation Demand Management “park once” philosophy, where vehicle drivers will feel comfortable with parking within the Regional Center and walking multiple blocks to their destinations. This disperses the need for parking throughout the district and reduces the perception of reduced parking options in any one particular area.

Thank you for your time and consideration. The Tribe looks forward to working with you on these improvements.

Hayu Masi (Many Thanks),

Cheryl A. Kennedy
Tribal Council Chairwoman

Treaties

Rogue River 1853 & 1854 ~ Umpqua-Cow Creek 1853 ~ Chasta 1854 ~ Umpqua & Kalapuya 1854

Willamette Valley 1855 ~ Molalla 1855



P.O. Box 2
Gladstone, Or. 97027

October 7, 2019

Metro – Regional Flexible Fund Selection Committee
600 NE Grand Avenue
Portland, Oregon 97232

Re: 2022-2024 Regional Flexible Funds Allocation (RFFA) – Trolley Bridge

Dear Grant Selection Committee:

On behalf of the Rotary Club of Gladstone/Oak Lodge, I am writing in support of the City of Gladstone’s request for Regional Flexible Funds. Gladstone is seeking funding for final design, engineering, environmental, and permitting work for the Bridge.

The Trolley Bridge will serve as a vital link in the Trolley Trail, which is envisioned to connect the Springwater Corridor Trail, Downtown Milwaukie, and the Orange line MAX with Downtown Gladstone, Downtown Oregon City, and points in-between. Currently, this trail “dead ends” in Gladstone. 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 construction start in 2020), West Linn, and points beyond.

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.

Rotary as an organization, focuses on efforts that promote peace and conflict resolution, water and sanitation, basic education and literacy, and economic and community development. 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. As the population continues to grow, it is important that we continue to provide opportunities such as Trolley Bridge Project to foster economic and cultural advancement and understanding.

The McLoughlin Corridor has long suffered from the domination of motorized vehicles – cars and trucks. This is reflected in auto-dominant uses and built forms along McLoughlin and other commercial areas. We believe that the Trolley Trail represents an opportunity to catalyze positive change in the area, spurring patterns of development that better align with our region’s growth principles – higher density, mixed use development, transit supportiveness, and walkability. 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.

Respectfully Submitted,



Colin Black, President
Rotary Club of Gladstone/Oak Lodge
P.O. Box 2
Gladstone, Or. 97027

cc: Jacque Betz, Gladstone City Administrator

October 7, 2019

Metro Council:

On behalf of the school districts in East Multnomah County (Centennial, Corbett, David Douglas, Gresham-Barlow, Parkrose, and Reynolds), I appreciate the opportunity to offer input on the use of flexible funding dollars. While the region's policy aims are all worthwhile, I encourage you to particularly prioritize equity and safety.

With roughly half of students in Multnomah County attending school in an East County district, many of our students travel to school on or near high-traffic thoroughfares east of 82nd Avenue. Also east of 82nd Avenue one finds the majority of high-crash intersections in Portland as well as the highest density of low-income communities and communities of color.¹ Many of these areas were identified in the Safe Routes to Schools Planning Report prepared by PBOT as needing improvements, particularly improved sidewalks and crossings.²

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.

I absolutely understand the need to consider congestion and its impact on the climate. However, until we build roadways that are truly safe for pedestrians and cyclists, we will continue to see families opt for motor vehicles. Let me restate that: we will continue to see families who can afford to, opt for motor vehicles. And we will continue to see families who cannot afford alternative means of transportation risking their safety along high-crash corridors.

If you really want to invest in the immediate well-being of neighborhoods throughout the region, you will prioritize safety and equity as you choose where to spend these dollars. On behalf of students, your neighborhood schools in East Multnomah County are asking you to do so.

Sincerely,

Stacy Michaelson
Government Affairs Administrator
East Multnomah County Schools
smichaels@mesd.k12.or.us
503-508-8153

¹ <https://www.portlandoregon.gov/transportation/54892>

² <https://www.portlandoregon.gov/transportation/article/625882>

Superintendent *Sam Breyer*

Board of Directors *Jessica Arzate* ♦ *Mary Botkin* ♦ *Kristin Cornuelle* ♦ *Siobhan Burke* ♦ *Michael Durrow* ♦ *Susie Jones* ♦ *Helen Ying*

Appendix E: Comments received, letters, and engagement report for 2022-24 regional flexible funds | October 2019 31



PROTECTING YOUR
RIGHT TO ROAM

October 7, 2019

Metro Council

Re: 2020 Regional Flexible Funding for Transportation Projects

Oregon Walks is the state's pedestrian advocacy organization that works to make walking a safe, convenient, and accessible transportation option in every community, for every Oregonian.

We commend your efforts in evaluating and prioritizing projects eligible for regional flexible funding (FRRRA) based on their opportunity to affect and benefit equity, safety, and climate. Putting our resources into better and more complete sidewalks, safer crossings, Vision Zero safety measures, and bicycle infrastructure is key to achieving the outcomes outlined in the 2018 Regional Transportation Plan and in ensuring the safety, equity, and environmental health of our region.

