



Engagement report

Public comments on proposed projects
for 2025-27 regional flexible funds and
Metro Parks and Nature trails grant

DRAFT – July 2022

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rffa

The preparation of this briefing book was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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INTRODUCTION

Every three years, Metro leads a discussion among the region's residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region's allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA).

Regional flexible funds come from two federal grant programs:

- Surface Transportation Program funds may be used for projects to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- Congestion Mitigation/Air Quality Program funds may be used for surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Metro is currently deciding how to invest federal funding available in the federal fiscal years 2025 through 2027. A portion of these funds – approximately \$47 million – is targeted towards improvements to streets and trails throughout the region. Unique to the 2025-27 funding cycle is the addition of up to \$20 million for trails projects generated through the voter-approved 2019 Metro Parks and Nature bond measure.

The estimated total funding to be allocated in this process is \$67.35 million. While this amount of regional funding is small relative to the scale of all the dollars spent on transportation in the region, the Regional Flexible Funds are eligible to be spent on a wide range of transportation system needs. As such, they are a critical part of fulfilling the vision, goals, and objectives of the 2018 Regional Transportation Plan (RTP) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

From May 20 through June 21, 2022, residents of the Portland metropolitan region were asked to help decide how an estimated \$67.3 million in Regional Flexible Funds and Parks and Nature bonds will be spent on projects that will help make the region's transportation system more equitable, safer, cleaner and more reliable.

During this public comment period, Metro received:

- 1,551 participants provided 1,798 project-specific comments through an interactive comment map available in English, Spanish, Vietnamese, Chinese Russian and Korean.

- 50 emails, with seven providing general, non-project specific comments and 43 providing project specific comments and 16 of those 43 providing comments on more than one project. (See Appendix B)
- 28 letters, with one letter providing comments about a project that is not included in the proposals, 27 providing project specific comments and five of those providing comments on more than one project (See Appendix C)
- One phone call commenting on two projects (See Appendix C)

NOTICE AND INVITATION TO PARTICIPATE

The notice and invitation to participate were distributed through several channels:

- email to community involvement offices and community participation organizations
- an email to the 4,797 subscribers on Metro’s transportation and land use interested persons email list
- an email to the 882 subscribers on Metro’s Parks and Nature Trails email list
- an email to the 1,264 subscribers on Metro’s Parks and Nature Bond Measure email list
- email to community-based organization networks, asking them to distribute the invitation through their networks
- Metro News (oregonmetro.gov/news)
- Metro’s social media channels, including targeted Facebook advertising in all languages
- email invitation to committee members and interested persons for the Metro Council, Joint Policy Advisory Committee on Transportation and Transportation Policy Alternatives Committee
- *See Appendix A: Notices and invitations to participate.*

People were invited to learn about the projects via:

- the regional flexible funds web page (oregonmetro.gov/rffa), which featured the technical scoring and full applications for the 29 proposed projects
- an interactive comment tool available in English, Spanish, Vietnamese, Chinese Russian and Korean. The online comment tool provided a summary and linked to the full applications for each of the projects; participants were able to choose

which projects they wanted to learn more about and then rate and comment on their projects of interest.

Comments were accepted through:

- the interactive comment tool, linked from the Metro website
- by email to transportation@oregonmetro.gov
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804

Translation

The interactive comment tool was translated into five additional languages: Spanish, Vietnamese, Chinese, Korean and Russian.

To increase the visibility of the public comment period, Metro ran Facebook ads in English Spanish, Vietnamese, Chinese, Korean and Russian. The ads reached a total of 46,158 people and 1,022 people clicked on the ads. *See Appendix A: Notices and invitations to participate.*

Of the total survey participants, 33 people participated in the Spanish survey, one person in each of the Korean, Russian and Vietnamese surveys.

COMMENTS

From May 20 through June 21, 2022, community members in the greater Portland region were asked to help decide how an estimated \$67.3 million in Regional Flexible Funds and Parks and Nature bonds will be spent on projects. Metro received:

- 1,551 participants provided 1,798 project-specific comments through an interactive comment map available in English, Spanish, Vietnamese, Chinese Russian and Korean. There were 33 responses in Spanish and one response to each of the Korean, Russian and Vietnamese surveys.
- 50 emails, with seven providing general, non-project specific comments and 43 providing project specific comments and 16 of those 43 providing comments on more than one project.
- 28 letters, with one letter providing comments about a project that is not included in the proposals, 27 providing project specific comments and five of those providing comments on more than one project
- One phone call commenting on two projects

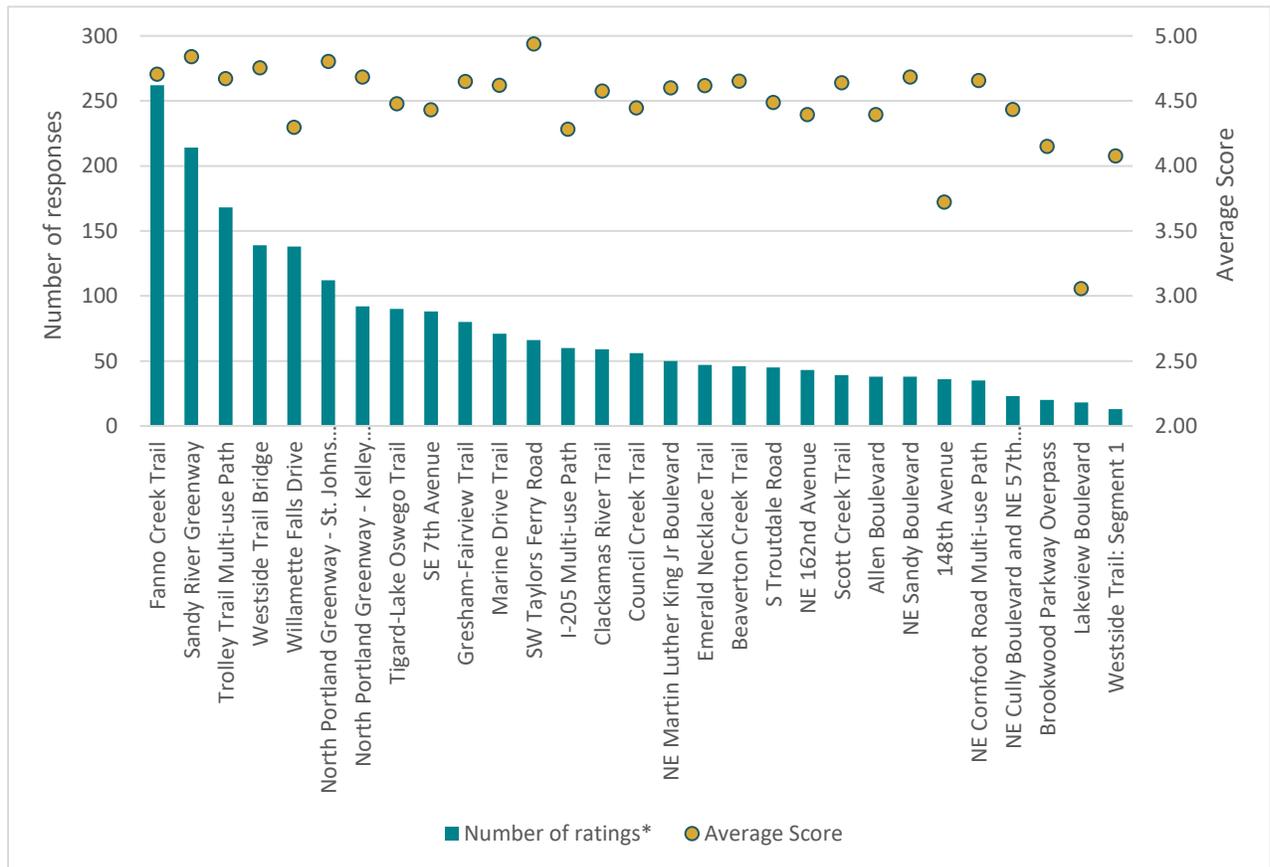
(For the full text of these comments, see appendices)

Summary of project comments

The online tool asked participants to rate each project on a scale of one to five. Across all projects, a high majority (91%), of respondents indicated a strong support for the project. The average project rating was 4.47. (See Graph 1.)¹ A majority of the respondents (71.2%) who rated projects in the online tool also wrote comments (See Appendix D). There were a total 1,798 comments in the online tool.

Overall, all comments, emails and letters submitted were in support of the projects there were commenting on. There were a handful of comments on some of the projects that expresses concern about the project or indicated that it wasn't a priority.

Figure. 1: Projects vs. average score, in order of the number of ratings received



¹ Rating data reflects the number of respondents who left scores. The calculation did not include responses that omitted a number rating and also did not include responses with duplicate scores for the same project from the same user.

The projects with the highest level of overall support are Fanno Creek Trail, Sandy River Greenway and Trolley Trail Multi-use Path. The North Portland Greenway projects also received a high level of support. SW Taylors Ferry Road, Walkway and Bikeway Connection was not among the highest number of online responses, however it did have strongest online tool rating.

Fanno Creek Trail

- 189 web tool comments
- Average rating of 4.71 (262 ratings)
- 1 letter and email

Sandy River Greenway

- 165 web tool comments
- Average rating of 4.84 (214 ratings)
- 3 letters and emails

Trolley Trail Multi-use Path

- 121 web tool comments
- Average rating of 4.67 (168 ratings)
- 5 emails and letters

The North Portland Greenway projects are strongly supported, including by community groups and organizations. Although these projects did not receive the highest level of online participation, more letters and emails were received in support of these projects than the three projects that received the most online support.

North Portland Greenway and Kelly Point Park to North Slough

- 65 web tool comments
- Average rating: 4.68 (92 ratings)
- 20 emails, letters, voicemails

North Portland Greenway, St. Johns Prairie to Cathedral Park |

- 83 web tool comments
- Average rating: 4.8 (112 ratings)
- 20 emails, letters, voicemails

The support for SW Taylors Ferry Road, Walkway and Bikeway Connection is notable because almost all of the 66 people who rated the project online gave it a five rating and 12 emails and letters were submitted in support of the project.

SW Taylors Ferry Road, Walkway and Bikeway Connection

- 52 web tool comments
- Average rating: 4.94 (66 ratings)
- 20 emails, letters, voicemails

The three project with the lowest level of support are:

Westside Trail: Segment 1

- 7 web tool comments
- Average rating: 4.0 (13 ratings)
- no emails, letters, voicemails

Lakeview Boulevard

- 10 web tool comments
- Average rating: 3.06 (18 ratings)
- 1 email, letters, voicemail

Brookwood Parkway Overpass

- 9 web tool comments
- Average rating: 4.14 (20 ratings)
- no emails, letters, voicemails

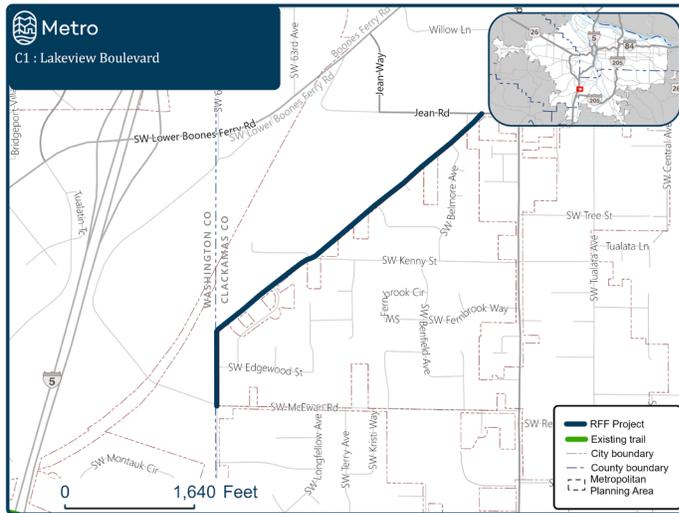
Summary of comments, proposed projects

The proposed projects are organized by county on the project website, online tool and below. This allowed people to more easily find projects that were in their areas of interest. For the online tool, people were able to select which projects they would like to review and comment on.

