

Engagement report

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

October 2019

**APPENDIX F: COMMENTS RECEIVED, TESTIMONIES**



[THE FOLLOWING TEXT IS THE BYPRODUCT OF THE CLOSED CAPTIONING OF THIS PROGRAM. THE TEXT HAS NOT BEEN PROOFREAD AND SHOULD NOT BE CONSIDERED A FINAL TRANSCRIPT.]

>> PETERSON: I WOULD LIKE TO CALL THE REGIONAL FLEXIBLE FUNDS ALLOCATION TO ORDER.

>> WE ARE IN THE THIRD FLOOR OF THE BUILDING, IN THE EVENT OF A FIRE OR FIRE ALARM, EXIT OUT THE NORTHEAST CORNER OF THIS ROOM, GO DOWN THE STEPS TO THE SECOND FLOOR AND EXIT BY THE RECEPTION DESK.

WE WILL MEET IN THE COURTYARD OUTSIDE THE ENTRANCE.

IN THE EVENT OF A MEDICAL OR FIRE EMERGENCY CALL 9-1-1.

THE DEFIBRILLATOR IS DOWNSTAIRS.

>> PETERSON: AWESOME, THANK YOU.

WE WILL START THE PUG HEARING PROCESS.

REGIONAL FLEXIBLE FUNDS ALLOCATION PROPOSALS.

WE ARE OPENING A HEARING ON REGIONAL FLEXIBLE FUNDS.

THEY ARE A PART OF THE FUNDS THAT COME TO THE GREATER PORTLAND REGION.

ALLOWING FOR GREATER FOCUS AND TRANSPORTATION CHALLENGES IN THE REGION.

AFTER A THREE-YEAR DISCUSSION TO IDENTIFY PORTLAND'S GREATEST TRANSPORTATION NEEDS, FOREIGN INVESTMENT PRIORITIES EMERGED.

EQUITY, SAFETY, CLIMATE, RESPONSIBILITY AND CONGESTION MANAGEMENT.

JPACT AND COUNCIL SAY THEY SHOULD ALIGN THROUGH FOUR WITH ACCESS TO WALKING, BIKING AND ACCESS TO TRANSIT AND FREIGHT.

WE HAVE ASKED THE PUBLIC TO HELP DECIDE WHERE AN ESTIMATED 43 MILLION WILL BE SPENT IN THE 2022-2024 FUNDING CYCLE.

THE COMMENT PERIOD CONTINUES THROUGH OCTOBER 7.

WE INVITE EVERYONE TO PARTICIPATE AND VISIT OREGONMETRO.GOV/RFAFA.

JPACT AND COUNCIL WILL CONSIDER WHAT WE HEAR TODAY AND COMMENT AVENUES TO MOVE FORWARD WITH THESE IMPORTANT PROJECTS TO MAKE IT EASIER FOR PEOPLE TO GET AROUND THE GREATER PORTLAND REGION.

ON BEHALF OF THE METRO COUNCIL, I THINK ALL OF THE

PARTICIPANTS COMING IN TO SPEAK.

WE WILL START WITH A PRESENTATION FROM STAFF AND OPEN A PUBLIC HEARING.

I WILL ASK DAN TO COME UP AND MAKE A BRIEF PRESENTATION.

AND GIVE US AN OVERVIEW.

THANK YOU.

>> THANK YOU VERY MUCH.

GOOD EVENING COUNCIL PRESIDENT PETERSON, JPACT CHAIR CRADDICK, I'M THE PROJECT MANAGER FOR THE REGIONAL FLEXIBLE FUNDS ALLOCATION.

I'M HERE TO PROVIDE A BRIEF INTRODUCTION TO PROVIDE CONTEXT FOR THE HEARING THIS EVENING.

SO AS YOU MENTIONED IN YOUR REMARKS, PRESIDENT PETERSON, THE REGIONAL FLEXIBLE FUNDS ARE A PART OF THE FUNDING PICTURE.

2022-2024, WE HAVE AN ESTIMATED \$145 MILLION TOTAL AVAILABLE.

THAT IS NOT A LOT OF MONEY FOR TRANSPORTATION INVESTMENTS.

AND THESE FUNDS ONLY REPRESENT A SMALL PERCENTAGE OF THE TOTAL TRANSPORTATION DOLLARS BEING SPENT IN THE

REGION BY OUR PARTNERS AT THE STATE, COUNTIES AND CITIES.

BUT THIS IS AN IMPORTANT PIECE OF THE FUNDING BECAUSE IT CAN BE USED FOR MANY TYPES OF NEEDS.

IT HAS ALLOWED THE REGION OVER TIME TO MAKE THOUGHTFUL AND STRATEGIC INVESTMENTS FOR A MULTIMODAL TRANSPORTATION SYSTEM THAT MEETS OUR REGION'S GOALS.

THE FIRST STEP OF THE POLICY CONTINUES REPAYMENT OF BONDS FOR CAPITAL INVESTMENTS AND PROJECT DEVELOPMENT WORK ON LARGER SCALE PROJECTS.

IT CONTINUES REGIONWIDE AND OTHER STRATEGIC INVESTMENTS TO MAXIMIZE USE OF THE TRANSPORTATION SYSTEM.

THE SECOND STEP IS THE AMOUNT DESIGNATED FOR LOCAL CAPITAL PROJECTS AND IS THE SUBJECT OF THIS HEARING TONIGHT.

THERE IS AN ESTIMATED \$43 MILLION AVAILABLE FOR PROJECTS IN TWO CATEGORIES, ACTIVE TRANSPORTATION AND COMPLETE STREETS AND FREIGHT AND ECONOMIC DEVELOPMENT.

THE FLEXIBLE FUNDS POLICY CARRIES FORWARD THE FOUR INVESTMENT PRIORITIES, WHICH EMERGE FROM THE REGIONAL TRANSPORTATION PLAN DISCUSSIONS.

THE CALL FOR FLEXIBLE FUNDS PROJECT PROPOSALS FOCUSED ON GATHERING INFORMATION HOW PROJECTS WOULD DEMONSTRATE IMPROVEMENTS IN THESE FOUR POLICY AREAS.

WE RECEIVED A TOTAL OF 23 PROJECT PROPOSALS AND THOSE ARE UNDER CONSIDERATION TODAY.

INCLUDED IN YOUR HEARING MATERIALS TODAY IS A TECHNICAL EVALUATION SUMMARY, THE TECHNICAL RATING OF EACH OF THE PROJECTS.

IN EACH OF THE FOUR PROJECT AREAS, PROJECTS WERE ANALYZED IN TWO WAYS.

THE EVALUATION TEAM LOOKED AT THE OPPORTUNITY, WHICH IS REFLECTED BY THE LEVEL OF IMPROVEMENT THAT IS NEEDED IN THE PROJECT AREA AND THE BENEFIT MEASURED BY THE DEGREE OF THE PROPOSED PROJECT IMPROVED UPON THE EXISTING CONDITIONS.

THESE OUTCOMES ARE ILLUSTRATED IN A SERIES OF RADAR CHARTS.

EACH OF THE EIGHT TECHNICAL RATINGS WERE PLOTTED AROUND THE CHART AND CONNECTED WITH A LINE, AS YOU SEE HERE.

FURTHER FROM THE CHART REPRESENT HIGHER TECHNICAL RATING POINTS CLOSER TO THE

CENTER INDICATE A LOWER TECHNICAL RATING.

THESE TECHNICAL RATINGS, THOUGH, ONLY PROVIDE ONCE SOURCE OF INFORMATION TO DECISION MAKERS AND THEIR WORK TO DEVELOP A PACKET OF PROJECTS.

IT IS IMPORTANT TO HEAR FROM COMMUNITY LEADERS AND CITIZENS ABOUT WHAT THESE WILL MEET IN THE CITIES AND COUNTIES IN THE REGION.

WE ARE IN A 30-DAY COMMENT PERIOD TO GATHER THE PUBLIC'S INPUT.

IN ADDITION TO TESTIMONY, THERE ARE ADDITIONAL WAYS TO PROVIDE COMMENT.

WE RECEIVED OVER 2,000 COMMENTS IN THIS COMMENT PERIOD SO FAR WHICH INDICATES THE LEVEL OF REGIONAL INTEREST IN THIS IMPORTANT SOURCE OF TRANSPORTATION FUNDS.

SO TO WRAP UP, THE INFORMATION WE ARE GATHERING THROUGH THIS HEARING AND THE PUBLIC COMMENT PERIOD WILL BE USED ALONG WITH THE PROJECT TECHNICAL RATINGS AND RISK ASSESSMENT REPORT TO HELP COUNTIES AND THE CITY OF PORTLAND INDICATE THE PRIORITIES.

ALL THAT INFORMATION WILL BE USED BY TPAC AND JPACT TO

RECOMMEND A LIST OF PROJECTS TO RECEIVE FUNDING.

THE REGION WILL BE WORKING THROUGH THE FALL TO DEVELOP THIS PACKAGE OF PROJECTS.

THAT DECISION WILL BE BROUGHT BACK IN JANUARY FOR YOUR CONSIDERATION AND ACTION.

SO, AGAIN, THERE ARE MULTIPLE WAYS TO PROVIDE COMMENTS ON THE PROJECT.

AS YOU CAN SEE HERE, BESIDES THE ONLINE SURVEY, WE ACCEPT COMMENTS VIA E-MAIL, OVER THE PHONE OR GOOD OLD U.S. MAIL AS WELL.

PLEASE SUBMIT YOUR COMMENTS BY OCTOBER 7 AND I WANT TO THANK EVERYONE FOR COMING OUT HERE TONIGHT TO PROVIDE YOUR THOUGHTS.

>> PETERSON: THANK YOU, DAN.

ANY QUESTIONS FOR DAN BEFORE WE OPEN THE PUBLIC HEARING.

COUNCILOR GONZALEZ AND LEWIS.

>> GONZALEZ: I HAVE A FEW QUESTIONS SO I WILL BE BRIEF.

HISTORICALLY, THIS IS MY FIRST HEARING FOR REGIONAL FLEXIBLE FUNDS.

WHEN WE HAVE A SET OF REQUESTS AND PROJECTS AS WE DO HERE WHERE THE AMOUNT OF REQUESTS IS MORE THAN THE

AMOUNT OF MONEY AVAILABLE, DO WE USUALLY USE THE PARTIAL FUND -- DO WE PARTIALLY FUND ALL OF THE PROJECTS OR A LARGE GROUP OF PROJECTS KNOWN AS SPREAD THE PEANUT BUTTER STRATEGY OR FULLY FUND A FEW PROJECTS THAT HAVE REQUESTED FUNDING?

>> I THINK TYPICALLY THE PREFERENCE IS TO FULLY FUND PROJECTS.

THERE HAVE BEEN INSTANCES WHERE PROJECTS HAVE REQUESTED BOTH CONSTRUCTION AS WELL AS PROJECT DEVELOPMENT FUNDING.

AND THE FUNDING REQUEST HAS JUST BEEN AWARDED FOR THE PROJECT DEVELOPMENT WORK.

DO THE FIRST PHASE OF THE PROJECT NOW, FUND THE REST OF IT LATER.

BUT TYPICALLY, WE TRY TO FUND PROJECTS IN THEIR ENTIRETY.

>> GONZALEZ: OKAY.

CAN I FOLLOW UP WITH ANOTHER QUESTION?

>> PETERSON: YES.

>> GONZALEZ: HAS THE DEPARTMENT OR PROGRAM INCORPORATED ANY OF THE RACIAL EQUITY STRATEGIES OR ENGAGING OUR COMMUNITY-BASED ORGANIZATIONS OR IS

PRIMARILY A PUBLIC SURVEY OR ENGAGING WITH JURISDICTIONS.

JUST WONDERING WHAT THAT STRATEGY IS.

>> RIGHT.

WELL, WE MADE THIS PUBLIC COMMENT PERIOD KNOWN TO ALL OF OUR COMMUNITY EQUITY PARTNERS.

IN ADDITION, THE SURVEY HAS BEEN TRANSLATED INTO I BELIEVE FOUR OR FIVE ADDITIONAL LANGUAGES BESIDES ENGLISH.

SO WE HAVE WORKED VERY HARD TO MAKE SURE WE ARE CAPTURING THE INPUT FROM THE ENTIRETY OF OUR COMMUNITY HERE IN THE REGION.