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.

Sincerely,

Jed Hafner
Oregon Walks Plans & Projects Committee



October 7, 2019

To: Metro Council and interested parties

From: Kari Schlosshauer, Senior Policy Manager, Safe Routes Partnership

RE: Regional Flexible Funding Allocation (RFFA)

The Safe Routes Partnership, working in Oregon via the Pacific Northwest Regional Network, works to advance safe walking and bicycling to and from schools, to improve the health and wellbeing of kids and families of all races, income levels, and abilities, and to foster the creation of healthy communities for everyone. Our charge is to build support for policies and funding in the region to support students and families to be able to walk and roll to and from school and in their communities, including through safe and convenient access to transit, and we work to ensure that those in our community who have the fewest options for transportation are given the most opportunities for better ways to get around. 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.

Thank you for the opportunity to comment on regional flexible funding for transportation projects through the RFFA process, we greatly appreciate the work that has been put in to analyzing and scoring these projects. We are glad to see the four values brought forward from the RTP to this process: equity, safety, climate, and congestion; in our analysis and support of projects, we prioritized those projects with the greatest equity benefit. Further, we noted in our analysis that many of the projects are on or near to the T2020 corridors currently under consideration – T2020 is limited in scope, and we have heard feedback from community members living and traveling along those corridors about the outsized needs, especially related to safety and active transportation access. Many of these RFFA projects will help make T2020 stronger by building out more projects on corridors that have already been identified for needed investments.

With that in mind we support the following projects in the prioritization, in this order:

Project	Equity score	T2020?	Cost	AT/Freight
M1: 122nd	5.8	Yes	4,543,700	AT
M6: MLK	5.6	Yes	4,123,000	AT
W1: Aloha Transit Access	5.4	Yes	5,193,684	AT
M9: Stark-Washington	5.4	Yes	5,332,000	AT
M11: Willamette Blvd	4.8	No	4,456,000	AT
C2: Courtney Ave	4.6	Yes	5,079,992	AT
W5: Council Creek Trail	4.6	Yes	1,345,950	AT

1

Safe Routes Partnership | Pacific Northwest Regional Network
www.saferoutespartnership.org/pacific-northwest



C4: Hwy 99E	4.0	Yes	673,000	AT
M4: Cully-Columbia	4.0	Yes	3,434,193	Freight
M5: Gresham Division Street	4.0	Yes	5,240,760	AT
C5: Monroe Greenway	3.6	Yes	3,860,788	AT
C6: Trolley Trail	3.6	Yes	1,228,800	AT
M3: CCIM Belmont/Morrison	3.0	Yes	4,523,400	AT
W4: Cornelius Pass bike/ped bridge	3.8	No	628,110	AT

Freight/Economic Development

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. In future RFFA rounds, it may well be the case that freight projects need to be considered differently, as has been discussed at TPAC, but we caution Metro Council and JPACT against lowering standards or setting different goals for the region in order to do so. Freight projects must also be providing Safety, Equity, Climate, and Congestion benefit to the region, perhaps even more so considering the reliance on use of large, heavy, and dirty vehicles in our neighborhoods. We suggest that, perhaps, freight projects proposed by local agencies themselves need to be fundamentally different, in order to serve our region and achieve our shared goals.

Future RFFA Cycles

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. The evidence demonstrates clearly that all of these outcomes can be best achieved through [targeted universalism](#): “A targeted universal strategy is one that is inclusive of the needs of both the dominant and the marginal groups, but pays particular attention to the situation of the marginal group.” By weighting racial equity in RFFA investments in the future, the region will ensure those historically and currently marginalized communities will benefit, and the region will see progress on all of our values.

Thanks again for the opportunity to comment, and we look forward to tracking this conversation in the next RFFA cycle.

Kari Schlosshauer | 503-734-0813 | kari@saferoutespartnership.org



Dear Selection Committee:

On behalf of Harsch Investment Properties, I am submitting this letter requesting Metro funding to improve access along Division Street in Gresham to the Gresham Station Shopping Center. 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.

It is my understanding that Metro and the City of Gresham have determined that this segment of the Division corridor warrants regional priority for investment, and we at Harsch wish to convey our support for the City's request for funding. As a dedicated, local owner, Harsch continues to invest in the community along with our neighbors and the City of Gresham as stakeholders in the Civic neighborhood.

In addition to pedestrian and bicycle facilities, TriMet's forthcoming Bus Rapid Transit along Division will benefit the residents and businesses with enhanced transportation options. We believe that this project and the funding opportunity through the regional flexible funding transportation program will vastly improve efficacy, accessibility, safety, and efficiency of multimodal transportation to community hubs like Gresham Station.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jay Fetherston', is written over a light blue circular stamp.

Jay Fetherston

Harsch Investment Properties