For each project page, the user was provided a map of the project and project area and a brief description of the project.

These maps are reproduced here as reference, though at a much smaller scale. A project summaries and proposal are available at oregonmetro.gov/rffa in the proposed projects section.

C1: Lakeview Boulevard Improvements | City of Lake Oswego | \$450,036

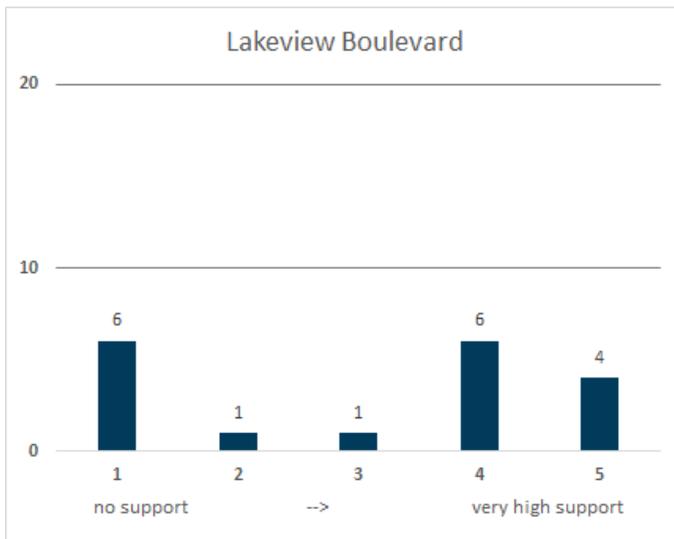


There was a relatively lower level of interest in this project. The comments in support of the project indicated the need for safer sidewalks that would connect to nearby schools.

- “There is so much traffic on this main road that heads toward the lake, and absolutely no sidewalks and little area for pedestrians or bikers.”
- “This project is definitely needed. River Grove ES is being replaced and adding safer ways to this elementary school is huge.”

Number of letter, email, voice mail comments: 1

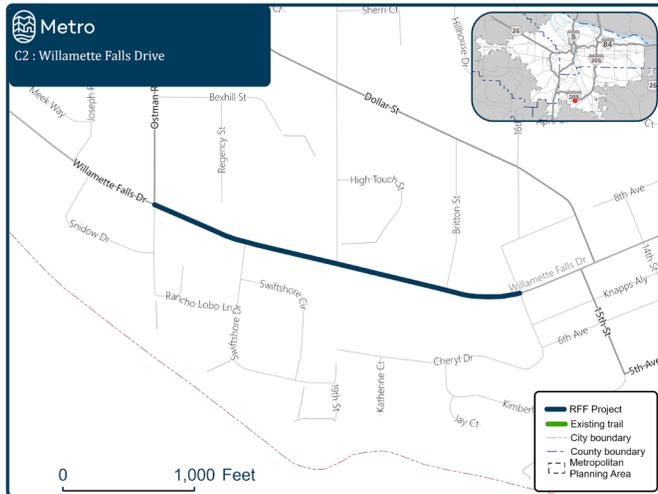
Number of web tool comments: 10



Concerns or considerations:

- A few comments indicated that this project is not a priority.

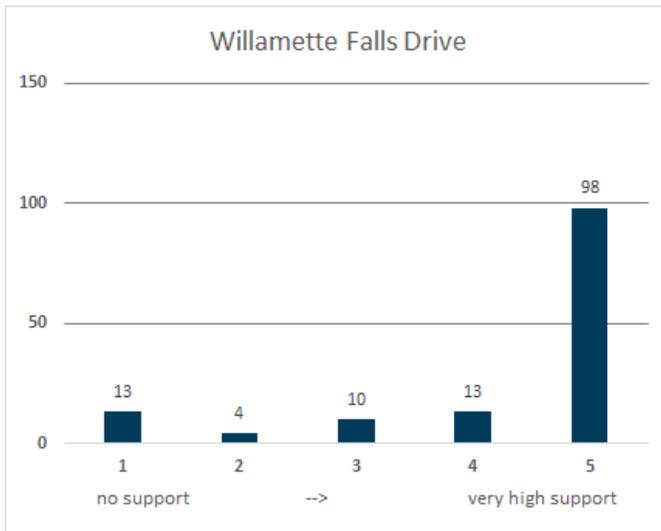
C2: Willamette Falls Drive Multimodal Project | City of West Linn | \$3,362,984



Most online comments and letters/emails indicated support for this project highlighting the need for improved safety for people who bike and walk here and especially for students traveling to the new middle school. Several people pointed to the increasing need for this project considering tolling on I-205.

Number of letter, email and voice mail comments: 0

Number of web tool comments: 107



- “There are very little sidewalks in this community this will complete the project down in West Linn and help bring the community all together.
- “WLWV is building a new middle school on WFD and this will proved a complete multimodal system throughout our historic district and ending at the school and city limits. A great project!”

Concerns/considerations:

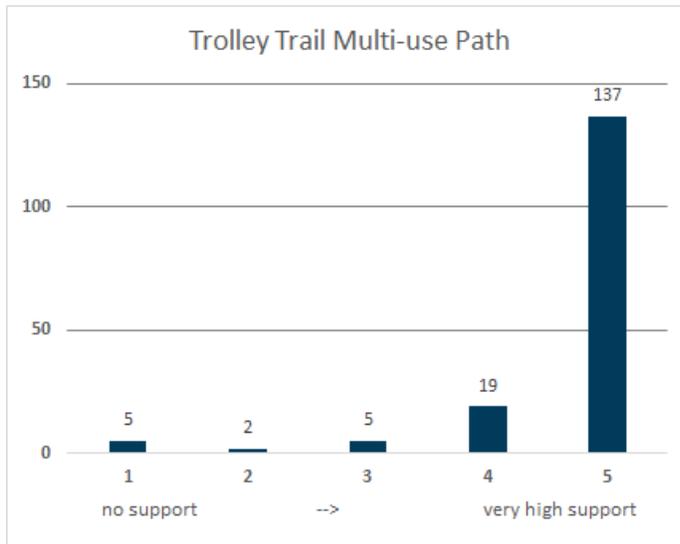
A couple of people voiced concerns about the potential impacts of this project on specific properties. There were several concerns about the cost of the project.

C3: Trolley Trail Multiuse Path – Milwaukie Bay Park | North Clackamas Park and Recreation | \$624,250



Number of letter, email and voice mail comments: 5

Number of web tool comments: 121



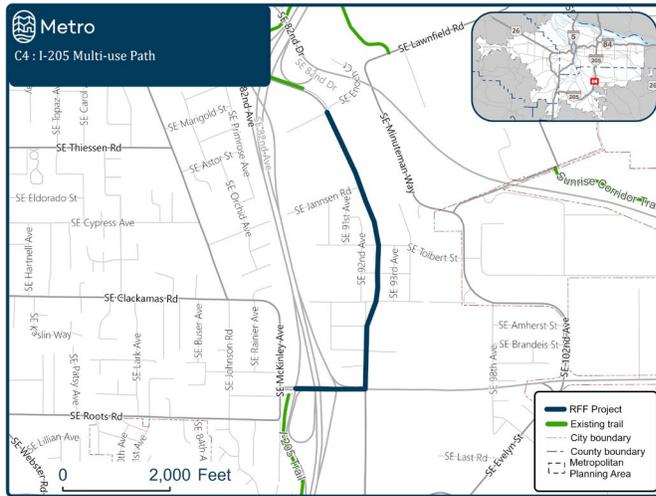
Concerns/considerations:

Several people voiced concerns about multi-use paths, with fast moving bikes and emphasized the need for a separated bike path. Another comment voiced a concern about there not being enough parking.

Most online comments and letters/emails voice support for this project highlighting the need for an improved trail that meets the needs of the people who use this trail for a variety of activities.

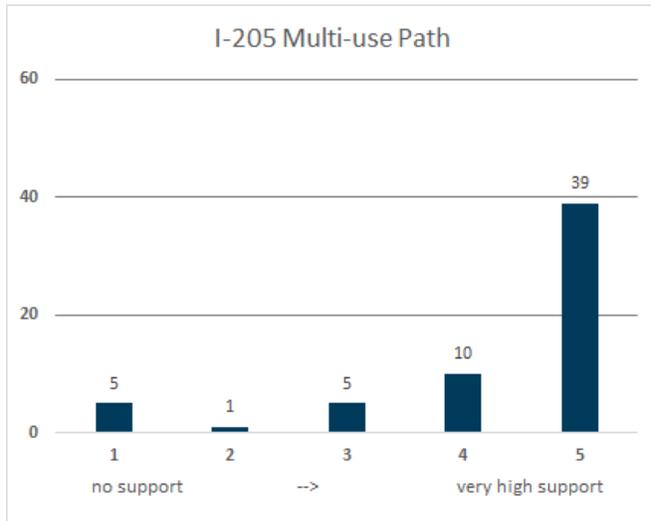
- “It will serve those who have transportation challenges by providing a route to Max and Trimet as well as bridging the No Clackamas Parks with Springwater corridor.”
- “Improving the Trolley Trail in this location would definitely bring more people to local businesses in Milwaukie as well as attract new businesses. Milwaukie I think has a lot of untapped potential, and I'd rather shop/eat around here than drive into Portland. I would also bring my grandchildren to the proposed water feature.”

C4: I-205 Multiuse Path Gap Refinement Plan | Clackamas County | \$935,884



Number of letter, email and voice mail comments: 0

Number of web tool comments: 46



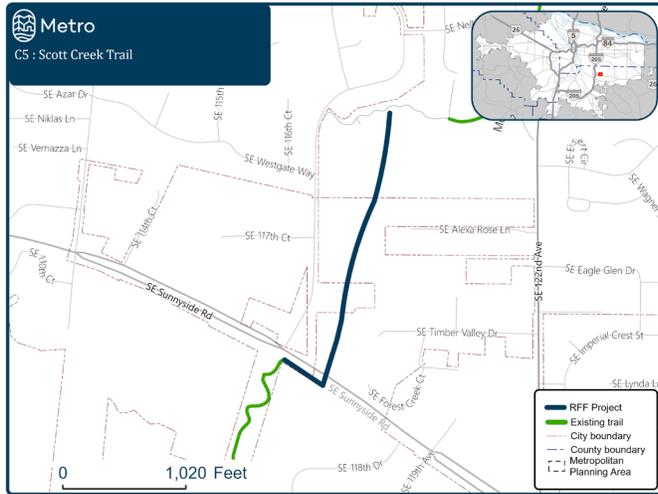
Concerns or considerations:

There were a few comments about feeling unsafe around the camps along the existing trail.