>> GONZALEZ: THANK YOU, DAN.

>> PETERSON: COUNCILOR LEWIS.

>> LEWIS: TWO QUICK QUESTIONS REGARDING THE SCORING.

IT IS HARD TO SEE A PROJECT YOU CAN SEE TRANSFORMATIVE TO YOUR COMMUNITY REPRESENTED BY A POLYGON.

HOW DID WE PUT TOGETHER OUR INDEPENDENT PANEL OF FIVE PEOPLE.

IF MY MEMORY SERVES ME, HOW DO WE GATHER THOSE FOLKS?

>> IT WAS COMPRISED OF STAFF MEMBERS AT AGENCIES WHO

WERE NOT APPLYING FOR ANY OF THE FUNDING.

SO IT IS COMPRISED OF THE STAFF PERSONNEL FROM ODOT, TRI MET, PORTLAND STATE UNIVERSITY, THEIR TRANSPORTATION THINK TANK THERE.

AND TWO STAFF MEMBERS FROM METRO.

>> LEWIS: GREAT, THANK YOU.  
SECOND QUESTION.

IN TERMS OF BENEFIT VERSUS OPPORTUNITY, IF YOU COULD SEE A WORLD IN THIS YOU ARE KIND OF GRADING ON THAT CURVE AND BENEFIT OUTWEIGH THE OPPORTUNITY, IS THAT BECAUSE YOU ARE GRADING TOWARDS WHAT IS POSSIBLE AND SO THUS THE BENEFIT MAXIMIZES THE OPPORTUNITY, EVEN IF THE OPPORTUNITY IS SMALL?

DOES THAT MAKE ANY SENSE?

>> YEAH.

WHAT I THINK YOU ARE SAYING IS A PROJECT THAT IS REALLY WELL DESIGNED, DOES THAT SCORE HIGHER?

WELL, WE TRY TO LOOK AT THOSE TWO THINGS INDEPENDENTLY OF EACH OTHER.

>> LEWIS: OKAY.

>> THERE IS KIND OF A SPECTRUM, FOR EXAMPLE, IN TERMS OF PROJECT ELEMENTS.

SO A PAINTED BIKE LANE NEXT TO A SIDEWALK IS KIND OF AT ONE END OF THE SPECTRUM.

A FULLY SEPARATED AND PROTECTED BIKE AND PEDESTRIAN WAY IS AT THE OTHER END.

THAT WOULD RECEIVE A HIGHER BENEFIT SCORE VERSUS JUST A BASIC KIND OF BIKE LANE.

THOSE ARE KIND OF THE TRADEOFFS THAT WE LOOKED AT IN SCORING THE PROJECTS.

DOES THAT ANSWER YOUR QUESTION?

>> LEWIS: I THINK SO.

THANK YOU.

>> PETERSON: ANY OTHER QUESTIONS BY COUNCIL?

SEEING NONE, THANK YOU, DAN.

MUCH APPRECIATED.

THANKS FOR ALL THE HARD WORK GETTING US TO THIS POINT.

I'M GOING TO OPEN UP THE PUBLIC TESTIMONY PORTION OF THIS HEARING AND ASK THE FIRST FOUR PEOPLE TO COME UP AND SIT ACROSS THE DAIS HERE AND FIRST UP WE WILL ALLOW FOR REPRESENTATIVE POWER TO COME UP.

>> WITH GUESTS.

>> PETERSON: AND THEN MAYA ARGUWAL, BERNIE STOUT AND JOHN WASHINGTON.

THANKS FOR BEING HERE.

**Karin Power, State Representative, House District 41**

>> FOR THE RECORD, MY NAME IS KARIN POWER, STATE REPRESENTATIVE FOR HOUSE DISTRICT 41.

I'M HERE WITH GRADY, WE WOULD OTHERWISE BE BIKING RIGHT NOW.

WE PICK HIM UP FROM SCHOOL IN HIS BURLY, BECAUSE IT BEATS TRAFFIC MOST OF THE TIME.

I WANT TO HIT ON A COUPLE OF HIGHLIGHTS AND HIT MY TALKING POINTS BEFORE I TALK TO YOU ABOUT WHY WE CAME DOWN AT 5:00 ON A THURSDAY AND RAN ALL OVER TOWN TO GET HERE BECAUSE THIS IS INCREDIBLY IMPORTANT TO MILWAUKIE AND CONNECTING AREA.

I WAS A MILWAUKIE CITY COUNCILOR AND GIVEN THE CITIZEN ENGAGEMENT THE CITY HAS DONE TO GET TO THIS POINT.

THE MONROE GREENWAY WILL CREATE A CONTINUOUS FOUR-MILE BIKE WAY FROM DOWNTOWN MILWAUKIE TO 405 IN MULTIUSE PATH.

ONCE COMPLETE IT WILL BE THE THROUGH LINE AND SPINE OF MILWAUKIE'S ACTIVE TRANSPORTATION NETWORK CONNECTING THE ORANGE AND THE GREEN LINE, TROLLY TRAIL, 17th AVENUE BIKE PATH, MULTIUSE PATH, SCHOOLS, HOSPITALS AND OTHERS, TO WHICH YOU AND A NUMBER OF OTHER PARTNERS HAVE INVESTED HEAVILY TO MAKE ACCESSIBLE FOR EVERYONE.

THIS APPLICATION ALONG WITH THE OTHER SOURCES OF FUNDING PROCURED, THOSE IN THE WORKS, WILL ALLOW THE CITY TO COMPLETE 2.2 MILES OF THE GREENWAY, MAKING A SIGNIFICANT DIFFERENCE IN ADDRESSING THIS GAP IN THE NEXT FIVE YEARS.

THE CITY IS USING LOCAL FUNDING AND PRIVATE DEVELOPMENT OPPORTUNITIES TO CONSTRUCT THE GREENWAY IN PARTNERSHIP WITH THE STATE OF OREGON.

OREGON'S ODOT'S 2021-2024 DRAFT INCLUDES CROSSING IMPROVEMENTS AT 224 AND MONROE AND \$3 MILLION IN SAFETY –

>> PETERSON: HE IS FLIRTING.

>> HE IS FAMILIAR WITH YOU ALL.

HE IS NOT SHY ABOUT MAKING SURE ATTENTION COMES BACK TO HIM.

THIS WILL BE A VERY MEANINGFUL HIGH-IMPACT PROJECT.

I ASK YOU TO JOIN OUR STATE, CITIZENS AND LOCAL PARTNERS IN INVESTING IN THIS.

GRADE AND I WERE TALKING IN THE CAR HERE, HOW MUCH DO YOU LOVE BIKING TO SCHOOL?

IS IT THE MOST FUN OR ARE YOU NOT GOING TO TALK?

HOW DO WE GET TO SCHOOL?

DO WE WALK?

NO.

HOW DO WE GET TO SCHOOL?

IS IT YOUR FAVORITE PART?

DO YOU LIKE THE COW BELL?

YEAH.

DO WE HAVE A SNACK WHEN I PICK YOU UP, TOO?

DON'T YOU WISH ALL THE KIDS COULD GET ACROSS MILWAUKIE?

DO YOU THINK IT WOULD BE FUN IF WE COULD BIKE ACROSS THE BIG HIGHWAY AND VISIT THE PARKS OVER THERE?

YEAH.

SO RIGHT NOW 224, WE REALLY ONLY FUNCTIONALLY HAVE THREE LANES AVAILABLE TO US.

THREE THROUGH LANES THROUGH MILWAUKIE.

WE HAVE A GREAT DOWNTOWN OLD CORE GRID THAT THE CITY IS ACTIVELY MAKING BEST USE OF FOR MULTIUSE.

THIS IS OUR BEST WAY TO GET ACROSS TOWN AND OUR FUNCTIONALLY ONLY ONE FOR THOSE WHO WALK OR BIKE.

THANK YOU.

>> PETERSON: THANK YOU.

MUCH APPRECIATED.

THANK YOU FOR BEING SUCH A GREAT PARTNER WITH THIS REGION AND TECHNICAL AND AMAZING EXPERT YOU ARE IN THE LEGISLATURE FOR ALL OF US.

SO THANK YOU.

>> THANKS.

>> PETERSON: THANK YOU FOR BEING HERE.

YOU WANT TO WAVE BYE?

## **Maya Agarwal, City of Portland Parks and Recreation**

>> I'M REPRESENTING PORTLAND PARKS AND RECREATION BUREAU.

THE PORTLAND'S REGION ICONIC SPRINGWATER CORRIDOR IS A MULTIUSE TRAIL THAT PROVIDES ACTIVE TRANSPORTATION, RECREATION AND HABITAT.

THIS TRAIL IS ONE OF THE MOST HEAVILY USED TRAILS IN THE PORTLAND METRO REGION CONNECTING THOUSANDS OF RESIDENTS ACROSS THE REGION TO EMPLOYMENT AND RECREATION IN CENTRAL CITY INCLUDING THE WILLAMETTE RIVER GREENWAY.

LET'S CONSIDER THE DAILY USE OF THE TRAIL TO CONSIDER HOW IMPORTANT IT IS TO THE REGION.

IN 2017, DURING A TWO-HOUR WINDOW ON A WEEKDAY, THE ENTIRE LAKE OF THE SPRINGWATER CORRIDOR FROM PORTLAND TO BORING CARRIED 2,200 BICYCLISTS AND PEDESTRIANS.

THAT IS JUST A TWO-HOUR SNAPSHOT OF THE TRAIL'S REGIONAL SIGNIFICANCE.

WHILE MOST OF THE SPRINGWATER IS COMPLETE TODAY, THE SPRINGWATER TO 17th TRAIL CONNECTION PROJECT IS A .4 MILE CRITICAL CONNECTION THAT WILL NEARLY FINALIZE THE CORRIDOR.

THESE IMPROVEMENTS ARE INSIDE AND OUTSIDE OF RIGHTS-OF-WAY, TRAIL, NEIGHBORHOOD GREENWAY AND WHITESIDE WALK.

COMPLETION OF THIS PROJECT WILL PROVIDE A SAFE AND COMFORTABLE ROUTE CONNECTING DOWNTOWN PORTLAND TO EAST PORTLAND AND OTHER COMMUNITIES.

THIS WILL ADVANCE EQUITY ACROSS THE REGION BY ENCOURAGING WALKING, BICYCLING AND ROLLING FOR DISADVANTAGED POPULATION WHICH MAY FACE DECREASED TRANSPORTATION OPTIONS.

IT WILL PROVIDE A SAFE ROUTE THAT IS ADA ACCESSIBLE AND SEPARATED FOR MOST OF ITS LENGTH FROM MOTOR VEHICLE TRAFFIC.

IT WILL ADDRESS CLIMATE SMART STRATEGY AND REDUCE MOTOR VEHICLE TRIPS AND REDUCE THE NEED FOR THROUGH WAY EXPANSION.

THIS HAS GONE THROUGH THE PLANNING STAGE AND HAVE ASSIGNED ENGINE EAR'S COST ESTIMATE.

THE PARKS AND REC HAVE COMBINED WITH THE CITY OF PORTLAND BUREAU OF TRANSPORTATION, RAIL AND PUBLIC TRANSIT DIVISION, CITY OF MILWAUKIE, OREGON PACIFIC RAILROAD COMPANY.

ALL OF THEM ARE SUPPORTIVE OF THE PROJECT.

THIS PROJECT IS READY TO CONTINUE THE MOMENTUM OF FILLING IN THE LAST GAPS OF OUR BELOVED SPRINGWATER CORRIDOR AND MOVE FORWARD INTO DESIGN AND CONSTRUCTION.

WE ASK METRO COUNCIL TO AWARD 2022-2024 REGIONAL FLEXIBLE FUNDS ALLOCATION TO THIS PROJECT.

THANK YOU.

>> PETERSON: THANK YOU.

I FAILED TO LET EVERYBODY KNOW, THERE IS A THREE-MINUTE CLOCK ON THE TESTIMONY.

JUST MAKE SURE THAT EVERYBODY KNOWS THAT.

THAT IS WHAT THAT DINGER WAS.

BUT, THANK YOU FOR COMING IN TODAY.

MR. STOUT.