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would close a trail gap that currently causes people using the trail to travel along roads and intersections that feel unsafe.

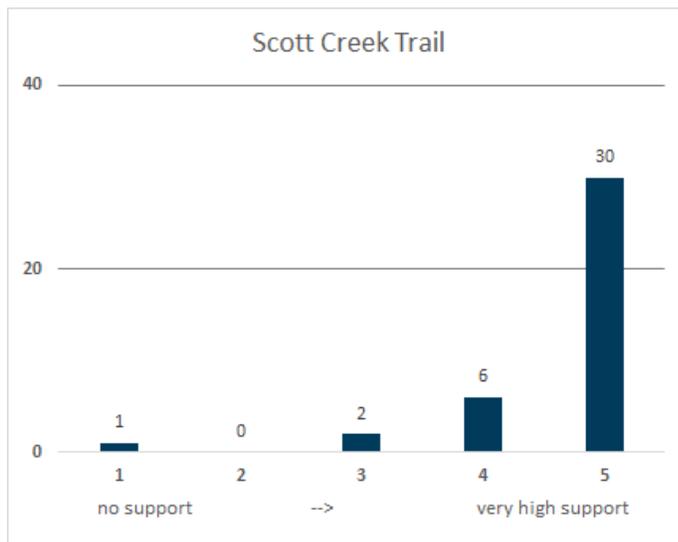
- “The I-205 path is an important north-south connection and this gap is confusing to navigate with potential dangerous interactions with cars....Closing this gap will encourage active transportation in this corridor.”
- I bike this area quite a bit, and it would be very helpful to route this off 82nd. Currently, it is a very dangerous area to ride bike.

C5: Scott Creek Trail | City Happy Valley| \$89, 562



Number of letter, email and voice mail comments: 1

Number of web tool comments: 29



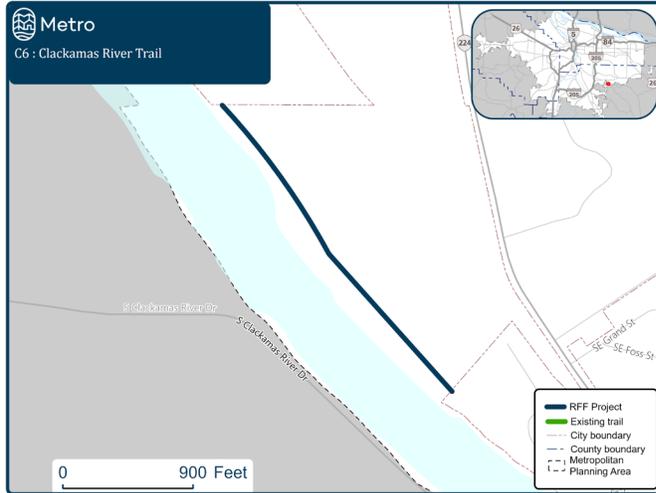
Concerns/considerations:

One comment indicated that it is not a priority.

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would close gap in the trail system.

- “Provides a needed connection to the bus line and businesses from the nature park trail.”
- “I visit the park frequently - both Southern Lites and Mt Talbert and would be great to have a nice way to walk to both parks rather than driving between the two, as crossing Sunnyside Rd can be difficult.”

C6: Clackamas River Trail | City of Happy Valley | \$666,174

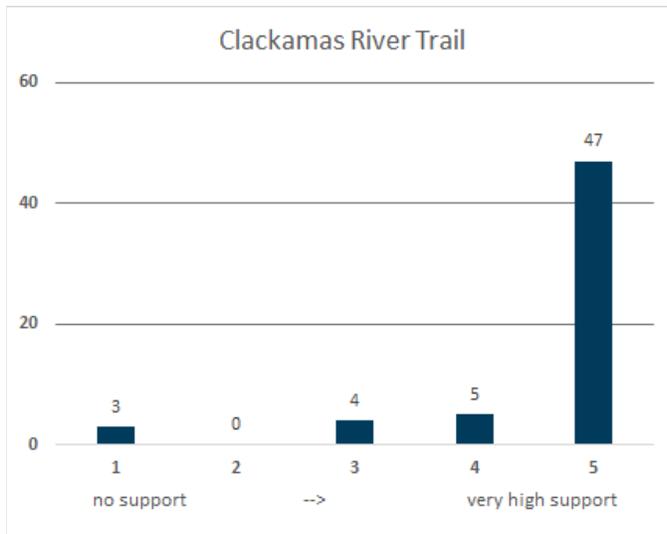


Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted the safety benefits and increased access to the river.

- Development along the Clackamas River is long overdue and this project would be a great start. This is a beautiful natural resource that has no access in our area and this project is a great start on the long term plan.
- Modest cost to enhance a connection in the Carver area. The main road is extremely dangerous, and the adjacent mobile home park has no nearby alternative route.

Number of letter, email and voice mail comments: 2

Number of web tool comments: 44



Concerns/considerations:

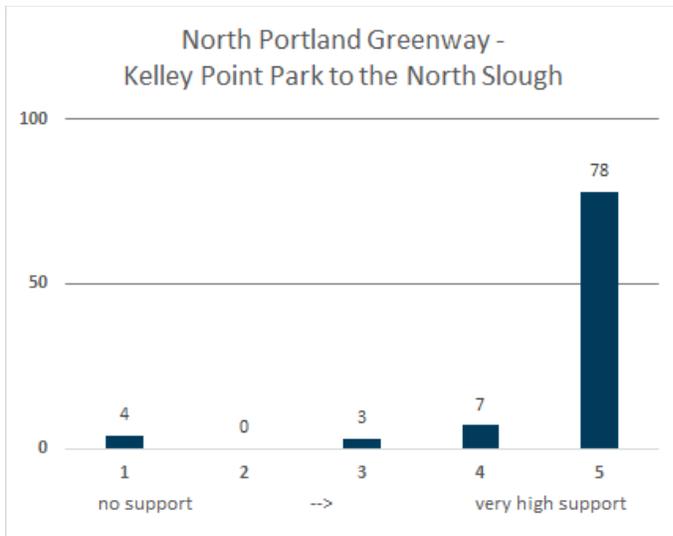
Commenters who did not support the project indicated that it wasn't a priority compared with: "installing sidewalks on both sides of Hwy 224 from the intersection at Hwy 212 down to Springwater Road" and "filling in sidewalk gaps and paving streets within the city where more people can benefit."

M1: North Portland Greenway, Kelly Point Park to North Slough | City of Portland | RFFA \$4,465,605, Trails Bond \$3,483,699



Number of letter, email and voice mail comments: 20

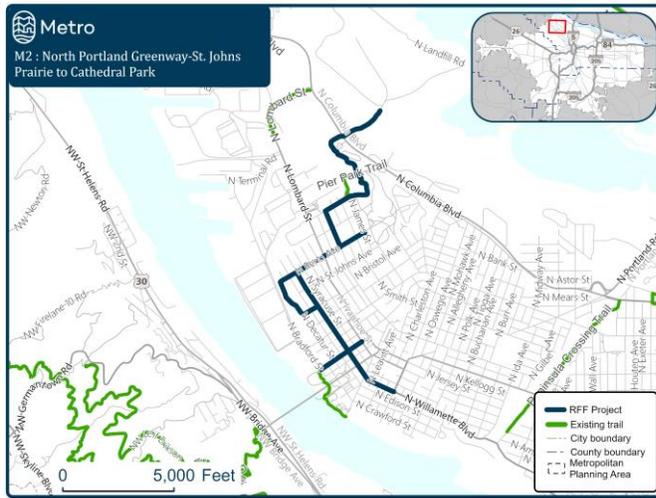
Number of web tool comments: 65



All online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted the safety benefits and the connections to natural areas that this project would provide.

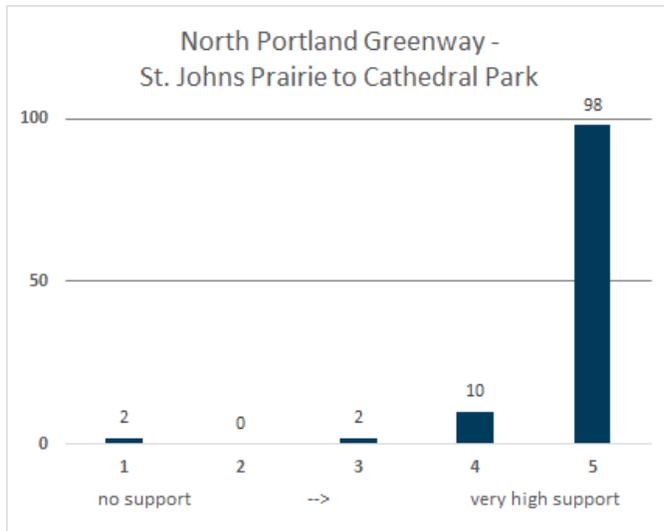
- “These projects would greatly enhance our ability to enjoy the parks and waterways of the peninsula.”
- “This project will improve safety and access to nature by providing infrastructure for pedestrian/bike access to Kelley Point Park from St. Johns Prairie (the former landfill). It will also improve commuter access to work in the Rivergate Industrial area. It is a continuation of a long-term project and needs to be completed.”

M2: North Portland Greenway, St. Johns Prairie to Cathedral Park | City of Portland | RFFA \$2,745,540 Trails Bond \$2,648,000



Number of letter, email, voice mail comments: 20

Number of web tool comments: 83

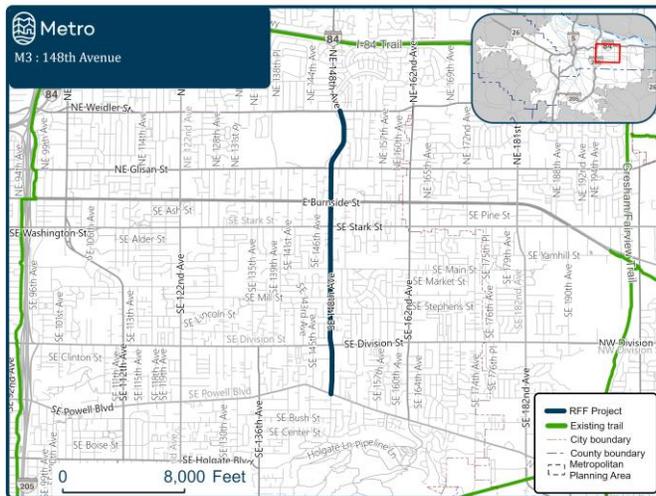


All online comments voiced support for this project.

Online comments and letters/emails highlighted the safety benefits and the connections to natural areas that this project would provide.

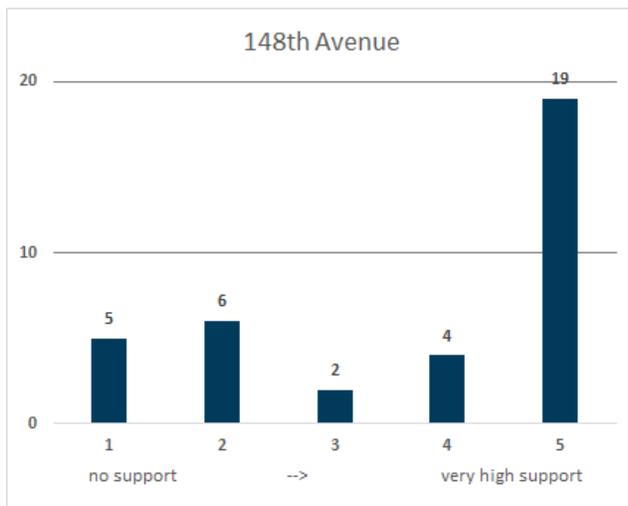
- “We need more places in this area that are recreational, green and non-industrial. Restored streets, sidewalks and more green areas. Involve young people in your ideas and then carry out actions with children and young people’s opinion.” – comment submitted in Spanish and translated
- “This neighborhood is heavily impacted by the freight traffic that has gotten so much worse over the years. Though it is surrounded by amazing habitat, it's very difficult to get there without a car. This project goes a long way toward bridging that gap.”

M3: 148th Avenue, Safety and Access to Transit | City of Portland | \$7,100,335



Number of letter, email and voice mail comments: 1

Number of web tool comments: 22



About half of the online comments supported the project and about half voiced concern or lack of support.

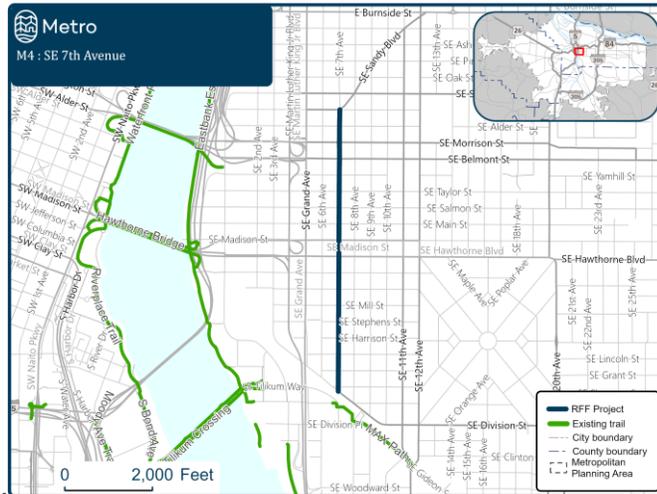
Those in support indicated an overall support for improving conditions and safety for people walking and biking in this underserved area.

- “Good investment in a historically underserved area.”
- “... investing here will advance our equity goals and bring a sense of place to a neglected part of the city.”

Concerns or considerations:

- A few comments indicated that it was just not a priority project and especially considering the cost.
- There were concerns about the design from both the perspective of people riding bike – that buffered bike lanes do not feel very safe and comfortable and from people driving – that reduced lanes would lead to congestion and confusion.

M4: 7th Avenue, Complete Street Project | City of Portland | \$10,692,225

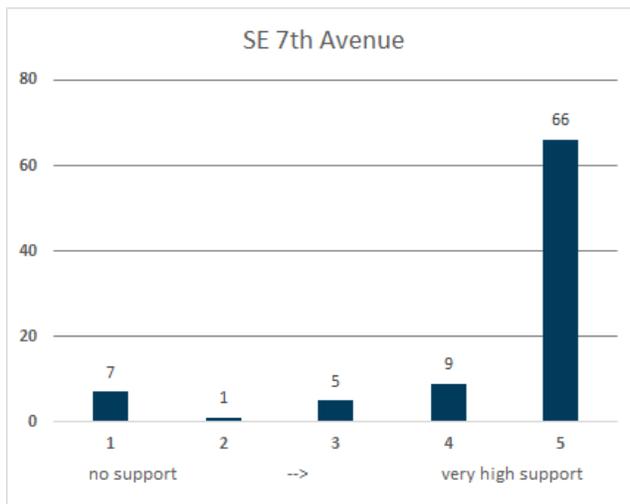


Most online comments and letters/emails voice support for this project highlighting the connection to the new Blumenhauer bicycle and pedestrian bridge and the need to create safe separation between people biking and freight traffic.

- “... Large freight trucks are a huge concern for my safety when I commute through this part of town.”
- “This is a vital north-south greenway in Portland and creating a protected separated path for active transportation is essential to encouraging people to choose non-motorized transportation options. This is also very timely with the opening of the new Earl Blumenhauer Bridge.”

Number of letter, email and voice mail comments: 1

Number of web tool comments: 64

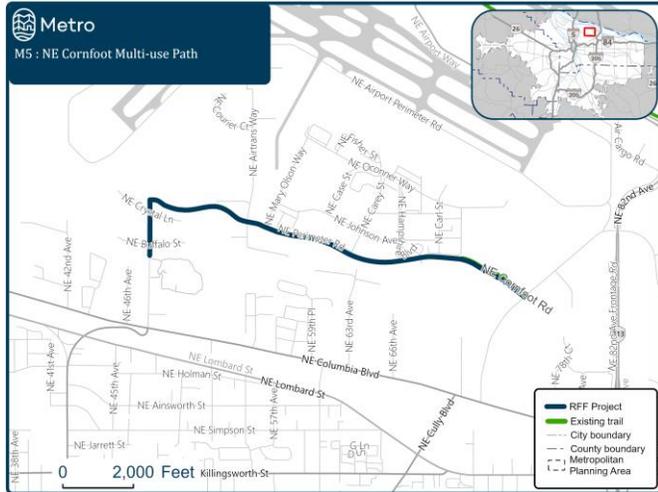


Concerns or considerations:

Several people indicated this project is not a priority.

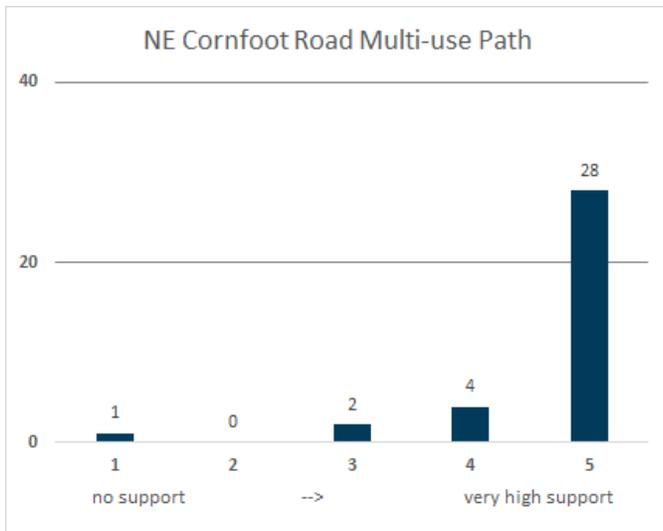
- “There is already a designated bike street close to 7th Street. Keep bikes on less traveled streets. 7th Street is a commuting street w/ bus service on it.”
- “There is already a bike path on both N and S lanes. The real problem is going from Sandy to the new bike overpass over 84 continuing north.”

M5: NE Cornfoot Road, Multi-use Path Project | City of Portland | RFFA \$6,698,350, Trail Bonds \$5,225,500



Number of letter, email and voice mail comments: 3

Number of web tool comments: 25



All online comments voiced support for this project. Online comments and letters/emails highlighted the need for improved safety for people riding bicycle and walking in this area and the important connects this project would make to jobs and the airport and natural areas.

- “East-west link that builds on existing sections of the Columbia Slough trail. This part of an active transportation link that will connect to Ne 47th and the Whitaker Ponds Nature area.”
- “The NE Cornfoot Road Multi-use Path is a critical connection from our neighborhood to employment opportunities such as FedEx, Boeing and USPS as well as others near the airport through a connection with NE Alderwood Road.”

M6: NE Marine Drive, Marine Drive Trail, I-205 to NE 122nd Avenue | City of Portland | RFFA \$2,770,300 Trail Bonds \$2,161,200

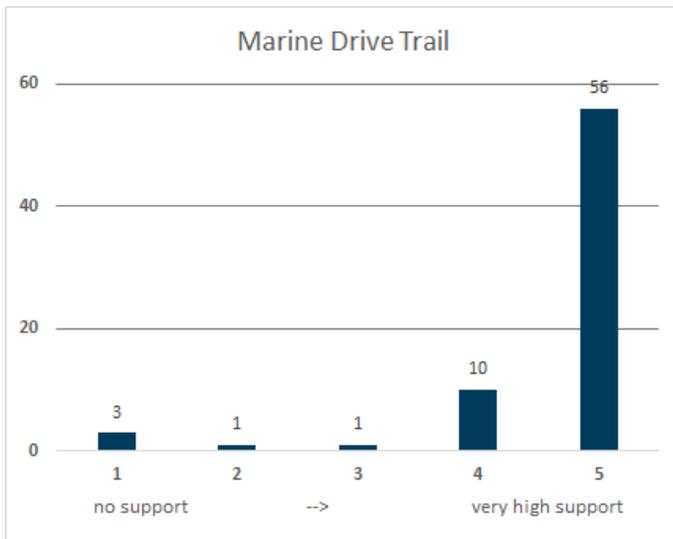


Almost all online comments and letters/emails voiced support for this project highlighting the recreation and safety benefits.

- “Weekday riding on Marine Drive is not very pleasant because of the heavy use by semi-trucks and the number of vehicles on the road...”
- “This is a much needed trail connection. The existing trail gap is dangerous and discourages non seasoned cyclists and pedestrians.”

Number of letter, email and voice mail comments: 3

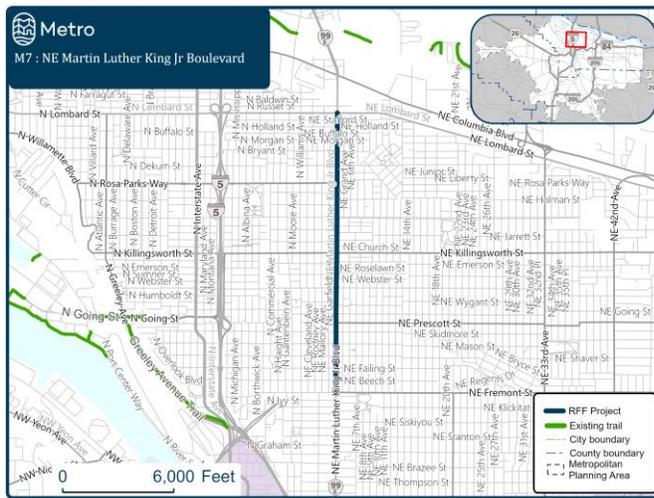
Number of web tool comments: 53



Concerns or considerations:

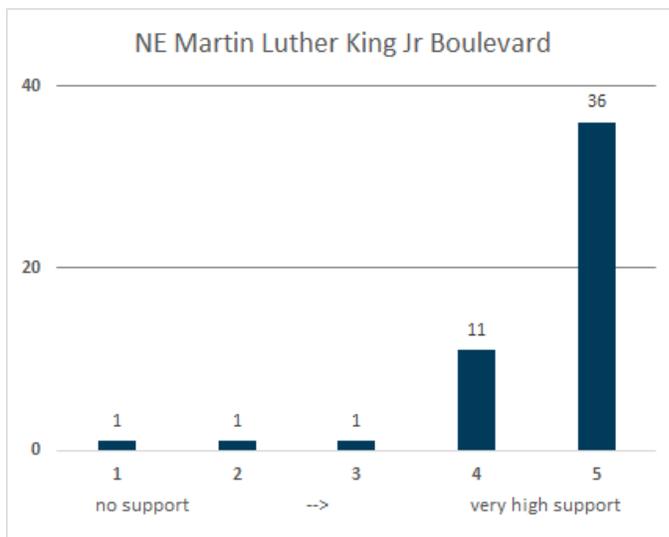
Both commenters who didn't support this project were concerned people camping along the trail