### **Bernie Stout**

>> I CAN KEEP IT SHORT.

I'M FOLLOWING KARIN POWERS ON MONROE STREET GREENWAY.

I LIVE IN THE CENTRAL PART OF IT, BEEN THERE 17 YEARS.

OBSERVED ADDLES OF NEW HOUSES, TWO SUBDIVISIONS WITHIN TWO BLOCKS OF IT, APPROXIMATELY 50 HOUSES GOING IN.

AND RIGHT ON IT IN THE MIDDLE ARE 213 APARTMENT BUILDING FEEDING THE TOWN CENTER INTO OREGON CITY AND INTO PORTLAND.

I THINK IT WILL PLAY A VITAL ROLE  
IN MILWAUKIE'S GROWTH AND  
VERY IMPORTANT.

THAT IS ALL I HAVE TO SAY.

>> PETERSON: THANK YOU.

MR. WASHINGTON.

**John Washington, Soul  
District Business  
Association**

>> GOOD AFTERNOON.

MY NAME IS JOHN WASHINGTON.

I SIT AS THE CHAIR OF THE SOLE  
DISTRICT BUSINESS ASSOCIATION.

I HATE BEING ON THE WHIP.

AT THE END OF THREE PEOPLE  
COMING, BECAUSE YOU CAN FEEL  
THE MOMENTUM COMING  
TOWARD YOU AND YOUR HEART  
STARTS PALPITATING, WHOA,  
WHAT DO I DO.

I'M SPEAKING TO YOU NOT SO  
MUCH ABOUT A PARK OR BIKEWAY  
OR THROUGHWAY, I'M TALKING  
ABOUT THE MLK BOULEVARD.

FOR MOST OF YOU, YOU MAY NOT  
KNOW THE HISTORY OF MLK, BUT  
FOR A LONG TIME, OVER THE LAST  
10 YEARS HAVE DIFFICULTY  
GETTING FEET ON THE STREET.

THE HISTORY OF MLK HAS BEEN  
DARK.

IT HAS BEEN ALL KINDS OF THINGS,  
DANGEROUS.

THE ISSUE OF SAFETY, ALL OF  
THOSE TYPES OF THINGS.

OVER THE LAST SEVERAL YEARS  
THERE ARE A LOT OF  
IMPROVEMENTS IN THE DISTRICT,  
MOST IMPORTANTLY THE  
IMPROVEMENTS HAVE BEEN  
ABOUT RESIDENTIAL REALITY.

AFFORDABLE HOUSING.

WE'VE HAD A NUMBER OF LARGE  
BUILDING SITES THAT HAVE COME  
ALONG ON AFFORDABLE HOUSING  
ON MLK.

IT IS ABOUT TIME WE HAVE SAFETY  
ON THAT CORRIDOR.

WE ARE HOPING YOU GUYS LOOK  
AT THAT CORRIDOR AS SOMETHING  
YOU WOULD LIKE TO SEE  
IMPROVED UPON.

ALSO IN LIGHT OF 2020, WHAT  
WE'VE GOT COMING DOWN, THE  
MAJOR I-5 CORRIDOR ISSUES, THE  
BLAZER STADIUM COMING UP FOR  
RENEGOTIATION.

WE HAVE IMPROVEMENTS ALL  
OVER.

TRAFFIC IS SIMPLY GOING TO BE  
REDIRECTED TO A BIG DEGREE ON  
TO THE MLK CORRIDOR.

WE ARE BRINGING MORE AND  
MORE FAMILIES ON TO THAT  
CORRIDOR ALL THE TIME.

WE ARE SIMPLY ASKING TO  
IMPROVE THE SAFETY FEATURES  
AND ASPECT OF THE STREETS SO  
YOUNG PEOPLE CAN CROSS  
STREETS AND BE SAFE AND HAVE A  
NUMBER OF OPPORTUNITIES TO  
LIVE A HEALTHY LIFE.

MINUS THE FUMES THAT COME  
FROM EMISSIONS AND ALL THAT.

IT IS JUST -- WE ARE TALKING  
ABOUT THE QUALITY OF LIFE.

I DIDN'T COME HERE WITH A LIST  
OF THINGS.

SIMPLY TO TELL YOU, THERE ARE  
PEOPLE THAT LIVE THERE.

WE ARE HOPING THEY WILL BE  
ABLE TO HAVE A THRIVING LIVABLE  
ENVIRONMENT AND COMMUNITY  
THEY WILL BE ABLE TO SUSTAIN  
AND SURVIVE AND BE SAFE.

THEIR KIDS JUST DON'T GET  
RUNNED OVER BY CARS AND, YOU  
KNOW, THAT KIND OF STUFF.

I'M HOPING, AGAIN, LIKE I SAID,  
YOU GUYS PAY ATTENTION TO  
THAT ASPECT OF THINGS AND  
ALLOW US TO HAVE SOME  
OPPORTUNITY TO IMPROVE OUR  
LIVES OVER THERE.

>> PETERSON: THANK YOU FOR  
COMING IN.

WE HAVE A QUESTION.

>> WE'VE GOT A QUESTION.

>> STACEY: MR. WASHINGTON, BOB STACEY.

I DIDN'T SEE A LISTING.

>> M-6.

>> STACEY: THANK YOU.

>> YOU'RE WELCOME.

GLAD WE FOUND IT.

>> PETERSON: THE PROPOSAL IS FROM WHERE TO WHERE?

[ OFF MIC ]

THANK YOU.

I WILL CALL UP THE NEXT THREE OR FOUR FOLKS.

MR. JON STOLL, MR. ACKERMAN, DEB SCOTT, AND JOHN SOUTHGATE.

IS THAT FOUR?

DID I GO OVER?

>> COULD YOU REPEAT THOSE, PLEASE.

>> PETERSON: YES.

JOHN STAHL, KEN ACKERMAN, DEB SCOTT AND JOHN SOUTHGATE.

>> THANK YOU.

>> PETERSON: YES.

MR. STOLL.

**Jon Stoll**

>> GOOD EVENING.

I'M IN SUPPORT OF THE MONROE STREET GREENWAY.

I'VE -- MY NAME IS JON STOLL.

I HAVE LIVED IN PORTLAND FOR 45 YEARS, MILWAUKIE FOR ABOUT 15 YEARS.

I DO A LOT OF BIKE RIDING.

RIDING ON JOHNSON CREEK OR THE CORRIDOR IS NICE, BUT IT TAKES YOU KIND OF NORTH AND RAILROAD IS OKAY UNTIL YOU GET TO THAT INTERSECTION AND IT IS REALLY BAD.

SO THIS MID NORTHERN COUNTY CORRIDOR HAS LOW TRAFFIC.

IT IS A NATURAL, OKAY.

THEY'VE REALLY DONE SOME GREAT THINGS TO FIX THE INTERSECTION AT LYNNWOOD AND MONROE.

THAT WAS THE PRIMARY SAFETY FEATURE, OKAY.

THE THING -- I WAS INVOLVED IN THE MONROE STREET GREENWAY PROJECT THREE OR FOUR YEARS AGO.

YOU GO FOR A BIKE RIDE FROM DOWNTOWN, IT IS NICE, YOU HAVE BIKE LANES AND SIDEWALKS.

YOU GET UP TO 42nd AND LYNNWOOD, THERE IS NOTHING.

YOU MADE A TRANSITION INTO AN EXTREMELY RURAL AREA.

DO SOMETHING WITH THE MONEY TO PROVIDE BETTER PEDESTRIAN ACCESS ON 42nd BETWEEN 42nd AND LYNNWOOD ON MONROE.

THIS IS GOING TO PROVIDE A LOT OF BENEFITS, BOTH ON BIKING ACCESS AND SAFETY FOR THE PEOPLE WHO LIVE IN THIS AREA WHO ARE WALKING ON THE STREET AS PEOPLE ARE DRIVING ALONG.

WE HAVE SITUATIONS LIKE THAT IN MILWAUKIE.

THERE IS ANOTHER ONE.

THE OTHER THING THAT CAME UP DURING THE STUDY IS THERE ARE SOME SUGGESTIONS THAT WE NEEDED DIVERTERS.

IN MY MIND, DIVERTERS ARE JUST DEVICES.

WE DON'T REALLY NEED THOSE THINGS.

KEEP THAT THING ON THE MONROE STREET GREENWAY.

I THINK IT IS A GREAT CONNECTION BETWEEN 205 AND THE TROLLEY TRAIL.

WHAT ABOUT THAT BRIDGE BETWEEN WEST LYNN AND OAK GROVE?

>> PETERSON: LAKE OSWEGO.

>> THANKS FOR YOUR TIME.

>> PETERSON: AWESOME.

THANK YOU FOR COMING IN TODAY.

MR. ACKERMAN.

### **Ken Ackerman, 40-Mile Loop Land Trust**

>> MY NAME IS KEN ACKERMAN, I'M ON THE 40 MILE LOOP LAND TRUST BOARD.

WANT TO THANK YOU FOR THE OPPORTUNITY TO SPEAK.

I'M HERE TO SPEAK ABOUT THE -- GAP, 17th AVENUE.

THERE WAS A PRESENTATION EARLIER TODAY FOR THE GAP THAT WAS FILLED PREVIOUSLY THIS SUMMER AND WE APPRECIATE THE OPPORTUNITY TO GET THAT GAP FILLED.

THIS WILL CONTINUE ON WITH THAT, GETTING THE LAST GAP FIELD IN THE SPRINGWATER TRAIL BETWEEN DOWNTOWN PORTLAND AND GRESHAM AND THE TROLLEY TRAIL DOWN 17th AVENUE.

THESE PROJECTS HAVE BEEN METRO FUNDED OVER THE PAST 15 YEARS.

THE THREE BRIDGES PROJECT WAS COMPLETED ABOUT 10, 15 YEARS AGO.

WAS A MAJOR INVESTMENT TO GET PEOPLE SAFELY OVER 99E.

THE 17th AVENUE PROJECT WAS COMPLETED ABOUT TWO YEARS

AGO, THE TROLLEY TRAIL PROJECT INVESTED BY METRO, GETTING INTO CLACKAMAS COUNTY.

THIS WILL COMPLETE THAT GAP.

IT IS THAT FINAL PIECE.

MOST PROJECTS HAPPEN, THE FINAL PIECE IS THE MOST EXPENSIVE PIECE.

WE SEEM TO SAVE THE MOST EXPENSIVE FOR LAST.

IT DOESN'T SCORE WELL ON EQUITY, BUT IF YOU LOOK AT IT AS AN OVERALL TYING IN FROM DOWNTOWN PORTLAND TO GRESHAM AND INTO MILWAUKIE AND GLADSTONE AND REACHING THE DIVERSITY NEIGHBORHOODS AS A WHOLE, IT PROVIDES A LOT OF KEY SERVICES METRO IS LOOKING TO PROVIDE.

I HAVE PERSONAL EXPERIENCE.

I'M AN ENGINEER.

I HAVE WORKED ON THE DESIGN OF THE PIECE RECENTLY COMPLETED.

I WORKED ON THE TROLLEY TRAIL.

I WOULD LIKE TO SEE THIS COMPLETED FOR MYSELF PERSONALLY.

I HAVE USED THE TRAIL FOR ABOUT THE LAST 10 YEARS.

I WANT TO THANK YOU FOR THE OPPORTUNITY.

>> PETERSON:.

THANK YOU.

THANKS FOR COMING IN.

MS. SCOTT.

### **Deb Scott, 40-Mile Loop Land Trust**

>> HI.

THANK YOU COUNCIL PRESIDENT AND MEMBERS OF THE COUNCIL.

I'M GOING TO READ A LETTER.

IT IS IN YOUR POSSESSION, TOO.

I REPRESENT THE 40-MILE LOOP.

WE ALONG WITH THE COLUMBIA SLOUGH WATERSHED COUNCIL AND NEIGHBORHOOD ACTIVISTS HAVE PUT FORWARD AN INITIATIVE WE LIKE TO CALL SAFE ROUTES TO THE SLOUGH.

WE HAVE BEEN WORKING FOR YEARS TO COMPLETE THE MARINE DRIVE TRAIL AND COLUMBIA SLOUGH TRAIL IN PORTLAND, GRESHAM, FAIRVIEW AND TROUTDALE.