M7: NE Martin Luther King Jr. Boulevard, Safety and Access to Transit, Phase II | City of Portland | \$5,604,370



Number of letter, email and voice mail comments: 1

Number of web tool comments: 27



Concerns or considerations:

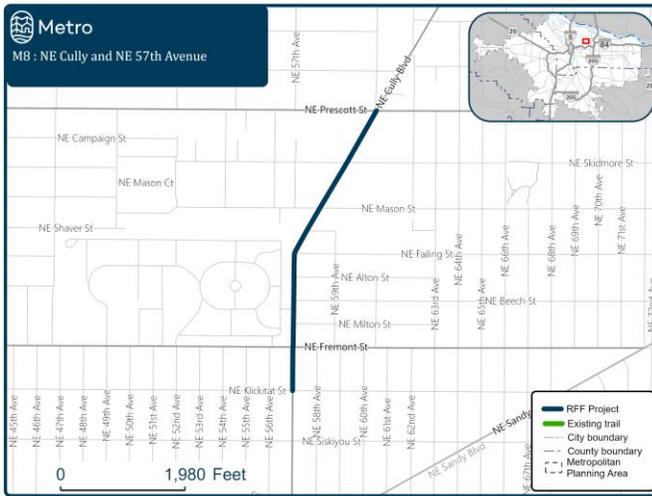
Two commenters voiced concerns, one about the cost and one about potential for new bike infrastructure to negatively impact businesses on MLK.

Almost all online comments voiced support for this project.

Online comments and letters/emails highlighted how unsafe it feels to cross MLK and several commenters emphasized that drivers are often rushed and speeding on MLK.

- “Both of the enhanced crossings at Buffalo and Bryant provide much safer crossings of MLK for these kids [Woodlawn School students] than the painted crosswalks that exist.”
- “This is a critical project and will have a great impact on having safer, more reliable crossings on MLK. The existing conditions for crossing MLK are dangerous, and inconsistent.”

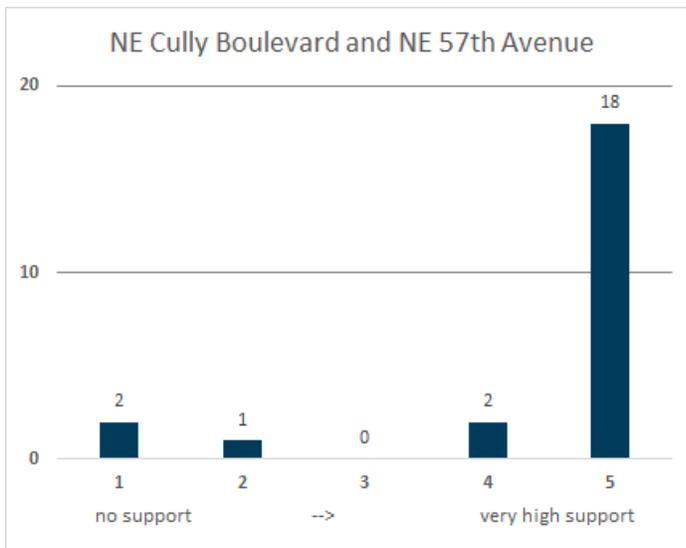
M8: NE Cully Boulevard/57th Avenue, Complete Street Project | City of Portland | \$7,643,200



Number of letter, email and voice mail comments: 1

Hearing testimony comments in support:

Number of web tool comments: 13



Concerns/considerations:

One person voiced interest in seeing a more holistic approach to investments in Cully, with consideration for the impacts on gentrification.

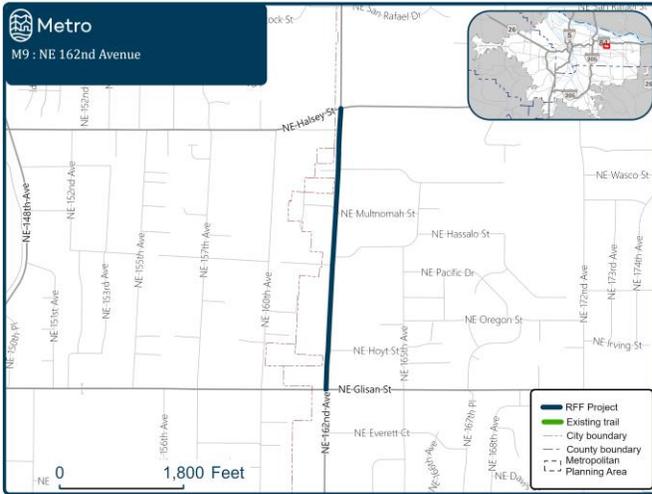
Most online comments voiced support for this project.

Online comments and letters/emails highlighted safety concerns for people living in this historically underserved neighborhood. Comments emphasized the need for safer connections for people walking and biking to school, nearby businesses and parks.

- “This street is classified as a Pedestrian Parkway and a Bicycle Parkway in the Regional Transportation Plan and it is currently unsafe for both.”

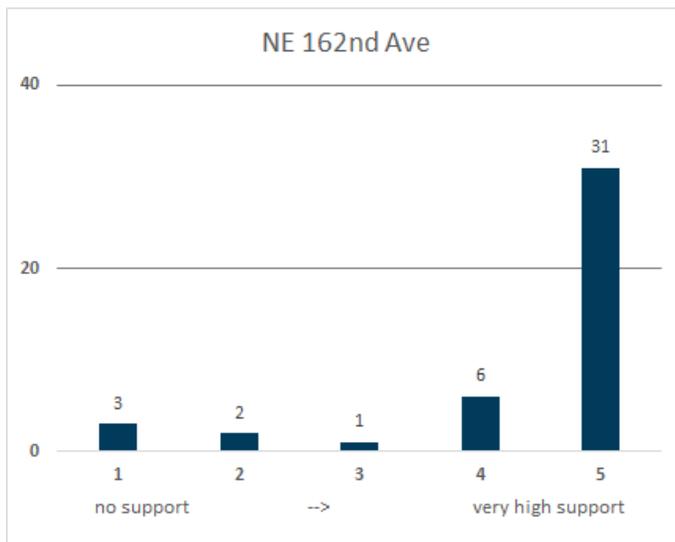
- “This would connect to an existing well-protected section north of NE Prescott, and it would finally allow safe biking and pedestrian access from the Rose City area up to Fremont, Prescott, and Cully--finally allowing residents of a predominantly POC neighborhood (Cully) safe access to far more businesses, parks, and amenities.”

M9: NE 162nd Avenue Complete Street | City of Gresham | \$7,316,079



Number of letter, email and voice mail comments: 0

Number of web tool comments: 30



Concerns/considerations:

A couple of people indicated that this project is not the highest priority.

Almost all online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted the safety benefits for both Gresham and Portland residents and underscored the safety of kids who travel on 162nd.

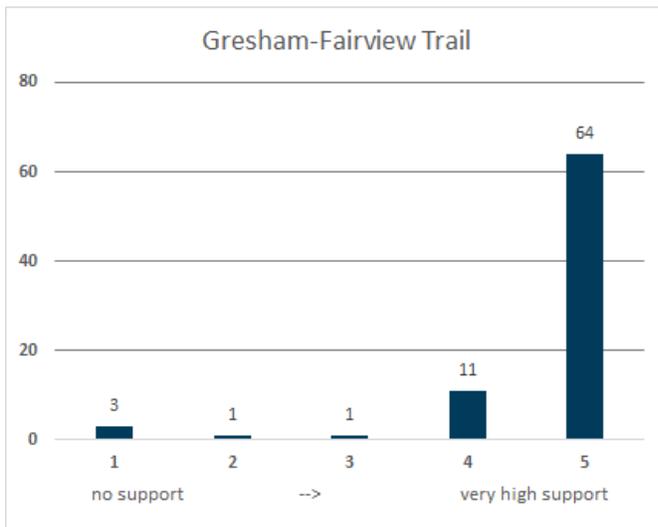
- “This road is so dangerous! It’s always hard to even just cross the street. Also with the Albertina Kerr building, more folks will be living right here. Kids are at risk!”
- “162nd connects kids to parks and schools, commuters to public transit, and residents to grocery stores. This project would improve safety and neighborhood connectivity.”

M10: Gresham-Fairview Trail Gap | City of Gresham | \$4,167,723



Number of letter, email and voice mail comments: 6

Number of web tool comments: 57



Concerns/considerations:

A couple of commenters voiced concerns: one that this trail is not a priority over improving sidewalks and the other that neighbors have not been given an opportunity to provide input on this project.

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would improve connections for people who bike and walk in East County for both recreation and commuting.

- “People of all abilities are so close to having a connected Gresham-Fairview Trail! If we could just close this gap. We love that it connects to I-84’s trail to make commuting easier for people to the north. This missing link will help get transit on track in an overlooked area.”
- “This bike path is a fabulous resource for commuting and family leisure outings. It needs to be completed to ensure safe riding.”

M11: NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230th Avenue | Multnomah County | \$20,660,000

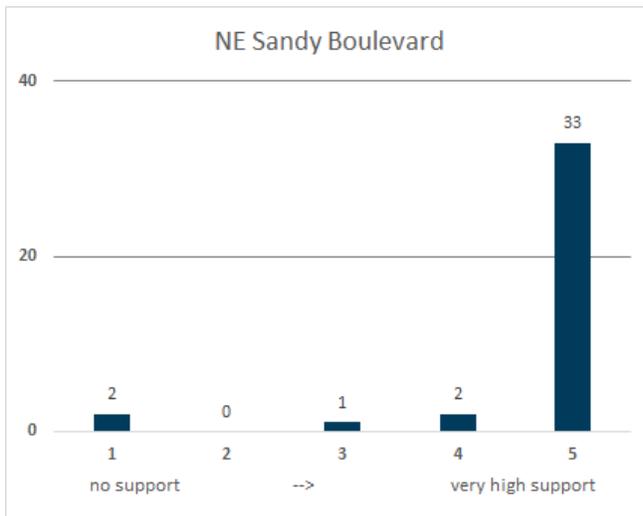


Almost all online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted the safety benefits for the community.

- East Multnomah county often gets forgotten, or dismissed with Portland taking up the majority of the county. It would be nice to have more attributes to make our community safer and more family friendly.
- This strip desperately needs sidewalks for safety, especially with new apartments going in.

Number of letter, email and voice mail comments: 5

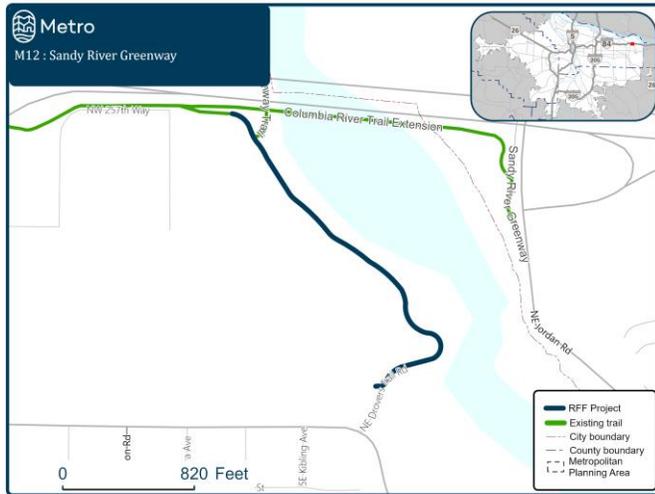
Number of web tool comments: 26



Concerns/considerations:

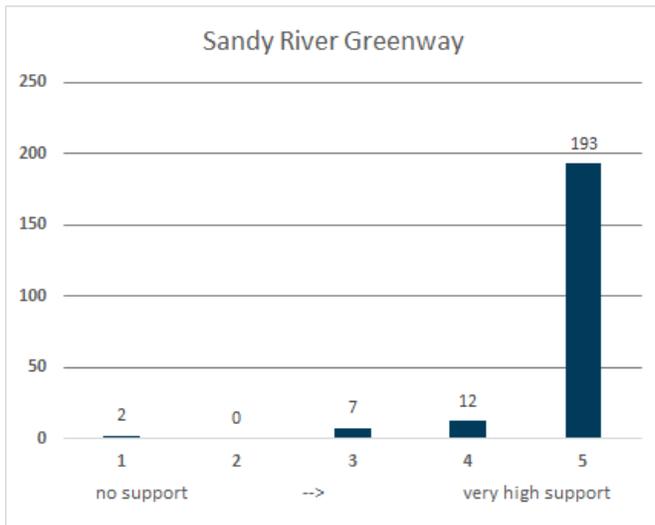
There was one comment voicing concern about the high cost of this project.

M12: Sandy River Greenway, Riverfront Trail and Park | City of Troutdale | \$1,945,800



Number of letter, email and voice mail comments: 3

Number of web tool comments: 165



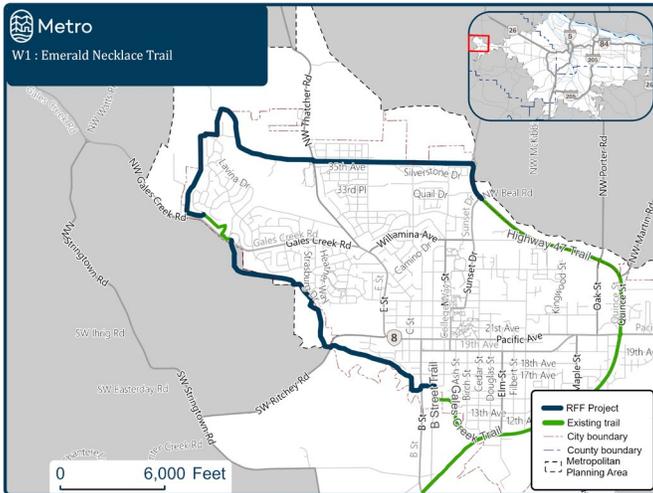
Concerns/considerations:

There was one comment voicing concern about the potential for people camping in the park.

All but one of the online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted the benefits for local residents and visitors connecting to recreational opportunities in the Columbia Gorge. Commenters also underscored the economic benefits. (12 unique comments submitted for this project were in Spanish.)

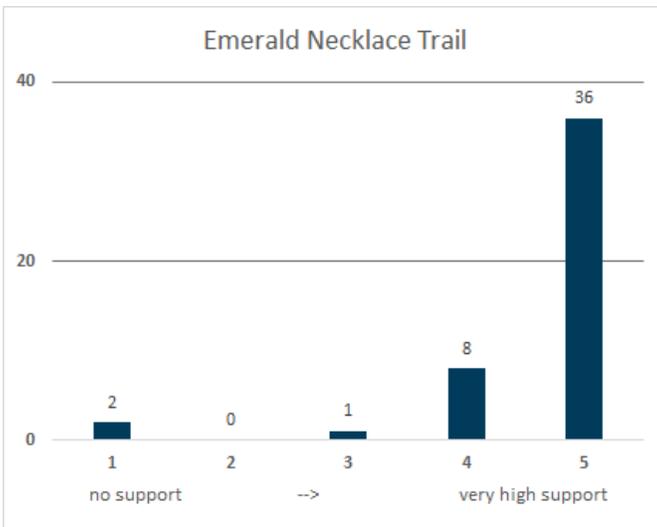
- It will benefit us in great ways, since as a mother of teenagers you need places like these to spend time with family without traveling away from home, and many families sometimes do not have a way to make long trips due to their economic situation.”- comment submitted in Spanish and translated
- “Development of this park and trail will provide further recreational opportunities to both residents and visitors alike... This will provide significant economic support to our community and the small businesses calling Troutdale home.”

W1: Emerald Necklace Trail Master Plan | City of Forest Grove Parks and Recreation | \$200,000



Number of letter, email and voice mail: 0

Number of web tool comments: 41



Concerns or considerations:

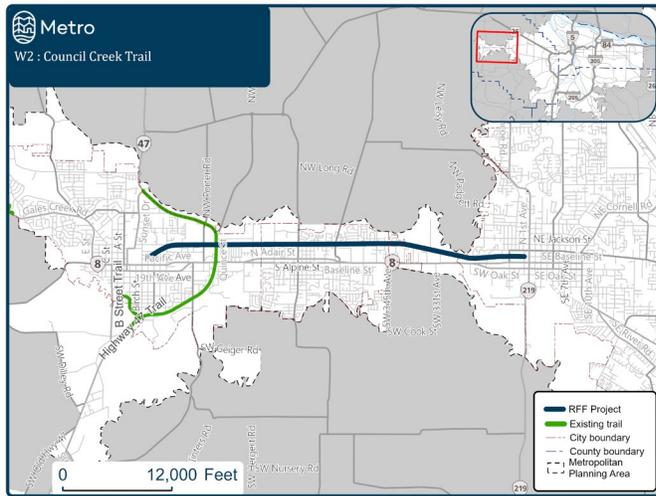
One comment voiced that this project is not a priority.

All except one online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted the need for off-road connections.

- “The FG [Forest Grove] community desperately needs more bike and walking paths, especially with the significant growth from the new housing developments that are on David Hill, which would be up against the new path.”

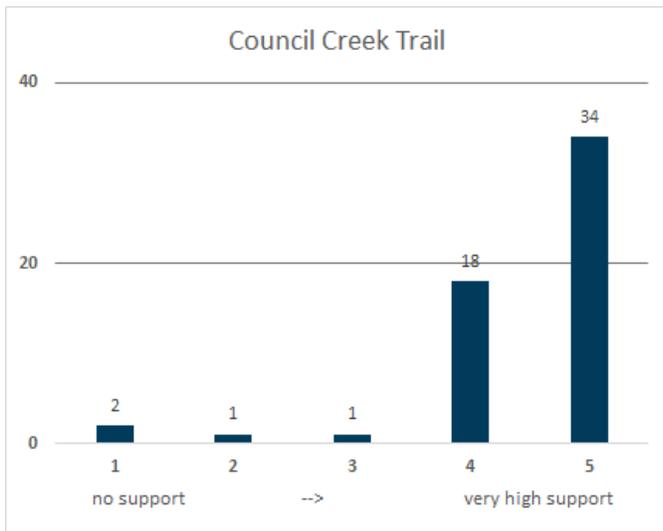
- “Biking around and in Forest Grove is very challenging since the main connectors are highways or very busy roads. This looks like a good option to make it more bikeable.”

W2: Council Creek Regional Trail Enhanced Crossings | Washington County |
\$5,511,000



Number of letter, email and voice mail comments: 1

Number of web tool comments: 30



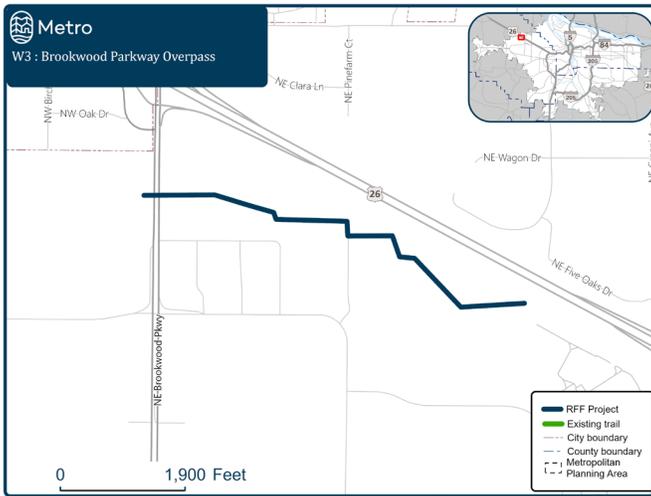
Almost all online comments voiced support for this project. Online comments and letters/emails highlighted the existing safety issues along TV Highway and the need for connections between Hillsboro, Cornelius and Forest Grove.

- “Connecting Forest Grove to Hillsboro would provide a lot of important access for the communities impacted by the trail. This would fill in a very large gap in the county wide bicycle transportation network.”
- “The new path would provide innumerable benefits to the westside community.... The economic impact that the path would cause is indisputable, since it would be a way of recreation, transport, exercise and tourist development.” - comment submitted in Spanish and translated

Concerns/considerations:

One commenter expressed concern about the cost about a project and another about the potential lack of personal safety along this trail. Another commenter was concerned that the community needs more than a trail and wants to see an “expanded MAX line to Forest Grove and Cornelius, alongside the trail.”

W3: Crescent Greenway Bridge Over Brookwood (BOB) | City of Hillsboro | \$3,200,000

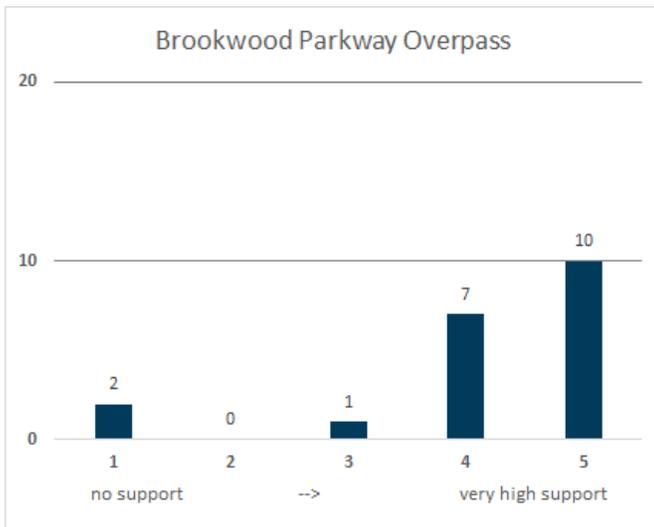


Overall there was a relatively lower level of interest in this project. The comments in support of the project indicated the need for more east-west connectivity for people biking and walking.

- “...The planned greenway network - which is already in development - is going to be a huge benefit to the region's commuters and [people recreating]. Please help them make it happen!”