RECOGNIZING THESE REGIONALLY SIGNIFICANT TRAIL SYSTEMS ARE POORLY CONNECTED TO ADJACENT NEIGHBORS, SAFE ROUTES TO THE SLOUGH, THIS IS NOT COPYRIGHTED, YOU CAN USE THIS, CALLS FOR IMPROVING CONNECTIONS ACROSS BARRIERS SUCH AS COLUMBIA BOULEVARD.

THE APPLICATION TO IMPROVE NORTHEAST COLLIE BOULEVARD, NORTHEAST COLUMBIA BOULEVARD AND NORTHEAST ALDERWOOD, I THINK THAT IS M4, COLUMBIA/CULLY FREIGHT ON YOUR MATERIALS, IS WHAT IS NEEDED TO IMPROVE SAFETY FOR ALL TRANSPORTATION MODES MOVING THROUGH THE INTERSECTION.

WE ARE HAPPY TO ADVOCATE FOR REGIONAL FLEXIBLE FUNDS TO HELP MAKE THE PROPOSED IMPROVEMENTS HAPPEN.

THANK YOU FOR YOUR TIME.

THANK YOU FOR YOUR SUPPORT.

THANK YOU FOR YOUR WORK.

>> PETERSON: THANK YOU FOR ALL YOUR EFFORTS AS WELL.

MR. SOUTHGATE.

### **John Southgate, City of Gladstone**

>> GOOD AFTERNOON, PRESIDENT PETERSON AND MEMBERS OF THE COUNCIL.

THANK YOU FOR THE OPPORTUNITY TO SPEAK BEFORE YOU.

I'M REPRESENTING THE CITY OF GLADSTONE.

THE LEADERSHIP OF THE CITY, THE MAYOR, CITY ADMINISTRATOR ARE AT THE LEAGUE OF OREGON CITIES IN BEND.

THEY COULDN'T BE HERE, I'M REPRESENTING THEM.

I'M HERE TO ADVOCATE FOR TROLLEY BRIDGE, A MISSING LINK FOR THE TROLLEY TRAIL CONNECTING FROM THE ORANGE LINE PARK AVENUE STATION THROUGH DOWNTOWN GLADSTONE AND TO OREGON CITY.

THIS PROJECT IS READY TO GO.

THE CITY HAS BUDGETED ITS MATCHING FUNDS.

WE HAVE AN ARRANGEMENT WITH CLACKAMAS COUNTY.

THEY WOULD BE A CERTIFIED ENTITY TO OVERSEE THE EXPENDITURE OF FEDERAL FUNDS.

ACTUALLY, WE ARE WITHIN A COUPLE OF MONTHS OF COMPLETING A FEASIBILITY STUDY.

WE ARE READY TO GO.

THIS WOULD SERVE AS THE MAJOR PEDESTRIAN/BICYCLE ALTERNATIVE MODE LINK FOR PEOPLE INSTEAD OF McLAUGHLIN, IN ITS CURRENT CONDITION AND FOR THE FORESEEABLE FUTURE IS NOT A GOOD PLACE FOR BICYCLISTS AND PEDESTRIANS.

I WILL VOUCH FOR THAT.

THIS IS AN ESSENTIAL INGREDIENT FOR THE LARGER GLADSTONE DOWNTOWN REVITALIZATION PROJECT.

ALSO TO UNDERTAKE A MAJOR POLICY INITIATIVES, PROBABLY ABOVE ALL A MORE WIDER ARRAY OF CHOICES IN HOUSING ZONING.

THE ZONING CODE IN GLADSTONE IS NOT WHERE WE WANT IT TO BE.

WE ARE SEEKING DLDC FUNDING TO IMPLEMENT THE HOUSING COAT.

I WANT TO POINT OUT, I WAS JUST REMINDED TODAY THE FIRST CLACKAMAS COUNTY AFFORDABLE HOUSING BOND IS TAKING PLACE IN GLADSTONE WITH THE CITY'S ENTHUSIASTIC SUPPORT, 45 UNITS, 100% IS 30% OF MEDIAN.

WHAT GLADSTONE LACKS IN MONEY TO MATCH, WE ARE TRYING TO MAKE UP IN POLICY INITIATIVES THAT ALIGN WITH THE REGION'S PRIORITIES.

THAT IS MY FOREMOST MESSAGE.

WE HAVE LETTERS FROM THE STREET FRUS, FRIENDS OF TROLLEY TRAIL, NEIGHBORHOOD GROUPS, MOUNT HOOD TERRITORY.

THIS PROJECT RINGS A LOT OF BELLS.

WE HOPE YOU WILL SUPPORT OUR FUNDING REQUEST.

>> PETERSON: THANK YOU.

>> THANK YOU.

OH, I HAVE THESE, TOO.

>> PETERSON: CALL UP THE NEXT AND LAST THREE.

IF YOU WANT TO TESTIFY, NOW WOULD BE THE TIME TO BRING UP A BLUE CARD.

I'M GOING TO ASK MATT MENELY, AARON REITER AND MARIANNE FITZGERALD.

AND ONE MORE.

OH, DEAR, GARY -- YOU CAN HELP ME WITH THAT.

HI.

GO AHEAD AND START.

### **Matt Menely, Bike Milwaukie**

>> MY NAME IS MATT MENELY, CO-FOUNDER AND ORGANIZER OF BIKE MILWAUKIE.

A LOOSELY ORGANIZED GROUP OF 300 CYCLISTS LIVING IN MILWAUKIE AND CLACKAMAS COUNTY.

I'M HERE TO EXPRESS OUR SUPPORT FOR THE MONROE STREET NEIGHBORHOOD GREENWAY PROJECT IN MILWAUKIE.

I WOULD LIKE YOU TO IMAGINE, GO BACK IN TIME, AND IMAGINE THAT YOU ARE A SIXTH GRADER WHO WANTS TO RIDE YOUR BIKE FROM YOUR HOUSE TO YOUR FRIEND'S HOUSE.

BUT THERE IS A BUSY STATE HIGHWAY AND OTHER LARGER STREETS THAT YOU NEED TO CROSS IN ORDER TO GET THERE.

ARE YOUR PARENTS COMFORTABLE ALLOWING YOU TO RIDE YOUR BIKE OR ARE THEY GOING TO LET YOU GET IN THE CAR AND DRIVE YOU A MILE?

NOW IMAGINE YOU ARE 15 YEARS OLD AND YOU WANT TO RIDE YOUR BIKE TO THE LIGHT RAIL STATION IN DOWNTOWN MILWAUKIE, BUT YOUR PARENTS WON'T LET YOU RIDE YOUR BIKE BECAUSE IT IS NOT SAFE WITH THE TRAFFIC THAT YOU WILL ENCOUNTER.

AND LASTLY, IMAGINE YOU ARE A 30-SOMETHING MOM WITH AN 8-YEAR-OLD DAUGHTER AND YOU WANT TO RIDE YOUR BIKE FROM ONE OF THE NEIGHBORHOODS IN EASTERN MILWAUKIE INTO THE FARMER'S MARKET OR TO SCHOOL IN DOWNTOWN MILWAUKIE.

DO YOU HAVE A SAFE ROUTE TO GET THERE?

WHAT WOULD YOU DO?

THESE ARE THREE VERY REAL SCENARIOS THAT I HAVE HEARD FROM MY FELLOW NEIGHBORS AND ALL OF THEM WOULD LIKE TO HAVE A SAFER WAY TO GET ACROSS MILWAUKIE WITHOUT THE USE OF A CAR.

I HAVE PERSONALLY BEEN WORKING ON GETTING THE

MONROE STREET GREENWAY BUILT SINCE 2007, WHEN IT WAS ADDED INTO THE TRANSPORTATION SYSTEM PLAN.

A COUPLE OF THE MAIN REASONS TO SUPPORT THE MONROE STREET GREENWAY IS THAT THIS PROJECT COMPLEMENTS THE SIMILAR PROJECT THE COUNTY IS TAKING ON.

THAT WILL EXTEND TO 205.

THE COMMUNITY HAS ENGAGED IN THE DEVELOPMENT OF THIS PROJECT FOR A NUMBER OF YEARS AND IS VERY EAGER TO SEE THIS PROJECT COMPLETED.

AND LASTLY, THE MONROE STREET GREENWAY CONNECTS FIVE OF THE SEVEN NEIGHBORS OF MILWAUKIE.

A MAJORITY OF THE POPULATION AND IT CONNECTS TO MULTIPLE SCHOOLS, RESTAURANTS, THE ONLY LARGE GROCERY STORE IN MILWAUKIE, THE ORANGE LINE AND OTHER EXISTING ACTIVE TRANSPORTATION CORRIDORS AS YOU HAVE HEARD, LIKE THE TROLLEY TRAIL AND I-205 PATH.

SO WITH THAT, I HOPE THAT YOU WILL CONSIDER FUNDING THIS PROJECT AND THANK YOU VERY MUCH.

>> PETERSON: THANK YOU.

AARON.

>> HI.

**Aaron Reiter**

MY NAME IS AARON REITER, A RESIDENT OF UNINCORPORATED WASHINGTON COUNTY.

TIRED OF PORTLAND OF WHAT COMES UP IN GOOGLE.

YOU KNOW IT IS OVERLOOKED BY A LOT OF LOCAL GOVERNMENTS JUST BECAUSE OF WHERE WE ARE AND HOW WE ARE STRUCTURED.

I DON'T KNOW IF WE'LL SEE THAT CHANGE IN A WHILE.

WE ARE A NEW RESIDENT ON BELMONT AND RHODE.

A LARGE DEVELOPMENT 245 HAS BEEN EXPANDING.

A LOT OF ORIGINAL OWNERS ARE TRANSITIONING INTO THEIR SECOND OWNERS.

WHEN IT WAS DEVELOPED IT WAS KIND OF A RURAL AREA, MAYBE ROAD TRAFFIC WASN'T AS MUCH OF A CONCERN.

NOW WITH THE DEVELOPMENT THAT HAS OCCURRED AND BEAUMONT AND RHODE BEING A FEEDER ROAD TO FARTHER SOUTHWEST SUBURBS THE ROADS ARE VERY UNSAFE FOR PEDESTRIAN TRAFFIC AND BIKE TRAFFIC.

IT IS A 40-MILE-AN-HOUR ROAD WHERE A LOT OF THE OTHER FEEDER ROADS ARE 25 OR 30 MILES PER HOUR WITH A LOT LESS

TRAFFIC AND EXPOSURE TO NEIGHBORHOOD PROPERTIES.

THERE IS ALMOST NO WAY TO BIKE OR WALK SAFELY ON A LARGE CHUNK OF WHAT THIS PROJECT W-3 WOULD ENCOMPASS.

IN FACT, WE HAVE A SCHOOL LESS THAN A QUARTER MILE AWAY I CANNOT SAFELY WALK TO DURING TIMES OF SCHOOL BASICALLY RUSH HOUR, EARLY MORNING OR LATE AFTERNOON BECAUSE THE TRAFFIC IS SO HEAVY.

WE HAVE TO PLAY FROGGER ACROSS THE STREET.

WE HAVE TO COME OUT, GO ACROSS THE STREET, WALK TWO BLOCKS OF SIDEWALK, CROSS THE STREET AGAIN IN A BLIND CORNER IN ORDER TO ACCESS THE SCHOOL.

SO, THERE'S LOTS OF ROOM FOR IMPROVEMENT FOR PEDESTRIAN SAFETY.

IT WOULD BE NICE TO USE THIS SCHOOL, BIKE UP AND DOWN BEAUMONT WITHOUT FEAR OF BEING SO CLOSE TO A CAR.

THIS AREA IS EXPANDING BY 8,000 HOMES OVER THE NEXT FOUR YEARS, I THINK.

MAYBE SOONER THAN THAT.

ON THE SOUTHWEST OFF ROY ROGERS DEVELOPMENTS.

SO I'M ASKING TO NOT NECESSARILY COMPLETE A LEGACY

TRAIL, BUT START A NEW ONE FROM NOTHING.

THERE IS NO BIKE ACCESS TO DOWNTOWN TIGARD WITHOUT IT.

PLEASE CONSIDER W3 FOR FUNDING.

>> PETERSON: THANK YOU.

MARY ANN.

>> GOOD AFTERNOON.