Number of letter, email and voice mail comments: 0

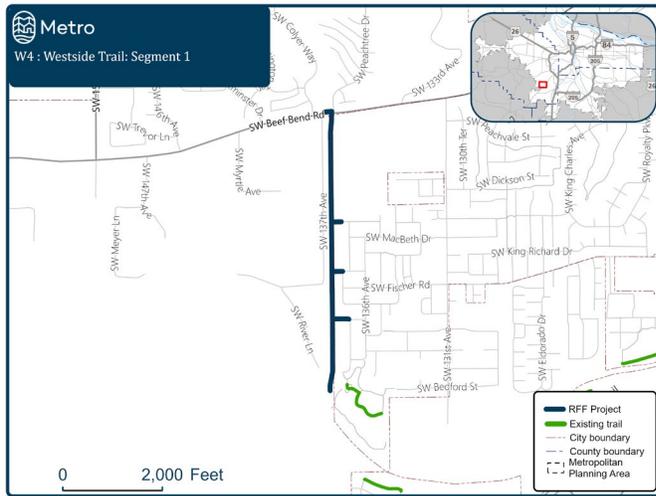
Number of web tool comments: 9



Concerns/considerations:

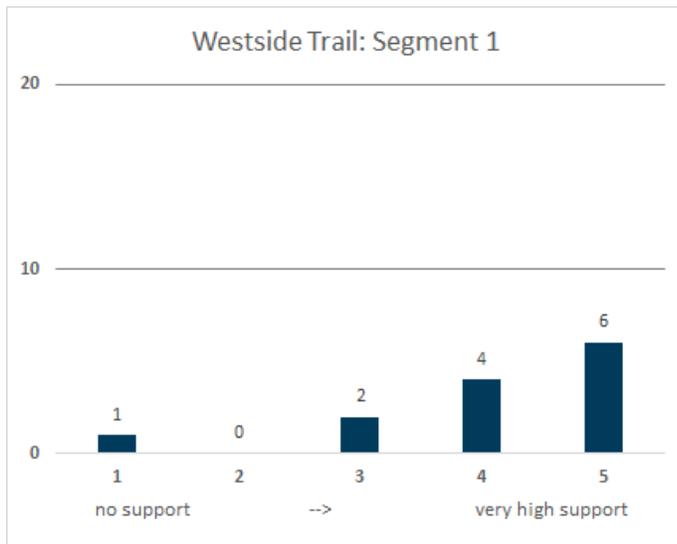
Commenters who did not support the project indicated that it wasn't a priority in part because the lack of connection to existing facilities.

W4: Westside Trail Segment 1, Planning Engineering and Design | City of King City | \$210,000



Number of letter, email and voice mail comments: 0

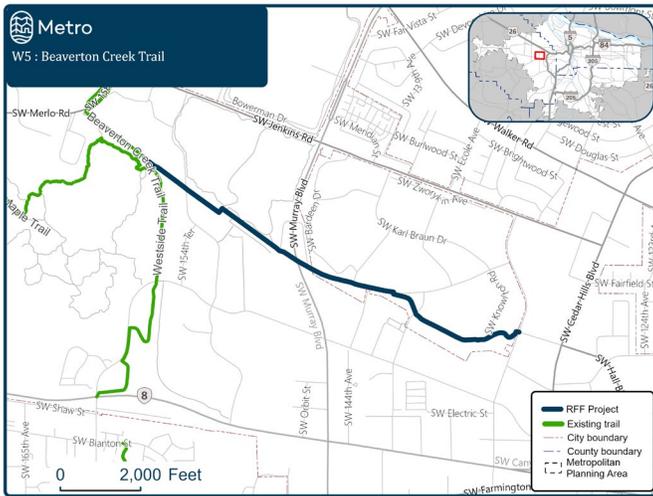
Number of web tool comments: 7



Overall there was a relatively lower level of interest in this project. However, most of the online comments and letters/emails voiced support for this project highlighting

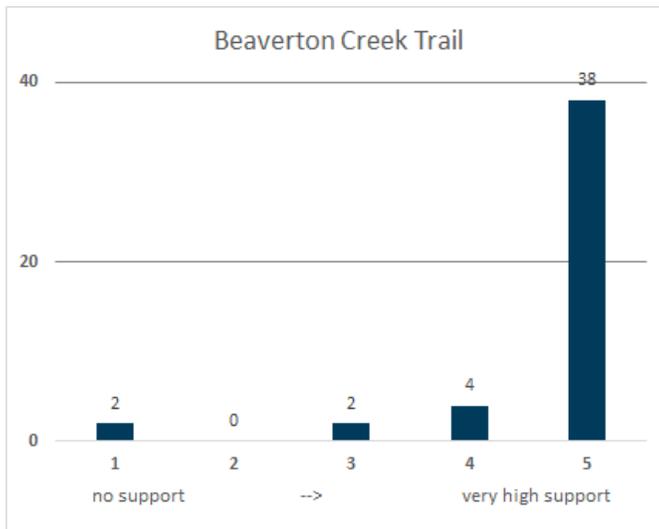
- “Completing the Westside trail is important to providing a travel option west of Highway 217 that connects to multiple cities and facilities.”
- “Vital segment of highly popular, Westside Trail, much of which is already constructed, that will ultimately connect to Portland to the north.”

W5: Beaverton Creek Trail (Regional) Segment #3 & #4 | Tualatin Hills Park & Recreation District | \$1,774,575



Number of letter, email and voice mail comments: 10

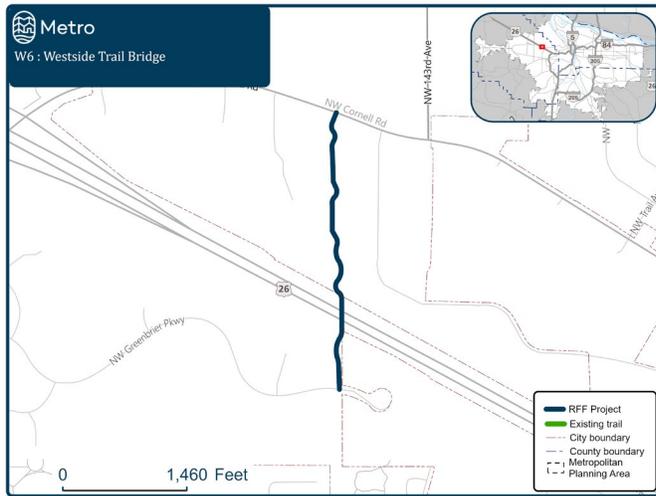
Number of web tool comments: 33



All online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would help safely connect residents to businesses.

- “This is a critical connection for the Beaverton downtown, which is highly congested and it's so important to encourage more alternative modes of travel. Safe trail connections is one way to this can be achieved.”
- “The shopping at Cedar Hills, one end of this trail, is a very popular destination; providing a low-stress way for bicyclists to get there would help everyone.”

W6: Westside Trail Bicycle & Pedestrian Bridge (WST15)| Tualatin Hills Parks and Recreation | \$ 1,907,500



Number of letter, email and voice mail comments: 13

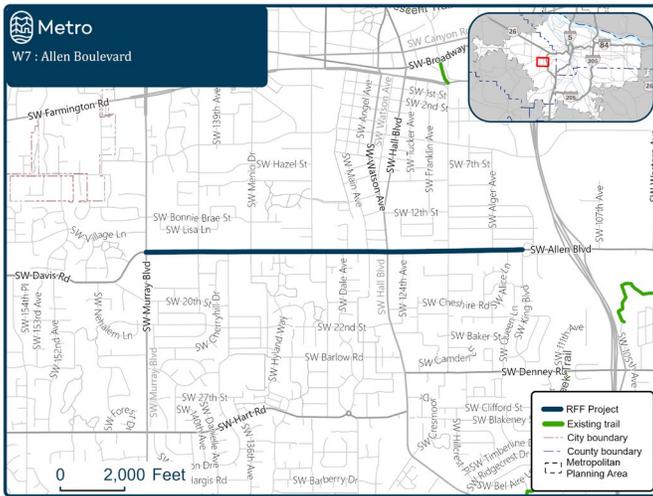
Number of web tool comments: 110



All but one of the online comments and letters/emails voiced support for this project highlighting the need for a safe crossing over Highway 26 and connection to trails and bus routes.

- “... At the moment, the only pedestrian crossing in this area over HWY 26 is along Cornell road which is a very busy, fast moving street with several dangerous and complicated intersections.”
- “My wife, toddler, and I live in the Elmonica neighborhood and are transitioning to car-free. This [...] would close a huge gap and make it possible to access destinations in Bethany.”

W7: Allen Boulevard Complete Street Plan SW Allen Boulevard: SW Murray Boulevard to SW King Avenue)| Tualatin Hills Parks and Recreation | \$723,670

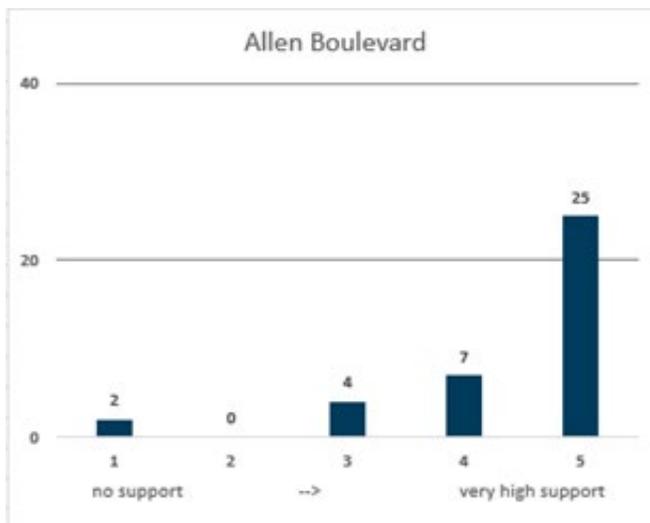


Almost all online comments and letters/emails voiced support for this project. Online comments and letters/emails highlighted how this project would help safely connect residents to businesses.

- “... When I wait for the bus here I feel as though I have to be very close to fast-moving cars, and I generally only bike on the one block with bike lanes.”
- “The proposed low-stress bicycle facilities will allow all Beaverton residents easier access to the many amenities in the Allen District, as well as connections to other nearby areas of interest.”