**Marianne Fitzgerald,  
Crestwood Neighborhood  
Association**

I'M MARIANNE FITZGERALD ON BEHALF OF SOUTHWEST NEIGHBORHOODS COALITION, THE CRESTWOOD NEIGHBORHOOD ASSOCIATION.

WE STRONGLY SUPPORT PROJECT M10.

WHICH WILL BE A VERY KEY IMPROVEMENT TO HELP PEOPLE GET OUT OF THEIR CARS AND WALK, BIKE AND TAKE TRANSIT IN OUR NEIGHBORHOOD.

THERE ARE VIRTUALLY NO FACILITIES.

IT TECHNICALLY LOOKS LIKE A SIDEWALK.

I'M SUBMITTING PICTURES, AN ASPHALT STRIP THAT IS NOT VERY GOOD TODAY.

THERE ARE NO ALTERNATIVE ROUTES, NO GRID BECAUSE I-5 IS ON ONE SIDE AND WOODS CREEK ON THE OTHER.

SO IT IS A COUPLE MILE OUT OF DIRECTION TRAVEL IF YOU DON'T GO TOWARDS THE WEST PORTLAND TOWN CENTER.

I THINK, I COULD BE WRONG, I THINK IT IS THE ONLY STATION ACCESS PROJECT FOR THE SOUTHWEST CORRIDOR PROJECT.

WE REALLY, REALLY WANT TO BE ABLE TO GO TO BARBER TRANSIT CENTER TODAY BUT THE SOUTHWEST CORRIDOR STATION IN THE FUTURE.

IT IS A KEY CONNECTOR TO THE WEST PORTLAND TOWN CENTER, THE ELEMENTARY SCHOOL ELEMENTARY SCHOOL, MIDDLE SCHOOLS AND HIGH SCHOOLS.

IT IS TOO DANGEROUS TO BE A SAFE ROUTE TO SCHOOL, HALF A MILE AWAY, NEAR PCC SYLVANIA TRAFFIC, THE LIBRARY, THE GROCERY AND A COMMUNITY GARDEN AT THE WEST PORTLAND UNITED METHODIST CHURCH.

THE M10 CONNECTS WITH THE CAPITAL HIGHWAY PROJECT BETWEEN MULTNOMAH VILLAGE AND WEST PORTLAND.

WE ARE BEGINNING TO BUILD A NETWORK TO ACCESS THE WEST PORTLAND TOWN CENTER.

WE HOPE IT WILL IMPROVEMENT THE SAFETY OF PEOPLE TRYING TO WALK BY THE FREEWAY RAMP WHERE I-5 HAS THE HIGHWAY RAMP.

IT IS A SCARY PLACE TO WALK TODAY.

IT WILL IMPROVEMENT WATER QUALITY AT WOODS CREEK.

ONE OF THE REASONS IT IS SONAR ROW IS THERE A CULVERT AND DITCH.

THE BUREAU OF ENVIRONMENTAL SERVICES TALKED ABOUT IMPROVE UGH WATER QUALITIES.

IT IS A KEY CONNECTOR TO WASHINGTON SQUARE REGIONAL CENTER AND WE HAVE SO MANY CARS DRIVING THROUGH THERE TODAY.

WE WANT TO GET PEOPLE OUT OF THEIR CARS AND WALKING AND BIKING THROUGH THERE.

I'M SUBMITTING THE CITY OF PORTLAND'S REGIONAL, I MEAN THEIR PLANNING PROCESS TO BUILD AFFORDABLE HOUSING IN THE WEST PORTLAND TOWN CENTER.

WE ARE IN THE MIDDLE OF A PROCESS, THE BARBER TRANSIT CENTER WOULD BE A GREAT PLACE FOR AFFORDABLE HOUSING, THEY COULD WALK TO THE COMMUNITY GARDEN, TO WOODS PARK.

WE WANT TO MAKE THIS IS PEOPLE-FRIENDLY PLACE.

IN NOVEMBER, THERE'S GOING TO BE A WORKSHOP THAT ACTUALLY ENCOURAGES US TO HELP MAKE WEST PORTLAND A MORE PEOPLE-CENTERED LOCATION.

AND IF YOU FUND M10, THE TELLISBURY PROJECT, WE THINK THAT WILL REALLY, REALLY HELP.

THANK YOU.

>> PETERSON: THANK YOU.

GARY, SAY YOUR NAME PLEASE.

**Gary Pagenstecher, City of Tigard**

>> I'M GARY PAGENSTECHER.

I REPRESENT CITY OF TIGARD'S APPLICATION FOR THE RED ROCK CREEK TRAIL IMPLEMENTATION PLAN ALIGNMENT STUDY.

THIS IS A PROJECT DEVELOPMENT GRANT, \$350,000 TOTAL.

THIS IS AN AREA OF THE CITY WHICH YOU MAY RECOGNIZE AS METRO DESIGNATED TOWN CENTER, WHICH COMPRISES THE TIGARD TRIANGLE AND DOWNTOWN DISTRICT.

BOTH HAVE URBAN RENEWAL AREAS ASSOCIATED WITH THEM AND THE ALIGNMENT THREADS THROUGH BOTH OF THEM AND CONNECTS THEM IN WAYS THAT ARE VERY IMPORTANT WITH AN

AREA THAT IS VERY CHOPPED UP BY RAILROADS AND LIMITED ACCESS FREEWAYS.

AS YOU KNOW THE TIGARD TRIANGLE GETS ITS NAME FOR THREE OF THOSE ON ITS SIDES.

IT IS A WATERSHED BASE TRAIL, A CRITICAL CONNECTOR IN THE REGIONAL TRAIL SYSTEM.

WE HAVE BEEN WORKING WITH METRO ON THIS.

IT IS A PROJECT LISTED IN THE TRAILS PLAN.

THAT THE CONNECTORS TO PORTLAND SYSTEM TRAIL NUMBER 3, I THINK IT IS, TO THE NORTH, AND TO THE LAKE OSWEGO, TIGARD SYSTEM TO THE WEST.

OR TO THE EAST, EXCUSE ME.

AND THE TRAIL AT THE TERMINUS OF THIS PROPOSED TRAIL.

IT AFFECTS ALL THREE OF THOSE VERY IMPORTANT.

WILL BE DONE IN COMBINATION WITH MAJOR RECONSTRUCTION OF THE CREEK FOR WATER QUALITY AND IS NOW BEING DETAILED OUT WITH CLEAN WATER SERVICES SO THE TRAIL WOULD BE A MODEL IN TERMS OF ITS ALIGNMENT AND ITS DESIGN CONNECTION WITH NATURAL RESOURCES WITHIN THE RED ROCK CREEK WATERSHED.

THERE ARE PRIVATE PROPERTY SUPPORTERS FOR THIS IN THE APPLICATION.

PRIVATE PROPERTY IS LIKE PAC TRUST AND OTHER MAJOR PROPERTY HOLDERS IN THE CITY WHO ARE INTERESTED IN ACCESS TO THEIR PROPERTIES TO REDEVELOP IN THE TRIANGLE IN PARTICULAR AND IN THE HUNZIGAR CORE AREA, ACROSS FROM THE -- CREEK REGIONAL TRAIL.

FOUR PARTS TO THIS, THE TIGARD TRIANGLE, WITH THE EQUITABLE URBAN RENEWAL FUNDS TO DEVELOP THIS AREA FOR METRO AND IN CONJUNCTION WITH, IF WE ARE SUCCESSFUL, THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT.

A TRAIL WOULD BE CARRIED OVER WITH THE ELEVATED GUIDEWAY OVER 217.

AND THEN ALSO THROUGH THE HUNTSINGER CORRIDOR WHERE THE RAIL YARD IS DESIGNATED ADJACENT TO RED ROCK CREEK.

THE TRAIL WOULD BECOME PART OF THAT AND LASTLY OVER THE RAILROAD TRACKS THERE IS CURRENT JOINT DEVELOPMENT WITH PROPERTY OWNER FOR A BRIDGE HEAD ACROSS THE RAILROAD WE ARE ACTIVELY WORKING ON.

THANK YOU FOR YOUR CONSIDERATION.

>> PETERSON: THANK YOU.

WE HAVE ONE LAST PERSON WHO HAS SIGNED UP.

LISA BATEY FROM THE CITY OF MILWAUKIE GETTING THE LAST WORD.

AS USUAL.

**Lisa Batey, City of Milwaukie**

>> I DON'T WANT TO BE AN ILLUSION TO OUR MAYOR.

THANK YOU FOR HAVING ME.

I'M HAPPY TO BE HERE.

I'M CITY COUNCILOR IN THE CITY OF MILWAUKIE.

THE REST OF OUR COUNCIL MIGHT HAVE BEEN HERE, BUT MOST OF THEM ARE IN BEND.

SO I APPRECIATE THIS OPPORTUNITY TO SPEAK ON THEIR BEHALF.

THE MONROE GREENWAY WILL CREATE A NEARLY FOUR-MILE CONTINUOUS LOW-STRESS BIKEWAY FROM DOWNTOWN MILWAUKIE TO THE I-205 MULTIUSE PATH.

ONCE COMPLETE IT WILL SERVE AS THE SPINE OF MILWAUKIE'S ACTIVE TRANSPORTATION NETWORK, CONNECTING USERS TO THE MAX, ORANGE AND GREEN LINE, TROLLEY TRAIL, 17th AVENUE BIKE PATH, I-205 MULTIUSE PATH,

NEIGHBORHOOD SCHOOL AND PARKS.

AS AN ASIDE, ONE OF THE BENEFITS OF THIS PROJECT THAT ESPECIALLY APPEALS TO ME IS IMPROVING THE CROSSINGS ACROSS HIGHWAY 224.

HIGHWAY 224 CLEAVES MILWAUKIE IN HALF.

IT IS ONE OF THE COMPLAINTS I HEAR MOST FROM CITIZENS OVER THE FIVE YEARS I HAVE BEEN ON COUNCIL.

THAT THE CITIZENS ON THE EASTSIDE OF 224 CAN'T SAFELY GET TO THE FARMER'S MARKET THE FIRST FRIDAY, THE LIBRARY AND THE EVENTS IN DOWNTOWN MILWAUKIE.

SO I'M EXCITED THAT ODOT, WE ARE LOOKING VERY POSITIVE FOR ODOT FUNDING TO FIX THAT INTERSECTION AND THIS PROJECT WOULD BE A FURTHER PIECE OF THAT CONNECTION, CONNECTING OUR CITY BACK TOGETHER.

TODAY THE ONLY CONTINUOUS EAST/WEST CONNECTION FOR BICYCLES IN MILWAUKIE IS THE SPRINGWATER CORRIDOR RUNS ALONG THE NORTH SIDE OF THE CITY.

THIS FORCES MOST CYCLISTS WITHIN MILWAUKIE TO USE KING ROAD OR RAILROAD AVENUE, WHICH ARE BUSY ARTERIALS.

AND WITH INCOMPLETE BIKE LANES.

THE GREENWAY WILL PROVIDE A SAFER MORE COMPLETE OPTION AND REDUCE SAFETY AND CON GENERATION ON OUR ARTERIAL STREETS.

THE CITY HAS TAKEN ACTION TO DEMONSTRATE OUR COMMITMENT.

OUR SAFE ACCESS FOR EVERYONE OR SAFE PROGRAM FUNDED BY A UTILITY FEE PROVIDED IMPORTANT SEED CAPITAL FOR THE GREENWAY AND BUILDING A NETWORK OF BIKE AND PED CONNECTIONS THROUGHOUT MILWAUKIE THAT TRULY SERVE EVERYONE.

SECONDLY, MILWAUKIE IS ADVANCING ELEMENTS OF THE GREENWAY, MULTIUSE PATH SECTION THROUGH PRIVATE DEVELOPMENT AND COMPLETELY CAPITAL IMPROVEMENT PROJECTS IN MULTIPLE LOCATIONS ALONG THE ROUTE.

THE TIMING OF THE FLEXIBLE FUNDS ALLOCATION IS PERFECT TO LEVERAGE MILWAUKIE'S OWN CONTRIBUTIONS AND PIECES PART OF PRIVATE DEVELOPMENT PROPOSALS TO DEVELOP THE BEST POSSIBLE PROJECT FOR THE LOWEST COST.