Number of letter, email and voice mail comments: 2

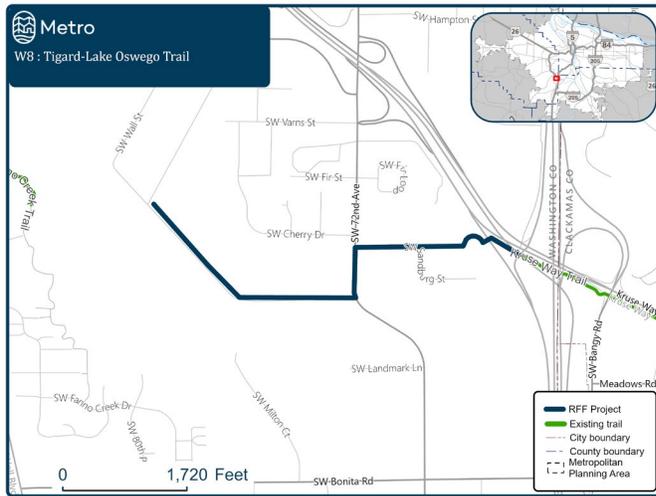
Number of web tool comments: 27



Concerns/considerations:

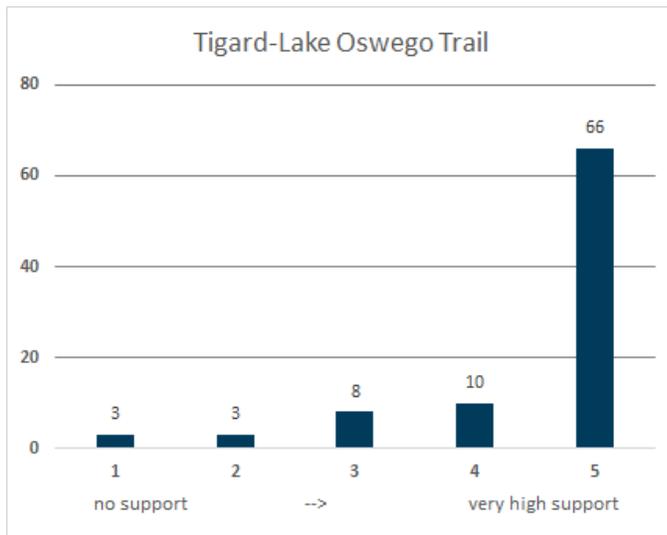
Two comments suggested this project is not a priority. Another expressed that the improvements would not actually create a complete network and that they would like to “prioritize complete networks over partial, incomplete network enhancements.”

W8: Tigard/Lake Oswego (TLO) Regional Trail Gap - Alignment Study | City of Tigard | \$245,000



Number of letter, email and voice mail comments: 1

Number of web tool comments: 59



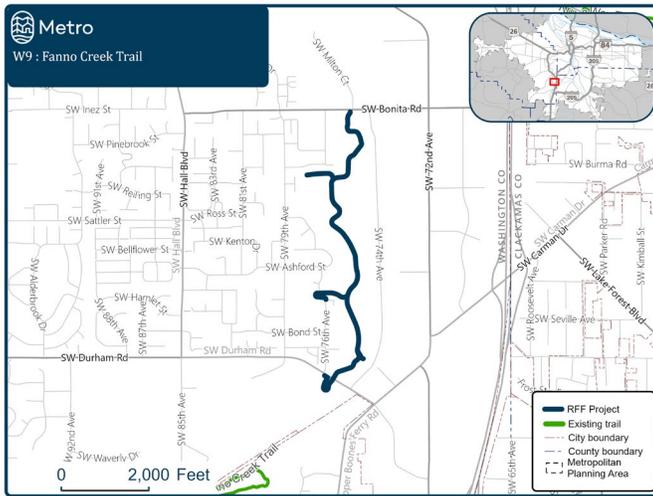
Concerns or considerations:

Several people indicated this project is not a priority. A couple of supportive comments expressed concern about how this trail would interact with 217 and with I-5 ramps, noting that they do not feel safe around the traffic in these places.

Most online comments and letters/emails voice support for this project highlighting the barriers for people walking and biking created by the highways in this area and emphasized the intercity connection as important.

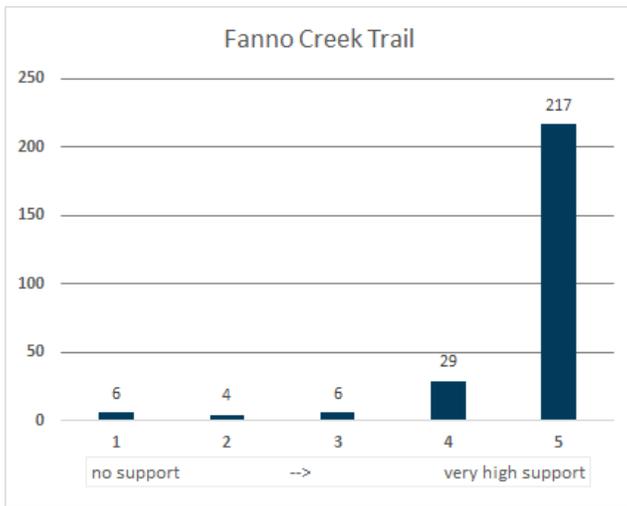
- “...trail connection from Tigard to Lake Oswego would allow greater use of the fantastic walk bike bridge that already spans over I-5 at Koontz way.”
- “This would be an awesome addition to the trails in the Tigard/Fanno creek area. I would love to access the shops and food options to the East of Tigard, and this trail would help make this happen.”

W9: Fanno Creek Trail Project Development: Bonita Road to Durham Road | City of Tigard | \$1,606,705



Number of letter, email and voice mail comments: 1

Number of web tool comments: 189



Concerns/considerations:

A couple comments that this project is not a priority and one comment about maintenance that's already needed on existing infrastructure.

Almost all online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would improve safety and the walkability and bikability in Tigard and Tualatin. Many comments emphasized the potential use by children and families.

- “...Completing this one missing piece will serve to unify a huge chunk of the close-in southwest and offer hugely accessible, family-friendly biking, running and commuting.”
- “...This segment joins Fanno Creek Trail with access to Cook Park and The City of Tualatin trail along the Tualatin River. It offers Families a safe and healthy outdoor exercise and gives cyclists a safe way to move away from roads.”

NEXT STEPS

A draft of the public comment summary report including the appendices, was provided to the Transportation Policy Alternatives Committee (TPAC) for consideration at its workshop on July 14, 2022. TPAC's deliberation will include consideration of these public comments, the technical evaluation, regional and federal policy regarding these funds and sub-regional priorities.

The Transportation Policy Alternatives Committee advises the Joint Policy Advisory Committee on Transportation, which advises the Metro Council. Deliberations will continue through Summer and Fall 2022, with the Joint Policy Advisory Committee on Transportation and the Metro Council adopting a final list of projects to receive funding in Fall 2022.

ONLINE TOOL PARTICIPANTS

People who responded using the online tool were asked to respond to demographic questions that help Metro and others looking at the public comment results determine whether we are hearing from a representative group of people reflecting the region’s diverse communities and broad range of experiences. The questions are optional for online tool participants.

There is typically an opt-in bias that occurs with online engagement opportunities like this one. This often results in an over-representation of people who have the time, comfort and access to participate. This skews participation toward higher income people who speak English and have a level of trust in governments. Groups that are underrepresented in respondent information by 4 percent or more are indicated **in red**.

People from 76 different zip codes participated in the online tool.

Figure 2. Zip code

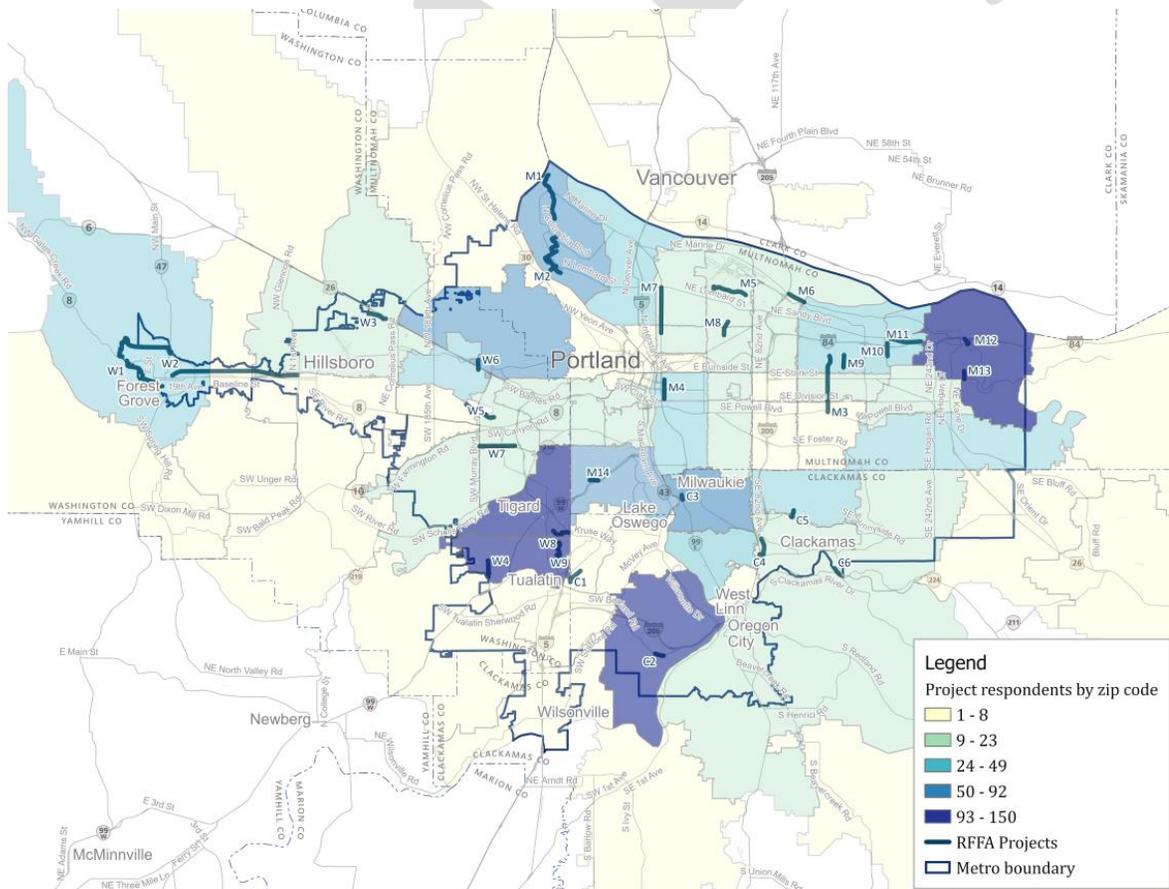


Table 1. Income (1,287 respondents)

Annual household income	Survey Percent	ACS 2016-2020
\$10,000 to \$19,999	1%	5%
\$20,000 to \$29,999	2%	6%
\$30,000 to \$39,999	3%	7%
\$40,000 to \$49,999	3%	14%
\$50,000 to \$74,999	4%	17%
\$75,000 to \$99,999	16%	13%
\$100,000 to \$149,999	18%	19%
\$150,000 or more	27%	20%
Don't know/prefer not to answer	19%	--

Table 2. Gender (1,359 respondents)

Gender	Survey Percent*
Woman	59%
Man	39%
Transgender	1%
Non-binary, genderqueer or third gender	3%
A gender not listed here	1%
Prefer not to answer/Blank	12%

* Participants could select as many genders as applicable. Therefore, the total is greater than 100%.

** ACS 2016-2020 asks about sex, not gender

Table 3. Race/ethnic identity (1,551 respondents)

Racial or ethnic identity	Survey Percent*	2020 census
American Indian/Native American or Alaska Native	2%	3%
Asian or Asian American	4%	11%
Black or African American	3%	5%
Hispanic, Latino or Spanish origin	8%	14%
Native Hawaiian, or other Pacific Islander	1%	1%
White	86%	66%
An ethnicity not included above	2%	--
Prefer not to answer or left blank	15%	--

* Participants could select as many race/ethnicity identities as applicable. Therefore, the total is greater than 100%.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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