IN CLOSING I WOULD NOTE THAT THE GREENWAY SERVES AREAS WHERE MORE THAN 50% OF

STUDENTS QUALIFY FOR FREE OR REDUCED PRICE LUNCHES.

THE ELEMENTARY SCHOOL CLOSEST TO THE GREENWAY HAS SOMETHING ON THE ORDER OF 70% OF STUDENTS QUALIFYING FOR FREE AND REDUCED PRICE LUNCHES.

ALSO SERVES AN AREA WHERE WE HAVE SPEAKERS OF SPANISH, RUSSIAN, UKRAINE AND OTHER LAS VEGAS.

SERVES IMPORTANT EQUITY GOALS.

WHEN YOU COMPARE THE BANG FOR YOUR BUCK WHICH HAS SIGNIFICANT STATE, CITY STATE AND PRIVATE CONTRIBUTIONS, THIS PROJECT, WHICH IS SO NEAR TO BEING REALITY SHOULD RISE TO THE TOP OF YOUR FUNDING LIST.

THANK YOU.

>> PETERSON: THANKS.

THANKS FOR COMING IN.

THANKS FOR ALL YOU DO.

IF NO ONE ELSE WISHING TO TESTIFY AT THIS TIME, I WILL CLOSE THE PUBLIC HEARING AND ASK THE COUNCILORS IF THEY HAVE ANY OTHER QUESTIONS FOR STAFF BASED ON WHAT THEY HEARD OR ANY OTHER COMMENTS AT THIS TIME?

COUNCILOR CRADDICK, COUNCILOR GONZALEZ AND DIRKSEN.

>> CRADDICK: I WOULD LIKE TO ASK STAFF TO COME AND SUMMARIZE THE NEXT STEPS.

WE CAN DO THAT AFTER OUR QUESTIONS.

THAT WOULD BE HELPFUL.

>> PETERSON: THAT WOULD BE GREAT.

>> THANK YOU.

THANK YOU FOR THE QUESTION, CHAIR CRADDICK THE PUBLIC COMMENT PERIOD ENDS A WEEK FROM THIS MONDAY.

WE HAVE A SERIES OF THREE MEETINGS, OCTOBER, NOVEMBER, DECEMBER AT TPAC AND JPACT TO CONSIDER THE IMPACT WE HAVE RECEIVED THROUGH THE PUBLIC COMMENT PERIOD AS WELL AS THE TECHNICAL RATINGS, THE RISK ASSESSMENT REPORT THAT WILL BE OUT NEXT WEEK AND THE INDICATION OF PRIORITIES FROM THE THREE COUNTY COORDINATING COMMITTEES AS WELL AS THE CITY OF PORTLAND.

ALL OF THAT INFORMATION WILL BE USED BY TPAC AND JPACT TO CONSIDER AND EVALUATE THE PROJECTS AND PUT TOGETHER A RECOMMENDED AND APPROVED FUNDING LIST THAT WILL BE BROUGHT BACK TO COUNCIL IN JANUARY.

SO THERE'S -- THERE WILL BE A SERIES OF ONGOING DISCUSSIONS

AT THESE MEETINGS TO USE THIS INFORMATION TO PUT TOGETHER THE PACKAGE OF PROJECTS THAT BEST MEETS THE POLICY DIRECTIVES OF THE REGIONAL FLEXIBLE FUNDS POLICY AND RGP POLICY AND THAT WILL ULTIMATELY BE THE DECISION THAT COMES BEFORE YOU.

>> PETERSON: WHY DON'T YOU JUST WAIT THERE.

COUNCILOR DIRKSEN.

>> DIRKSEN: I WOULD LIKE TO POINT OUT AS PART OF THE TIMELINE, THOSE ARE THE MEETINGS THAT WE AND JPACT HAVE, THE THREE COUNTY COORDINATING COMMITTEES WILL HAVE THEIR OWN PROCESSES WHERE THEY WERE CONSIDER THE PRIORITIZATION OF THE PROJECTS IN THEIR COUNTIES AND EACH OF THOSE WILL HAVE THEIR OWN PUBLIC INPUT OPPORTUNITIES AS WELL.

SO THERE'S MUCH OPPORTUNITY FOR THE PUBLIC TO OFFER THEIR INPUT INTO THESE PROJECTS.

I JUST HAVE A GENERAL QUESTION FOR MR. KEMPF.

IT IS SOMETHING I HAVE ASKED BEFORE AND NEED TO BE REMINDED OF WHAT IT IS.

IN THE RANKING OF THE SURVEYS, WE HAVE THE RADAR GRAPHS.

EACH AREA SAFETY, EQUITY, CON GENERATION, WHATEVER, THERE ARE TWO DIFFERENT INDICATORS.

ONE IS OPPORTUNITY AND THE OTHER IS BENEFIT.

CAN YOU EXPLAIN TO US WHAT THE DIFFERENCE IS BETWEEN SAY SAFETY OPPORTUNITY AND SAFETY BENEFIT.

>> RIGHT.

SO, OPPORTUNITY LOOKS AT WHAT ARE THE EXISTING CONDITIONS IN THAT PROJECT AREA.

SO, EXAMPLE, WHAT IS THE LEVEL OF CONGESTION?

WHAT IS THE LEVEL OF FATAL AND SEVERE INJURY CRASHES?

SO WE LOOK AT BASICALLY HOW BAD IS THE PROBLEM THAT THIS PROJECT IS TRYING TO SOLVE.

AND THEN THE BENEFIT LOOKS AT WHAT IS THE ROBUSTNESS, WHAT IS THE LEVEL OF PROJECT DESIGN THAT ADDRESSES THOSE ISSUES?

SO HOW MUCH SAFER IS THE PROJECT GOING TO MAKE THE COMMUNITY BECAUSE OF THE DESIGN OF THE PROJECT.

OR HOW MUCH COMMUNITY PLACES WILL IT IMPROVE ACCESS TO FOR EQUITY COMMUNITIES?

IT REALLY LOOKS AT BOTH THE LEVEL OF THE PROBLEM THE PROJECT IS ADDRESSING AND HOW

GOOD A JOB THE PROJECT DOES AT ADDRESSING THOSE NEEDS.

>> DIRKSEN: IF SOMETHING RANKS HIGH FOR SAFETY BENEFIT BUT LOW FOR SAFETY OPPORTUNITY, IT MEANS IF YOU DO THE PROJECT IT WILL MAKE THIS PLACE REALLY SAFE, BUT IT IS NOT REALLY THAT UNSAFE ALREADY?

>> CORRECT.

>> GONZALEZ: I WAS WONDERING HOW THAT RANKING HAPPEN.

WHOA, THEY BEAT THE MODEL.

>> PETERSON: WHO WAS NEXT? COUNCILOR STACEY.

>> STACEY: I WAS PROBABLY LAST, BUT I WILL BE HAPPY TO JUMP IN.

DAN, SOME OF THE FOLKS SUCH AS MARY ANN FITZGERALD HAVE BEEN BEFORE US ON THIS OR OTHER PROJECTS ARE WORKING IN A VARIETY OF WAYS TO GET THIS WORK DONE.

I DON'T WANT TO INDICATE ANY PREFERENCE BETWEEN ONE OR ANOTHER OF THESE PROJECTS, BUT I WANT TO UNDERSTAND AND HELP THE PUBLIC UNDERSTAND WHETHER THERE ARE OVERLAPPING OPPORTUNITIES FOR FUNDING ARISING FROM THE FACT THAT WE HAVE THIS FEDERALLY AUTHORIZED CYCLE OF INVESTMENTS WHICH IS TRAIL RICH THIS TIME AROUND.

WE HAVE A PARKS MEASURE, WHICH WE HAVE BEFORE THE VOTERS NOW, WHICH HAS A COMPONENT FOR TRAILS AND A COMPONENT FOR NATURE AND NEIGHBORHOOD GRANTS.

WE ALSO HAVE A TRANSPORTATION FUNDING MEASURE, WHICH AN ADVISORY BODY OR BODIES ARE NOW WORKING TO HELP CONSTRUCT FOR POSSIBLE 2020 ELECTION.

I WANT TO BE ASSURED THERE IS SOME LEVEL OF THOUGHTFUL CAPTURE OF THE INFORMATION FROM THIS PROCESS THAT COULD BE MADE AVAILABLE FOR CONSIDERATION IN THOSE OTHER PROCESSES AS WELL.

IF YOU NEED HELP ELABORATING ON THAT, I NEED HELP WITH HOW THAT WORKS.

>> HI.

>> PETERSON: NAME.

>> MARGIE BRADWAY.

DEPUTY DIRECTOR OF THE PLANNING DEPARTMENT, ACTING DIRECTOR THIS WEEK.

>> PETERSON: THANK YOU.

>> I AM WORKING IN DIFFERENT AREAS, SO THE QUESTION REALLY, I CAN'T SPEAK TO THE PARKS, ALTHOUGH WE ARE COORDINATING, I WILL SPEAK TO THE INTERSECTION BETWEEN THE TRANSPORTATION FUNDING

MEASURE AND REGIONAL FLEXIBLE FUNDS.

WHEN WE LOOK AT ALL THE NEEDS ON TRANSPORTATION AND THE CORRIDORS FOR THE TRANSPORTATION FUNDING MEASURE, WE CONSIDER NOT ONLY THE NEEDS, BUT DIFFERENT OPPORTUNITIES TO LEVERAGE FUNDING.

AND SO HOW WE ARE APPROACHING THIS IS WE ARE SAYING THE REGIONAL FLEX FUND PROCESS AT THIS TIME STANDS INDEPENDENT, INDEPENDENT ANALYSIS OF ANALYSIS WE ARE DOING FOR THE TRANSPORTATION FUNDING MEASURE.

IF THROUGH THE REGIONAL FLEXIBLE FUNDS PROCESS PROJECTS ARE IDENTIFIED ON CORRIDORS THAT GO FORWARD, WE WOULD TAKE THAT OPPORTUNITY TO LEVERAGE FEDERAL FUNDING.

BECAUSE, FRANKLY, WE DON'T HAVE ENOUGH MONEY AND WILL NOT HAVE ENOUGH MONEY AS PART OF THE MEASURE TO MEET ALL THE NEEDS.

SO WE'RE COORDINATED, BUT WE ARE NOT SAYING IF YOU ARE ELIGIBLE IN ONE POT YOU ARE NOT ELIGIBLE IN THIS POT OR VICE VERSA.

WE ARE SAYING GREAT.

IT MEANS THERE ARE A LOT OF NEEDS IN THIS PLACE AND WE WILL LEVERAGE THOSE FUNDS.

>> PETERSON: IT WOULD BE HIGH RISK TO ASSUME BOTH PASS.

WE WOULD HOPE THEY WOULD BOTH PASS.

>> STACEY: I'M NOT ASKING ANYBODY TO WITHDRAW THEIR APPLICATION.

>> DOES THAT ANSWER YOUR QUESTION?

>> STACEY: THERE IS HOPE.

>> YES, THERE IS HOPE.

>> PETERSON: THANK YOU.

WHO IS NEXT?

COUNCILOR LEWIS.

>> LEWIS: I JUST WANT TO SAY THANK YOU TO FOLKS WHO CAME.

I TOOK NOTE OF MANY DISTRICT 2 CONSTITUENTS AND I KNOW HOW HARD IT IS TO DRIVE THIS WAY THE DISTANCES YOU DID OR HARDER TO BIKE THEM OR FIND PUBLIC TRANSPORTATION.

THANK YOU FOR FOLKS WHO CAME TONIGHT DISTRICT 2 AND OTHERWISE.

IT WAS GOOD TO HEAR SOME VOICES AND PERSONAL STORIES SO THAT WE ARE NOT JUST LOOKING AT MAPS ALL DAY.

THANK YOU.

>> PETERSON: AWESOME.

COUNCILOR CHASE.

>> CHASE: THANK YOU.

MY QUESTION IS ABOUT THE FOURTH POLICY AREA OF PRIORITY.

WE HAVE EQUITY SAFETY, CLIMATE STRATEGY, CONGESTION.

I WOULD LOVE A REMINDER OF HOW WE EVALUATE THE CONGESTION.

I UNDERSTAND THE OPPORTUNITY IS IN AN AREA WHERE THERE IS LOTS OF CON GENERATION.

HOW DO WE DETERMINE THE BENEFIT IN TERMS OF CONGESTION RELIEF AND HOW DOES THAT INFORM OR NOT INFORM THE CLIMATE SMART COMPONENT?

>> SO THE CONGESTION POLICY WAS LOOKED AT IN A NUMBER OF WAYS BASED ON THE INFORMATION WE RECEIVED IN THE APPLICATIONS.

ALL OF THE PROJECTS HAVE, TAI ARE VERY DIFFERENT.

SO IT IS HARD TO DO AN APPLES TO APPLES COMPARISON.

WHAT WE TRIED TO LOOK AT IN TERMS OF HOW A PROJECT COULD ADDRESS CONGESTION WAS HOW WELL DID IT PROVIDE ALTERNATIVES TO DRIVING FOR PEOPLE, FOR EXAMPLE?

DID IT MAKE IMPROVEMENTS FOR THE TRANSIT SYSTEM?

DID IT PROVIDE A CONNECT THE GAP IN OUR ACTIVE TRANSPORTATION NETWORK?

THOSE WERE LARGELY THE WAYS THAT WE WERE LOOKING AT CONGESTION RELIEF.

THEY ARE NOT EXPANDING ROAD CAPACITY.

THEY ARE MAKING IT MORE OF A COMPLETE STREET.

THAT IS HOW WE LOOKED AT CONGESTION.

WE LOOKED AT THE CLIMATE BENEFITS, AGAIN, USING A LOT OF THAT SAME INFORMATION BY ESTIMATING, YOU KNOW, HOW MANY PEOPLE WE FELT WOULD BE ABLE TO SHIFT FROM THEIR CARS TO USING OTHER MODES.

THAT WAS INFORMATION THAT THE APPLICANTS PROVIDED TO US.

THOSE WERE THE PRIMARY WAYS WE LOOKED AT BENEFITS IN THOSE TWO POLICY AREAS.

>> LEWIS: WHEN WE IDENTIFY A NEW SEGMENT AND SEE PEOPLE USING ACTIVE TRANSPORTATION OPTIONS WE HAVE A CALCULATION TO SAY THIS MANY MORE FOLKS ARE GOING TO BE USING THIS AVENUE THAT WOULD OTHERWISE BE USING A CAR?

>> RIGHT.

WE DID NOT RUN A CALCULATION ON THAT.

WE ASKED THE APPLICANTS TO PROVIDE US WITH THEIR INFORMATION.

SO WE BASED THAT OFF OF THEIR INFORMATION.

>> STACEY: THEY HAVE DIFFERENT WAYS OF EVALUATING, BUT WE LOOK AT THAT AND DETERMINE THAT IS AN APPROPRIATE EVALUATION?

>> CORRECT.

>> STACEY: THANKS.

>> PETERSON: ANY OTHER QUESTIONS AT THIS TIME BY COUNCIL?

OH, WE ARE THINKING OF ONE.

>> GONZALEZ: NO, NEVER MIND.

I FOUND IT ON THE PROJECT SELECTION TIMELINE.

PROBABLY BUILDING OFF OF COUNCILOR CRADDICK'S QUESTION, FROM HERE ON OUT, WHAT SPECIFIC COMMITTEES WERE ABLE TO TAKE THE APPLICATIONS AND THE PUBLIC COMMENTS AND THEN TRY TO MEASURE PROJECTS THAT AREN'T NECESSARILY APPLES TO APPLES AND FIND OUT WHO GETS FUNDING, BUT I SEE IT LAID OUT.

>> OKAY.

>> PETERSON: ALL RIGHT, THANK YOU.

THANK YOU, DAN.

I WANT TO THANK EVERYBODY WHO CAME OUT TO TESTIFY TONIGHT.

I LOOK FORWARD TO THE NEXT STEPS AND ALL OF THE OTHER AVAILABLE OPPORTUNITIES TO THE VOTING PUBLIC TO PROVIDE OTHER OPPORTUNITIES FOR HUGE AMOUNT OF DEMAND THAT WE HAVE IN THIS REGION FOR OTHER MODES OTHER THAN BEING STUCK IN YOUR CAR IN TRAFFIC DURING THE COMMUTE OR GETTING ACCESS TO SAFE PLACES TO LEARN HOW TO RIDE A BIKE.

SO WITH THAT, IF THERE ARE NO FURTHER DISCUSSION BY THE COUNCIL, I WOULD JUST LIKE TO RECOGNIZE THAT WE HAVE A BACKUP TO THE BACKUP FOR OMA TODAY.

THANK YOU, MICHELLE, FOR BEING HERE TODAY.

VERY MUCH APPRECIATED.

IT IS NICE TO HAVE LEGAL COUNSEL NEARBY AT ALL TIMES.

THANK YOU.

ANYTHING FROM MR. SCOTT?

NOPE.

WITH THAT, WE ARE ADJOURNED.

THANK YOU.



Memo RFFA 9/24/2019

## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592  
www.swni.org

June 20, 2019

Chris Warner, Interim Director  
Portland Bureau of Transportation  
1120 SW Fifth Avenue, Room 800  
Portland, OR 97204

Re: SW Taylors Ferry Road RFFA Grant Proposal

Dear Mr. Warner:

Southwest Neighborhood Inc., a coalition of 17-member neighborhood associations, voted unanimously on May 22, 2019 to support the Portland Bureau of Transportation (PBOT)'s proposal to apply for a Metro 2022-2024 Regional Flexible Fund grant to fund a walkway and bikeway connection on SW Taylors Ferry Road from SW 49<sup>th</sup> to 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. As stated in the Crestwood Neighborhood Association letter attached, 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.

Thank you very much for submitting this grant request to Metro.

Sincerely,

Leslie Hammond  
President  
Southwest Neighborhoods, Inc.

cc: Commissioner Chloe Eudaly  
PBOT staff Nick Falbo,  
Metro Councilor Robert Stacey

Empowering citizen action to improve and maintain the livability of Southwest neighborhoods.



# CRESTWOOD

## Neighborhood Association

Metro RFFA Hearing  
9/26/2019

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 to SW 49<sup>th</sup> 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 45<sup>th</sup> and Carson, or 3.1 mile detour via SW 62<sup>nd</sup>-SW 64<sup>th</sup> 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 80<sup>th</sup> 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.

Figure 1: Sidewalk Presence and Gaps

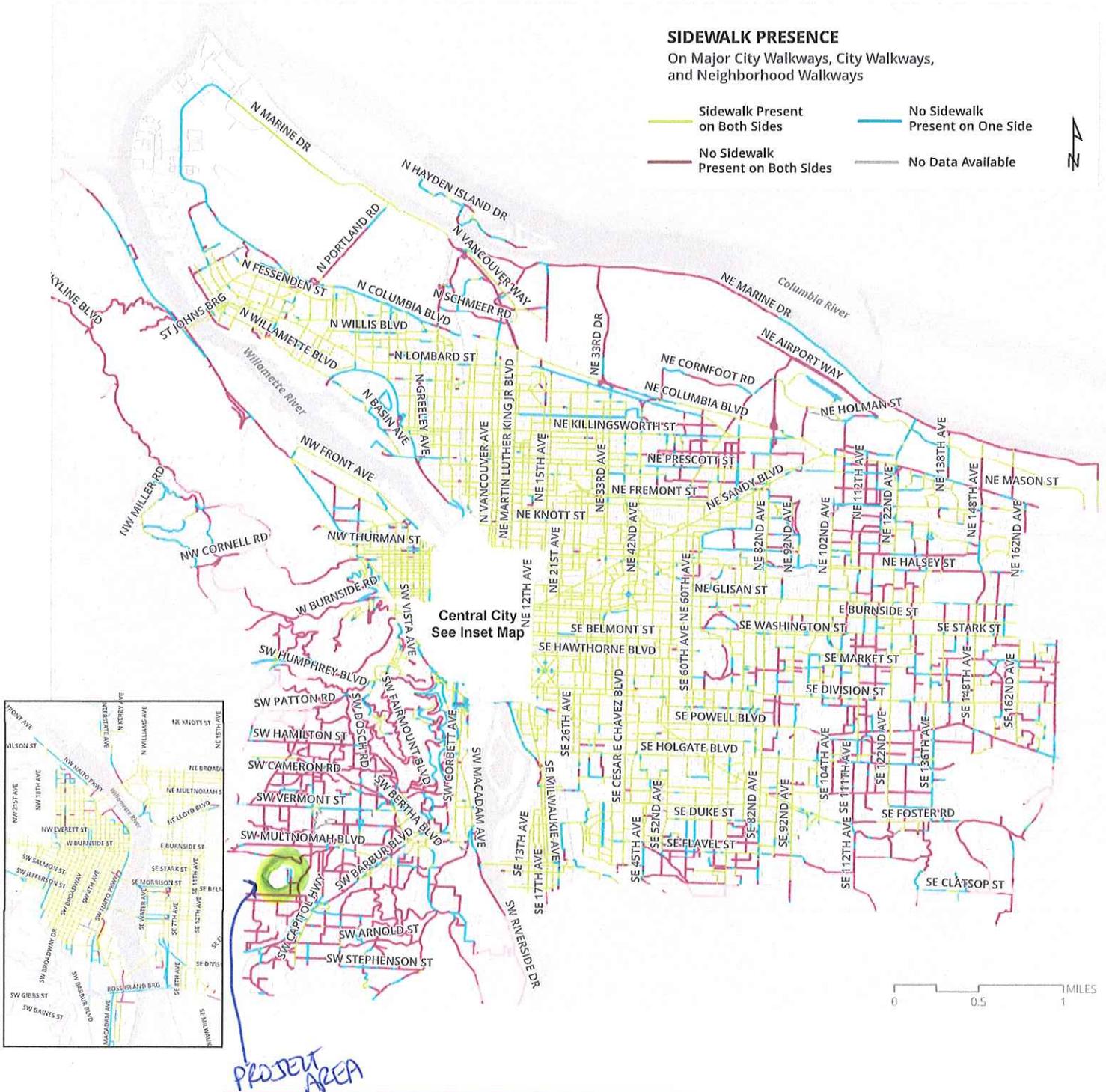
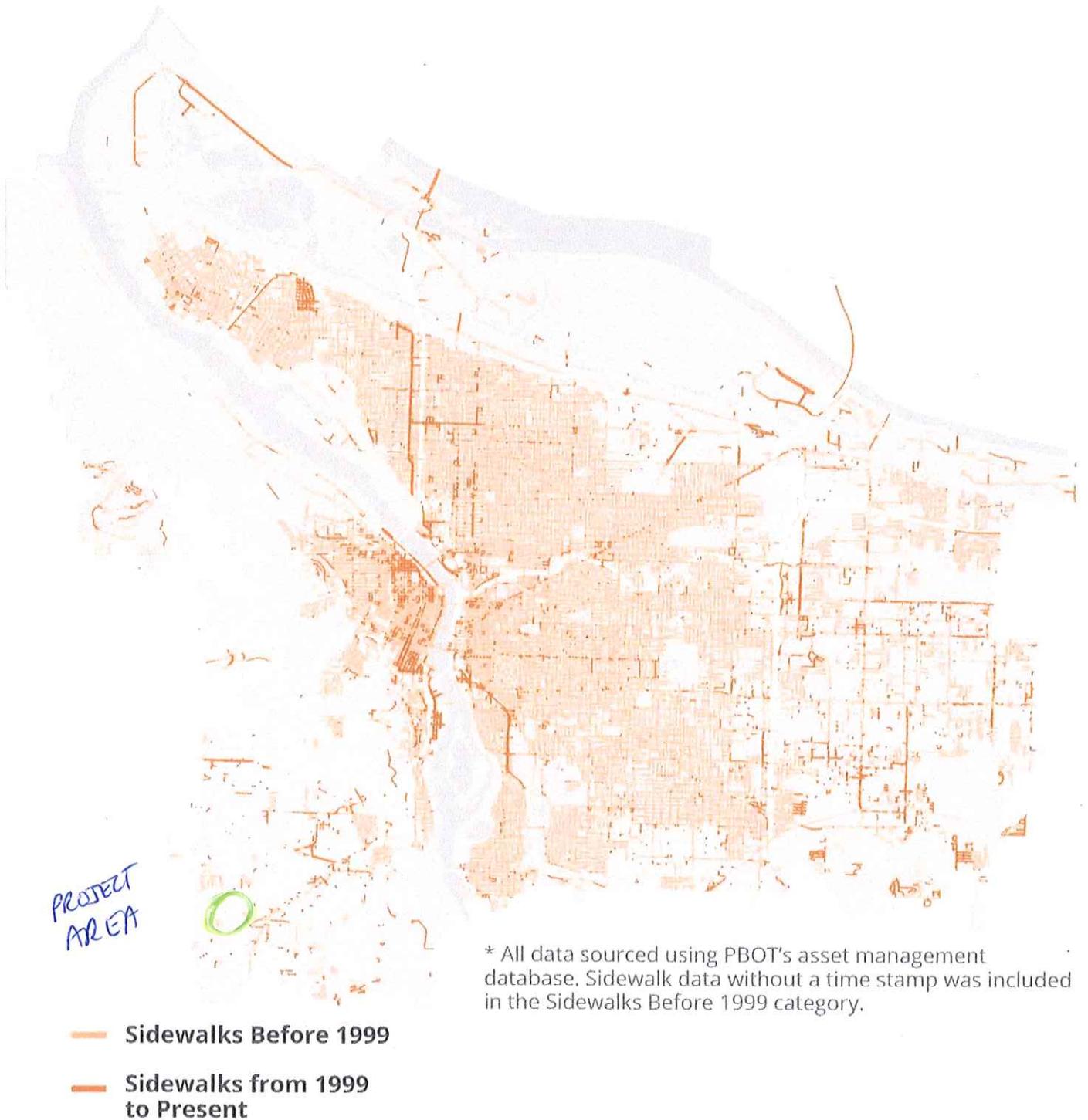
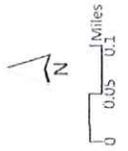
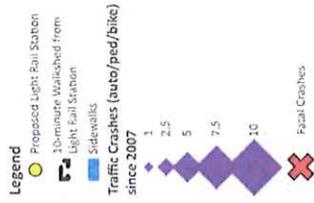


Figure 12: Sidewalks Constructed, Reconstructed, or Repaired After Adoption of the 1998 Pedestrian Master Plan (1999-2017)



# West Portland Town Center Plan

## Sidewalk Presence and Traffic Crashes



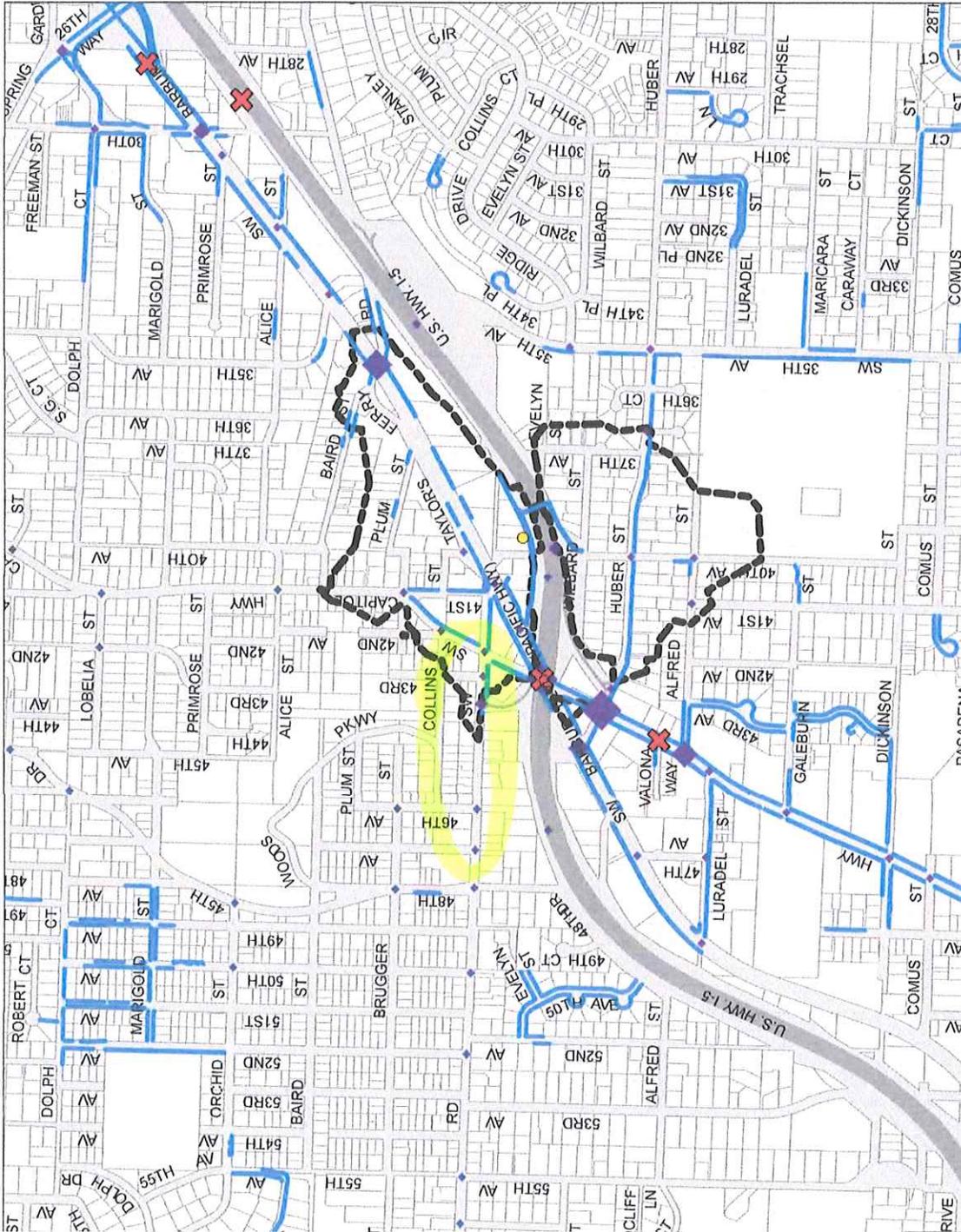
The data on this map was derived from the City of Portland's Traffic Crash Data. The City of Portland does not guarantee the accuracy of the information presented on this map. The City of Portland does not assume any liability for the use of the information presented on this map. The City of Portland does not assume any liability for the use of the information presented on this map.



Bureau of Planning and Sustainability  
 Bureau of Planning and Sustainability



City of Portland  
 Bureau of Planning and Sustainability  
 1221 SW 5th Avenue, Portland, OR 97204  
 Phone: 503.944.3000  
 Fax: 503.944.3001  
 Email: info@portland.gov



*Handwritten note:* PROJECT AREA

TRANSIT STOP  
at COMMUNITY GARDEN...



SCHOOL BUS STOP

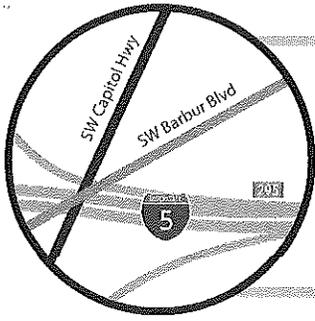


SCOOTER COMMUTER WS



BIKE COMMUTER WS





# Help make a people-centered West Portland Town Center!

## You're invited!

Come to a community workshop about the future of the West Portland Town Center.

Bring your family and friends and join your neighbors to discuss possibilities for changes to buildings, open spaces, and streets and other connections in the area.

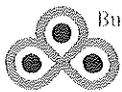
Share and explore ideas for improving your neighborhoods and what would make meeting daily needs and getting around easier, safer and healthier for more people of all backgrounds, ages and abilities.

## Free!

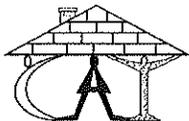
Free lunch, interpretation\*, childcare (ages 3 and older), and raffle!

\* If you need interpretation, please call Seemab at Unite Oregon with your request at least one week before the workshop at 503-287-4117.

### Co-hosted by:



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.  
City of Portland, Oregon



HUMANITARIAN ASSISTANCE WITH KINDNESS OF PRECULTURISM

## When and where

# SATURDAY

## November 9, 2019

### 2:00 - 5:00 p.m.

Doors open 1 p.m. for lunch, project open house, and registration.

## Markham Elementary School

10531 SW Capitol Hwy, Portland, OR 97219

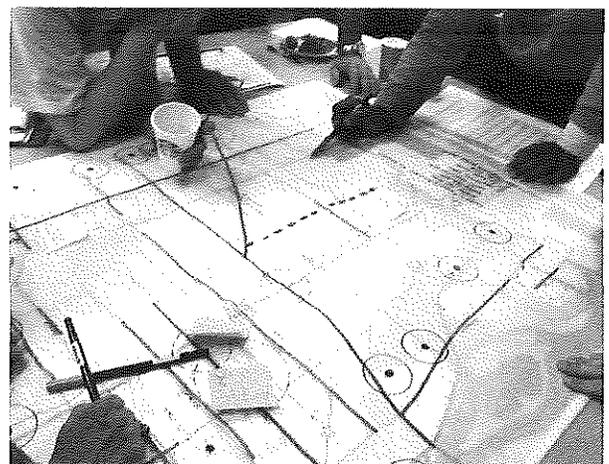
Accessible by TriMet bus line #44

## Questions?

Joan Frederiksen | 503-823-3111

Joan.Frederiksen@portlandoregon.gov

www.portlandoregon.gov/bps/westportland



The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at 503-823-7700 or use City TTY 503-823-6868, or Oregon Relay Service 711.

Traducción o interpretación

Chuyển Ngữ hoặc Phiên Dịch

翻译或传译

Письменный или устный перевод

Traducere sau Interpretare

الترجمة التحريرية أو الشفهية

Письмовий або усний переклад

翻訳または通訳

Turjumida ama Fasiraadca

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503-823-7700 | www.portlandoregon.gov/bps/71701



September 24, 2019

Members of the Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

**Re: Regional Flexible Funds Allocation (RFFA)**

Dear Metro Councilors:

As you know, we are extremely grateful for the support that Metro has provided over many years for the 40 Mile Loop. Nowhere has this been more important than your support for the Springwater Corridor, one of our region's premier multi-modal trails.

We are particularly grateful for the support Metro has provided to help close the Sellwood Gap. Thanks to your support, this past summer a .51 mile section from SE Umatilla to SE 13<sup>th</sup> was completed. The Sellwood Gap is now only 6 blocks in length, and an application for Regional Flexible Funds is before you that will reduce the gap to a present-time minimum as well as provide an improved connection to the Trolley Trail in Clackamas County. When these trail connections are in place many Milwaukie and eastside Portland neighborhoods will benefit whether it's commuting to and from work or accessing nature.

It is our great pleasure to send this letter of support for the **Springwater to 17<sup>th</sup> Trail Connection Project**.

Sincerely,

40 Mile Loop Land Trust

*Robert (Bob) Akers*  
*P.P. [Signature] (Secretary)*

Robert "Bob" Akers, President

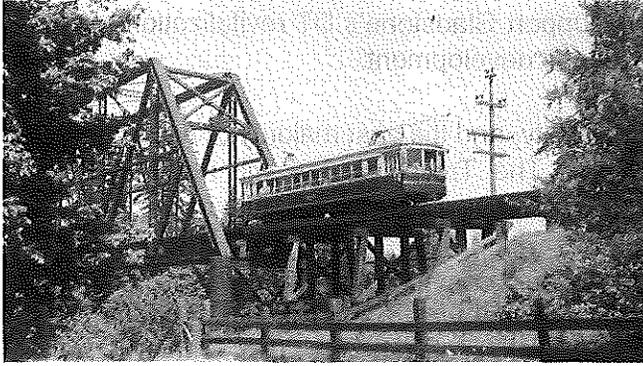
(503) 708-6003

1038 SE 224th Avenue

Gresham, OR 97030

Cc: Transportation Planning, Metro  
Mark Lear, Portland Bureau of Transportation  
Mel Huie, Metro Parks & Nature

**40-Mile Loop Land Trust**  
P.O. Box 9172  
Portland, OR 97207-0262  
[www.40mileloop.org](http://www.40mileloop.org)



## 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 \$1,228,800. 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 82<sup>nd</sup> 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.